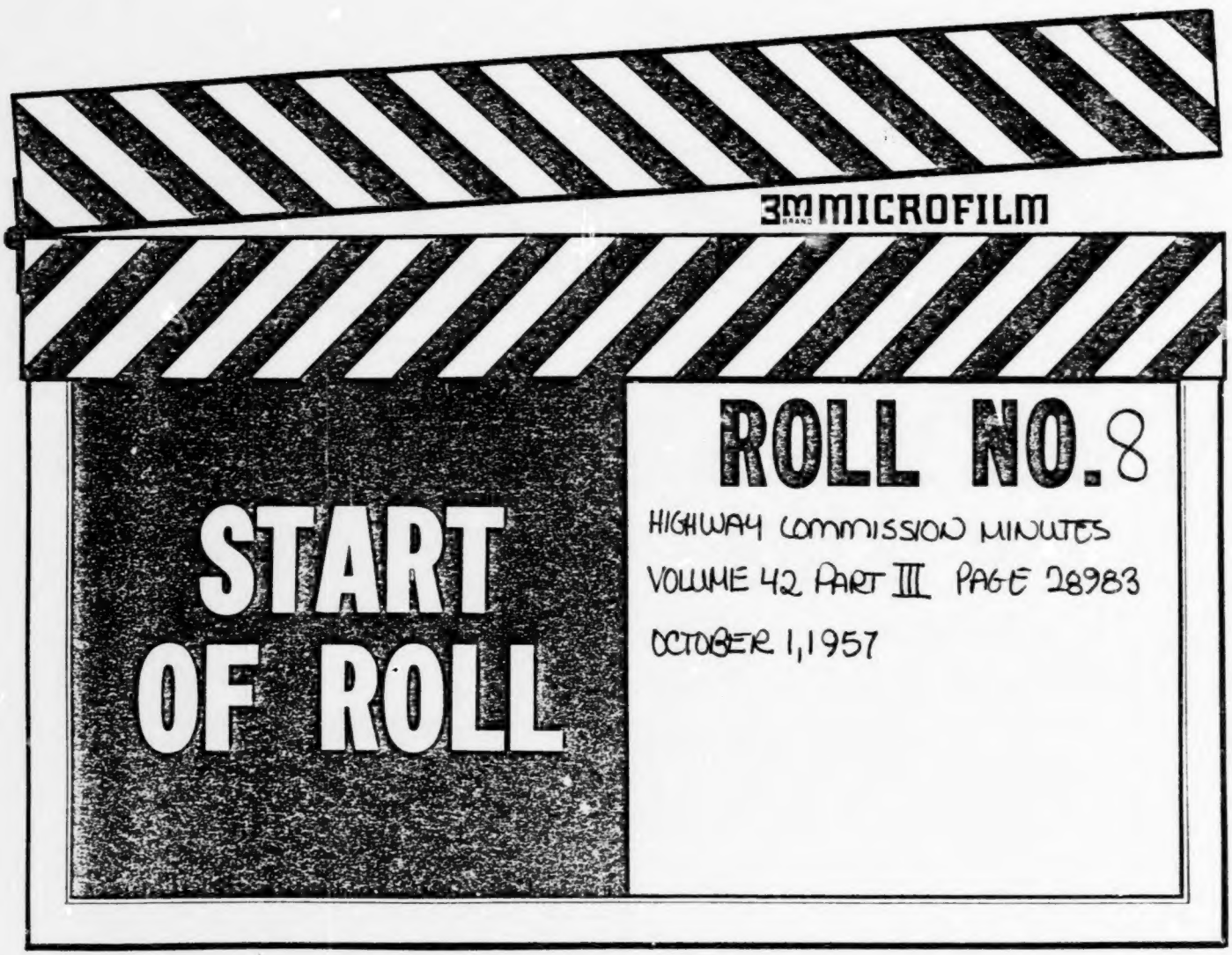
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HIGHWAY COMMISSION MINUTES
VOLUME 42 PART III PAGE 28983
OCTOBER 1, 1957

VOLUME 42

PART III

PART III

OF

VOLUME XLII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 1, 1957

TO

DECEMBER 31, 1957

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OREGON STATE HIGHWAY COMMISSION

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George H. Rohde, Assistant Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

- - - -

TABLE OF CONTENTS

Page	Date 1957	Subject
28983	Oct. 1	OREGON STATE HIGHWAY BONDS - $20,600,000 authorized by 1957 Oregon Legislative Assembly.
		BIDS received on sale of bonds.
28987		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		COOS COUNTY. Oregon Coast Hwy. Douglas County Line-Hauser Section. McDonald-Gay property. Change of access approved.
		LANE COUNTY. Pacific Hwy. Eugene. Franklin Ave. property. Assignment of sublease to Mack Trucks, Inc. approved.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct.-Sheridan Section. Harris property. Payment for new well approved.
		MULTNOMAH COUNTY. Portland. NE 82nd Ave.-Sandy Blvd. Ground lease with Cerragino for maintenance headquarters approved.
		SALE OF EXCESS PROPERTY authorized. See EXHIBIT "B".
28988		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook-Donaldson Creek Section. Naegeli-Zweifel property. Damage claim approved.
28989		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "D-1" and "D-2".
		BAKER COUNTY. Brownlee Dam area. Idaho Power Co. agreement to be adhered to re payments for hwy. construction costs.
		CONDEMNATION CASES settled. Counsel's report approved.
28990		CONTRACTS #4592-#4880. Allum Brothers, contractors. Counsel to initiate interpleader in court re distribution of funds.
		BID PROPOSALS. Elimination of descriptive matter in the reading of bid proposals ordered.
		COURT CASES PENDING TRIAL. Counsel's report approved.
28991		CLATSOP COUNTY. Hug Point County Road. Deed conveying to State portion of road accepted.
		AWARD OF CONTRACTS. Engineer reports awards.
28992		RECLASSIFICATION OF HWYS. to Group I on 2 hwy. sections confirmed.
		SPEED ZONES ESTABLISHED TEMPORARILY on following: Multnomah County. Sunset Hwy. Highlands Interchange. Multnomah County. US99W. Barbur Blvd.
		GARNISHMENTS. Discussion and approval of procedure to be followed.
28993		UNFINISHED BUSINESS MATTERS discussed: CLATSOP COUNTY. Hug Point County Road. MORROW COUNTY. Wasco-Heppner Secdy. Hwy. Chapin Creek-Rock Creek Jct. Park development report not complete. BID PROPOSALS. Elimination of descriptive matter in reading. MARION COUNTY. Salem. Building construction near State Hwy. Shops. Motor Vehicles-State Police request. UNIFORMS FOR STATE PARKS PERSONNEL. Investigation underway. GARNISHMENTS. Statement of policy. LINCOLN COUNTY. Requests of Oceanlake delegation.
28994		CLATSOP COUNTY. Seaside. Roosevelt Drive construction. LANE COUNTY. McKenzie Hwy. Springfield. Main St. closing. Request for financial aid re 1-way couplet analysis denied.

Page	Date 1957	Subject
28994	Oct. 1	BANKERS TRUST COMPANY-HARRIS TRUST & SAVINGS BANK-FIRST NATIONAL BANK OF PORTLAND AND ASSOCIATES offer accepted for $20,600,000 bonds.
28995		TRAVEL INFORMATION DEPARTMENT. Travel Advisory Committee. Budget for 1958 approved as presented.
		FEDERAL FOREST HWY. PROGRAM. Revisions discussed and approved.
28996		COOS COUNTY. Powers Secdy. Hwy. Weight limit established. See EXHIBIT "G". Cost report to be prepared re hwy. improvement.
		CLACKAMAS COUNTY. Oswego Hwy. Oswego. "A" Ave. Jct. Installation of traffic signal approved on 50-50 basis.
28997		EXTENSIONS OF TIME to complete contracts granted.
		CONTRACTS completed and accepted. See EXHIBIT "C".
		GILLIAM COUNTY. Wasco-Heppner Secdy. Hwy. Condon Airforce Base County Road Jct. Revision of previous stop-signs resolutions approved. See EXHIBIT "E".
28998		JACKSON COUNTY. Pacific Hwy. Ashland-Tolman Creek Road Section. Bellview School area. Speed zone established. See EXHIBIT "F".
		COOS COUNTY. Oregon Coast Hwy. Coquille River Bridge. Gasner claim. Payment of car-damage claim approved.
		BENTON COUNTY. Corvallis-Newport Hwy. Philomath west. Wilhoit property. Settlement of garden-damage claim approved.
		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. John Day Dam. Extension of hwy. agreement with Army Engineers approved.
28999		TRAVEL - OUT OF STATE. R. B. Sipprell to San Francisco, October 31-November 2, 1957, for Western Interstate Committee meeting.
		POLK-YAMHILL COUNTIES. Salmon River Hwy. Wallace Bridge-Sheridan Section. Grosser property. Well drilling authorized.
		MULTNOMAH COUNTY. Portland. Harbor Drive-Barbur Blvd. Section. Verdurman property. Settlement of condemnation case.
		LANE COUNTY. Eugene. Augusta Street Frontage Road. Agreement with City & Water-Electric Board re changes in plans approved.
		KLAMATH COUNTY. Chiloquin. Request to annex area NE of city approved.
		YAMHILL COUNTY. Bellevue-Hopewell Secdy. Hwy. South Yamhill Crossing. Agreement with Army Engineers re diking work signed.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach-California State Line. Hearing re hwy. realignment to be held in Brookings.
29000		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls By-pass. Hearing re by-pass set for October 17, 1957.
		UMATILLA COUNTY. VanSycle County Road extension to State line. Reconnaissance survey authorized.
		CONSTRUCTION PROGRAM - THREE YEAR. Five Divisions. Engineer reviewed proposed 3-year construction program. Action deferred.
		FORGERY BOND. Three-year extension with Pacific Indemnity Company approved.
		COMMISSION MEETING ADJOURNED at 12:30 p.m.

Page	Date 1957	Subject
29001	Oct. 1	EXHIBIT "A". Real property acquisition.
29004		EXHIBIT "B". Sale of excess property.
29006		EXHIBIT "C". Contracts completed and accepted.
29008		EXHIBITS "D-1" - "D-2". Condemnations.
29013		EXHIBIT "E". Gilliam County. Wasco-Heppner Secdy. Hwy. Condon Airforce Base County Road Jct. Revision of previous stop-signs resolutions.
29015		EXHIBIT "F". Speed zone established.
29017		EXHIBIT "G". Coos County. Powers Secdy. Hwy. Weight limit established.
29019	Oct.31	BIDS received on construction projects.
29025		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook-Donaldson Creek Section. Access to Shild Road and Maxwell Road.
		COMMISSION MEETING MINUTES. August 29 - special; September 12-13, and October 1, 1957 - regular. Approval deferred.
		PARKS SUPT. introduced A. D. Collier of Klamath Falls and reported on following matters:
		Budget - 1958 approved as presented.
		Rooster Rock Park area. Multnomah County. Columbia River Hwy. Joseph property. Bids to be received for grazing rights.
29026		Depoe Bay Concession Building. Lincoln County. Request of Mr. Flaucher to close building January-February-March deferred.
		Rooster Rock Park. Multnomah County. Installation of phone and booth approved.
		Klamath County. Overnight camping privileges at:
		Kimball State Park denied.
		Collier State Park approved conditionally.
		Humbug Mt. State Park. Curry County. Sale of down and dead timber to Mr. Kalina approved.
29027		Concessions approved in following State Parks:
		Rooster Rock State Park.
		Fort Stevens State Park.
		Beverly Beach State Park.
		Humbug Mt. State Park.
		Honeyman State Park.
		Clatsop County. Hug Point. Johnson property. Offer of owner to donate 140 acres. Negotiations to continue.
		Uniforms for park employees. Discussion of problems involved. To be put into effect on trial basis spring of 1958.
29028		CURRY COUNTY. Carpenterville-Brookings Wayside. Phillips-Jordan trespass of state land. Settlement with Mr. Jordan approved.
		MARION COUNTY. Champoeg State Park. Deed from County for land accepted.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 2:15 p.m.
		STATE PARKS ADVISORY COMMITTEE. Parks Supt. introduced members of Committee.

Page	Date 1957	Subject
29029	Oct.31	MISCELLANEOUS SALES AND RENTAL REPORT presented.
		ACCESS CHANGES on five properties approved.
		MARION COUNTY. Pacific Hwy. East. North Jefferson Jct.-Albany Section. Settlement of Baumback claim for house moving approved.
		SALE OF EXCESS PROPERTY authorized. See EXHIBIT "B".
29030		CURRY COUNTY. Oregon Coast Hwy. Hunter Creek area. Brooks property. Exchange of properties approved.
		HARNEY COUNTY. John Day-Burns Hwy. Forest Boundary-Burns Section. Triska property. Access granted.
		DOUGLAS COUNTY. Pacific Hwy. Comstock-Anlauf Section. BPA Power Line. Compensation to BPA for raising power line approved.
		COOS COUNTY. Coos River Hwy. Millicoma Bridge Unit. Deed conveying excess r/w to Weyerhaeuser Timber Company granted.
		MULTNOMAH COUNTY. Portland. SW 13th Avenue. Custer St. and Canby St. vacation authorized.
		CLACKAMAS COUNTY. Oregon City. Willamette River. Deed conveying riparian rights to Crown-Zellerbach Corporation approved.
29031		LANE COUNTY. McKenzie Hwy. Finn Rock-Elk Creek Section. Smith property. Settlement of $1,500 approved.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
29036		CONDEMNATION CASES tried. Counsel's report approved.
29038		CONDEMNATION CASES settled. Counsel's report approved.
29040		CONDEMNATION CASES. Offers for property approved.
29042		PUC MATTERS re Hwy. Commission. Counsel reports:
		Baker County. Lime area. County road RR overcrossing.
		Union County. Old Oregon Trail. Glover Overcrossing.
29043		Jackson County. Medford. 8th St. RR Grade Crossing construction and Main Street revision of signals.
		Lane County. Maxwell Road RR Grade Crossing and Oak Road RR Grade Crossing construction.
		Umatilla County. Hermiston. RR Sidewalk Crossing.
		Marion County. Pacific Hwy. East. Salem By-pass Section. 2nd Geer Branch RR Overcrossing.
		Marion County. Pacific Hwy. East. Salem By-pass Section. 2nd Mainline RR Crossing.
		Lane County. Springfield. Pedestrian RR Grade Crossing.
		MARION COUNTY. Salem. State Highway Building. Legal Division. Re-arrangement of offices and library approved.
		CASES PENDING IN COURT. Counsel's report approved.
29044		MARION COUNTY. Baldock Freeway. Hubbard area. Matheny vs State. Counsel's report approved.
		LANE COUNTY. Siuslaw Hwy. MP 49.17. Department of Interior. Settlement of claim for tree removal approved.
		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Annexation of state-owned land in City of Salem approved.
		CLATSOP COUNTY. Hug Point County Road. Deed from County transferring short section of road to State accepted.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton-Pilot Rock Section. Payment of attorney's fees to Margot Bensel approved.
		AWARD OF CONTRACTS. Engineer reports awards.

Page	Date 1957	Subject
29045	Oct.31	DESCHUTES COUNTY. Cline Falls Secdy. Hwy. Reclassification of section to Group I confirmed.
		BID OPENING held in Salem, October 3, 1957. Engineer reported.
		BUDGET - 1958. General Hwy. Department Budget submitted by Engineer discussed and approved.
29046		COOS COUNTY. Powers Secdy. Hwy. Request for hwy. reconstruction to accommodate truck-trailer combinations deferred.
		EMPLOYEES. Retirement and appointments reported: E. A. Collier to retire November 1, 1957. I. A. DeFrance to Maintenance Engineer. Edward F. Chidsey to Assistant Maintenance Engineer. Walter T. Wright to Assistant Right of Way Engineer. J. A. Rowland to Chief Locating Engineer.
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Roosevelt Drive. 2-land construction to be discussed with City officials.
		LINCOLN COUNTY. Oregon Coast Hwy. Oceanlake. Engineer reported on delegation requests.
29047		BUILDING CONSTRUCTION FOR Department of Motor Vehicles. Discussion of location and financing. Action deferred.
		MULTNOMAH COUNTY. Portland. Motor Vehicle Division. Field Office. NE Oregon St. Problem of rental increase discussed.
29048		Construction or purchase of buildings to be studied by Engineer.
		PORTLAND CEMENT and ASPHALTIC CEMENT PAVEMENT. Engineer presented report.
29049		STATE PARKS TRAVEL ADVISORY COMMITTEE. Election of officers: William Tugman, Chairman. George Henderson, Vice Chairman.
		UNFINISHED BUSINESS MATTERS discussed: MORROW COUNTY. Wasco-Heppner Secdy. Hwy. Chapin Creek-Rock Creek Jct. Park development report not complete. MARION COUNTY. Salem. Building construction near State Hwy. Shops. Motor Vehicles-State Police request reported on. UNIFORMS FOR STATE PARKS PERSONNEL. Reported on earlier. LINCOLN COUNTY. Oceanlake delegation requests reported on earlier. CLATSOP COUNTY. Seaside. Roosevelt Drive construction.
29050		COOS COUNTY. Powers Secdy. Hwy. Request for hwy. construction deferred pending appearance of delegation.
		LAKE COUNTY. Fremont Hwy. Lakeview. 3rd St.-9th St. Section. Resurfacing-widening project approved for 1958.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts: #4901, #4894, #4560, and #4885.
		BAKER COUNTY. Brownlee Dam area. Idaho Power Co. check received re their agreement for reconstruction of hwys.
		CONTRACTS. Award of contracts publicly announced.
29053		FAS COUNTY ROAD PROJECT ADDITIONS approved in Lake-Polk-Harney Counties.
		FAS COUNTY ROAD PROJECTS - 1958-59. Additions-cancellations-transfers approved for Lincoln-Malheur-Polk-Lake Counties.

Page	Date 1957	Subject
29054	Oct.31	WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. Mitchell Grade. Request for hwy. improvements denied.
		CURRY COUNTY. Oregon Coast Hwy. Crystal Creek Bridge-Sixes Section. Request for sidewalk and footpath construction denied.
29055		POLK COUNTY. Monmouth-Independence Hwy. Monmouth east. Curb reconstruction-hwy. widening project approved.
		EXTENSIONS OF TIME to complete contracts granted.
29056		CONTRACTS completed and accepted. See EXHIBIT "C".
		REDUCED SPEED ZONES ESTABLISHED on the following:
		Marion County. Silver Creek Falls Secdy. Hwy. See EXHIBIT "F-1".
		Clackamas County. Cascade Secdy. Hwy. See EXHIBIT "F-2".
		Clackamas County. Clackamas Secdy. Hwy. See EXHIBIT "F-3".
		Umatilla County. Oregon-Washington Hwy. See EXHIBIT "F-4".
		Benton County. Albany-Corvallis Hwy. See EXHIBIT "F-5".
		Washington County. Tualatin Valley Hwy. See EXHIBIT "F-6".
		Washington County. Beaverton-Tualatin Valley Secdy. Hwy. See EXHIBIT "F-7".
29058		NO PARKING ZONES ESTABLISHED on the following:
		Washington County. Beaverton-Tualatin Valley Secdy. Hwy. See EXHIBIT "F-8".
		ABANDONMENT RESOLUTIONS ADOPTED for 4 hwy. sections. See EXHIBITS "D-1" through "D-4".
29059		TRAVEL - OUT OF STATE approved for eleven employees.
		LINCOLN COUNTY. Oregon Coast Hwy.(old). Access to Beverly Beach State Park. State to resume jurisdiction of old section.
29060		YAMHILL COUNTY. Pacific Hwy. West. Butteville-Springbrook County Road Jct. east. State to transfer property to County.
		BAKER COUNTY. Old Oregon Trail. Huntington south. Gay property. Settlement of fire damage claim approved.
		LANE COUNTY. Pacific Hwy. Eugene east. Annexation of portion of hwy. within City approved.
		MULTNOMAH COUNTY. Pacific Hwy. Interstate Bridge. Toll-free bridge. See EXHIBIT "G".
29061		PUBLIC HEARINGS at Grants Pass and Rogue River on December 18, 1957, re relocation of Pacific Hwy. and Redwood Hwy.
		IDAHO POWER COMPANY-STATE OF OREGON AGREEMENT of May 16, 1957. Request of Company for waiver of item in agreement approved.
		BAKER COUNTY. Brownlee Dam area. Idaho Power Co. agreement re reconstruction of hwys. Amendment of agreement approved.
29062		JEFFERSON COUNTY. US26 - US97 Jct. Request for installation of informational sign approved.
		PUC FORM 170 (7-56). Revisions to mandatory regulations contained in form approved.
		W. W. STIFFLER RESIGNATION accepted with regrets.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for December 5-6, 1957, - regular; January 16-17, 1958, - tentative.

Page	Date 1957	Subject
29063	Oct.31	DOUGLAS COUNTY. Pacific Hwy. Winston's request for additional signs approved.
		TILLAMOOK COUNTY. Wilson River Hwy. Tillamook east. Access to Shild Road and Maxwell Road approved. Agreement to cover.
		AASHO AND WASHO DUES. Payment of annual dues approved.
		MALHEUR COUNTY. Owyhee Reservoir Access Road and Owyhee River Bridge. Letter of October 28, 1957, from County Judge Chester inserted in minutes for future reference.
29064		COMMISSION MEETING ADJOURNED at 5:00 p.m.
	Nov. 1	COMMISSION MEETING RECONVENED at 9:00 a.m.
		COMMISSION MEETING MINUTES approved for August 29, - special; October 1, - bond sale; September 12-13, 1957, deferred.
29065		COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg Hwy. "Housewives of 42" telegram read aloud.
		CONSTRUCTION PROGRAM for one-year - 1960 funds. List of projects discussed and approved.
29074		COOS COUNTY. Coos Bay-Roseburg Hwy. and Powers Secdy. Hwy. Projects requested by Coquille delegation discussed.
		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. School District. Request for overcrossing to be investigated.
29075		DOUGLAS COUNTY. Delegation requests: Elkton-Sutherlin Secdy. Hwy. completion as link in hwy. from US97 to the coast.
29076		UMATILLA COUNTY. Delegation requests: Vansycle Road to become FAS County Road. Survey authorized. Mission North Fork Reith-Echo Secdy. exchange of roads to be studied. Milton north. Acquisition of 4.95 acre-tract declined. Interstate System. Ellensburg-Pendleton Road. County Court to be informed of developments.
29077		YAMHILL COUNTY. Salmon River Hwy. Willamina By-pass. Request for better hwy. access deferred.
		US HIGHWAY 20 ASSOCIATION. Requests discussed as follows: 1. Pioneer Mountain Section. Action taken. 2. Corvallis-Philomath Section. Action taken. 3. Lebanon-Sodaville Section to be considered for future programming.
29078		COMMISSION MEETING RECESSED at 12:10 p.m. to reconvene at 1:00 p.m.
		CONSTRUCTION PROGRAM for one-year - 1960 funds. Further discussion and approval confirmed.
		UMATILLA COUNTY. Exchange of roads with County. Engineer to negotiate with County.
		BAKER COUNTY. Old Oregon Trail. Baker area. Request for hwy. reconstruction approved in 1958 program.
		INTERSTATE ROUTES to be discussed at AASHO meeting by Engineer: Ellensburg-Pendleton Interstate Route (proposed). Columbia River Hwy. Portland-Astoria Section. Interstate hwy. designation to be requested.

Page	Date 1957	Subject
29079	Nov. 1	DOUGLAS COUNTY. Pacific Hwy. Winchester Overcrossing. Request to use area beneath overcrossing as county park approved.
		CLATSOP COUNTY. Warrenton Secdy. Hwy. Reclassification to Group I approved.
		CLACKAMAS COUNTY. Wilsonville. Walter Dammasch Hospital road construction. Hwy. Dept. to pay ½ cost to correct engineering error.
		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Halsey area. Engineer to investigate re overcrossing possibilities.
		WALLOWA COUNTY. Wallowa Lake Hwy. Lostine Section. County Court-Enterprise C of C to be informed re programming of hwy. funds.
		STATE POLICE SALARY INCREASES. Deficit in police budget. Hwy. Dept. to transfer $26,000 to State Police.
29080		TILLAMOOK COUNTY. Dolph-Boyer Cutoff. BPR agreement placing Cutoff on Forest Hwy. System approved and signed.
		TRAVEL - OUT OF STATE. Trips of small authorization - $100 or less to be approved by Engineer for confirmation at next meeting.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "E-1" through "E-16".
		MULTNOMAH COUNTY. Columbia River Hwy. Troutdale area. Martin property. Offer of $47,800 approved for property.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy east. Perasso properties. Settlement of $800 for properties approved.
		GRANT COUNTY. John Day Hwy. John Day. Blue Mt. Mills. Settlement of $1,750 and measures to prevent further damage accepted.
29081		MARION COUNTY. Pacific Hwy. East. Salem By-pass Section. Burrell property. Agreement with owners for weir construction signed.
		ABANDONMENT OF CLAIM. Case of State of Oregon vs National Industrial Products Corporation re hwy. equipment damage.
		W. W. STIFFLER RESIGNATION. Appointment of successor at December 5-6 meeting.
		JACKSON COUNTY. Pacific Hwy. Medford By-pass. Engineer gave status report re city's action on agreement.
		UNION-WALLOWA COUNTIES. Wallowa Lake Hwy. & Enterprise-Lewiston Hwy. 55' truck-semi-trailer movements. Engineer to investigate further.
29082		UNION COUNTY. Old Oregon Trail. LaGrande south. Inland Radio Co. property. Discussion re additional commercial access.
		SUNSET HIGHWAY to carry directional signs on how to get to the R. H. Baldock Freeway.
		US HIGHWAY 20 ASSOCIATION. Linn County. Santiam Hwy. Lebanon-Sodaville Jct. Section. Engineer to prepare cost report.
		AGREEMENTS and other papers signed.
29084		COMMISSION MEETING ADJOURNED at 2:15 p.m.

29085	EXHIBIT "A".	Real property acquisition.
29108	EXHIBIT "B".	Sale of excess property.
29110	EXHIBIT "C".	Contracts completed and accepted.
29113	EXHIBITS "D-1" through "D-4".	Abandonment resolutions.
29124	EXHIBITS "E-1" through "E-16".	Condemnations.
29166	EXHIBITS "F-1" through "F-8".	Speed zones established.
29182	EXHIBIT "G".	Multnomah County. Pacific Hwy. Interstate Bridge. Toll-free bridge.

Page	Date 1957	Subject
29184	Dec. 5	HOLIDAY GREETINGS expressed by Chairman Reynolds.
		BIDS received on construction projects.
29190		PARKS SUPT. reports on following matters:
		Silver Falls State Park. Marion County. 1-year renewal of concession lease to the Campbells approved.
		Lincoln County. Oregon Coast Hwy. Devils Lake park areas. Names approved.
29191		Tillamook County. Oregon Coast Hwy. Neahkahnie Mt. Plaque-wording-location approved in honor of Oswald West.
		Josephine County. Redwood Hwy. Cave Junction area. Acquisition of 30 acres from BLM for park purposes approved.
29192		Cove State Park. Jefferson County. Request of BPA for easement agreement for power line guy anchors in park approved.
		Cape Sebastian State Park. Oregon Coast Hwy. Curry County. Young-Newhouse property. Change of access approved.
		Travel - Out of State approved for Parks Supt. and Ass't. Parks Supt.
		Uniforms for park employees. Parks Supt's. report on specifications and design for shoulder patch approved. Signs at park entrances to be studied.
29193		South Beach State Park. Lincoln County. Harborton. Vacation of 9 streets in townsite approved.
		Depoe Bay State Park Concession Building. Lincoln County. Closing building during winter months approved.
		McKenzie River Basin. Lane County. Letter to State Water Resources Board re recreational use to be studied.
		FOREST HIGHWAY FUNDS. BPR-US Forest Service Conference at 1:30 p.m. following day to discuss programming of funds.
29194		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		MULTNOMAH COUNTY. Portland. Harbor Drive-Montgomery St. Mohawk Carpet Co. property. Settlement for $192,000 or condemn. Possibility of another appraisal.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Medford. Jackson County Federal Saving & Loan Ass'n. property. Condemnation authorized.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		MISCELLANEOUS SALES AND RENTAL REPORT presented.
29195		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "B-1" and "B-2".
		ACCESS CHANGES on three properties approved.
		WASCO COUNTY. Columbia River Hwy. Chenoweth Creek-The Dalles Section. Payment to BPA of cost to move facilities approved.
29196		DOUGLAS COUNTY. Umpqua Hwy. Hinsdale Slough-Luder Creek Section. Douglas Electric Co-op. Inc.,claim for poles relocation approved.
		MARION COUNTY. Pacific Hwy. Salem By-pass Section. PGE easement for maintaining pole line over hwy. property approved.
		CONDEMNATION OF REAL PROPERTY approved. See EXHIBITS "K-1" through "K-19".

Page	Date 1957	Subject
29205	Dec. 5	CONDEMNATIONS. R. H. Baldock Freeway. Portland area. R/W Engineer reports.
29206		CONDEMNATION CASES tried. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
29207		CONDEMNATION CASES. Offers for property approved.
29209		PUC MATTERS re Hwy. Commission. Counsel reports:
		Benton County. Corvallis. South 6th Street Crossing Signals.
		Jackson County. Medford. Main St. and 8th St. SP RR Train Speeds.
		Linn County. SP RR Company. Tallman Branch Overcrossings.
		Linn County. SP RR Company. Woodburn-Springfield Branch Crossings.
29210		Lane County. SP RR Company. Woodburn-Springfield Branch Crossings.
		Douglas County. Oakland. SP RR Company. County Road Grade Crossing.
		Lane County. Eugene. SP RR Company. McKinley St. Grade Crossing.
		COOS COUNTY. Oregon Coast Hwy. MP 232.5. Compromised claim against Mr. Devereux approved.
		CLAIMS. Abandonment of eight claims approved.
29211		MULTNOMAH COUNTY. Portland. 82nd Ave.-SE Harney St. Dismissal of case against Oscar W. Francis, Jr. approved.
		ALDERMAN TRUCKING CO. VS STATE HWY. COMMISSION. Counsel's report approved.
		MULTNOMAH COUNTY. Portland. 37th Ave.-NE Sandy Blvd. Anderson Service Station. Compromise settlement of damage claim approved.
29212		CONDEMNATION CASES. Dismissal of three cases approved. See EXHIBIT "K-7".
		CONDEMNATION CASE. Dismissal of case approved. See EXHIBIT "K-12".
		CONDEMNATION CASE. Dismissal of case approved. See EXHIBIT "K-13".
		DAMAGE CLAIMS COLLECTION. Institution of legal proceedings authorized.
		COURT CASES. Three cases pending against the State. Counsel's
29213		report approved.
		AWARD OF CONTRACTS. Engineer reports awards.
		MULTNOMAH COUNTY. Portland. Barbur Blvd. MP 4.90 - MP 6.50. Speed zone established. Confirmation.
29214		SALE OF USED EQUIPMENT-SCRAP MATERIALS of November 25, 1957, approved.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls By-pass. October 17, 1957, hearing. Engineer's report accepted.
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Brookings Section. Hearing at Brookings. Engineer's report accepted.
		Myers Creek-Brookings Section. Survey authorized. See EXHIBIT "N".
29215		LANE COUNTY. McKenzie Hwy. Springfield Bridge area. Transfer of land to County for rock from County source approved. See EXHIBIT "H".
		UNFINISHED BUSINESS MATTERS discussed:
		MORROW COUNTY. Wasco-Heppner Secdy. Hwy. Chapin Creek-Rock Creek Jct. Park development report not complete.
		MARION COUNTY. Salem. State Hwy. Shops area. Request for State Police Building pending.
		CLATSOP COUNTY. Seaside. Roosevelt Drive 2-lane construction approved for 1958.

Page	Date 1957	Subject
29216	Dec. 5	LINCOLN COUNTY. Depoe Bay Concession Building. Closing building during winter months pending.
		CLATSOP COUNTY. Hug Point. Johnson property. Offer to deed 140 acres of land for park purposes pending.
		BUILDING CONSTRUCTION for Dept. of Motor Vehicles discussed.
		MULTNOMAH COUNTY. Interstate Bridge. Statement of action and policy re toll-free facility. Previous resolution confirmed.
		YAMHILL COUNTY. McMinnville south. US99W By-pass survey authorized.
29217		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Halsey-Bonneville Section. SP RR Grade Crossing report not complete.
		UMATILLA COUNTY. Exchange of roads approved. Stanfield-Pendleton Hwy. to be county road. See EXHIBIT "D-2". North-South Mission Roads to be known as Umatilla-Mission Secdy. Hwy. #331. See EXHIBIT "D-1".
		ELLENSBURG-PENDLETON INTERSTATE ROUTE (proposed). Economic study to be made and report at next meeting.
29218		UNION-WALLOWA COUNTIES. Wallowa Lake Hwy. & Enterprise-Lewiston Hwy. Report at next meeting.
		US HWY. 20 ASSOCIATION. Linn County. Santiam Hwy. Lebanon-Sodaville Section. Report on improvement not complete.
		P. M. STEPHENSON APPOINTMENT as Assistant State Hwy. Engineer to replace W. W. Stiffler approved. See EXHIBIT "I".
		UMATILLA COUNTY. Umatilla-Stanfield Hwy. Stanfield. Stage Gulch Bridge. Request for sidewalk construction denied.
		MARION COUNTY. Salem. State Street. 12th St.-East City Limits. Widening project approved on cooperative basis.
29219		COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg Hwy. Rink Creek-Roseburg Section. Financing to be studied.
		DESCHUTES COUNTY. Shevlin County Road. Road oiling on 50-50 basis with County approved.
		SPECIAL CITY ALLOTMENT FUNDS - 1958. $250,000. Projects approved.
29220		MARION COUNTY. Silver Creek Falls Secdy. Hwy. (Water St.). Silverton. Main St. Jct. Request for flashing beacon approved.
29221		MARION COUNTY. Salem. Six street intersections. Installation of traffic signals approved. Agreement to cover.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Forest Grove. 1-way couplet. Interconnected signal system installation approved.
		LANE COUNTY. Pacific Hwy. Eugene. 1-way couplet. Lincoln St. Jcts. Traffic signals installation on 50-50 basis approved.
29222		LINCOLN COUNTY. Oregon Coast Hwy. Otis Jct.-Siletz River Section. Cost of map on 50-50 basis with BPR approved.
		WASHINGTON COUNTY. Beaverton-Wilsonville Secdy. Hwy. Tigard. Improvement of 2 sections approved for 1958.
		EXTENSIONS OF TIME to complete contracts granted.
29223		CONTRACTS completed and accepted. See EXHIBIT "C".
		DOUGLAS COUNTY. Pacific Hwy. Roseburg south. Roberts Mt. Section. Widening to 4-lanes scheduled for 1958.

Page	Date 1957	Subject
29224	Dec. 5	STATE TAX STREET FUND ALLOCATIONS. 1956 and first ½ of 1957. Plans approved. See EXHIBIT "E".
		SPEED ZONES-NO PARKING ZONES ESTABLISHED on following:
		Linn County. Mehama-Mill City Secdy. Hwy. See EXHIBIT "J-1".
		Washington County. Scholls Secdy. Hwy. See EXHIBIT "J-2".
		Portland Golf Club area. See EXHIBIT "J-3".
29225		Clatsop County. Oregon Coast Hwy. Sunset Hwy. Jct. area. See EXHIBIT "J-4".
		Clatsop County. Sunset Hwy. MP 0.00 - MP 0.10. See EXHIBIT "J-5".
		Restaurant area. MP 24.74 - MP 24.90. See EXHIBIT "J-6".
		Lincoln County. Oregon Coast Hwy. South Beach. Request for speed zone denied. Crossroad symbol signs approved.
		Clackamas County. Pacific Hwy. Jennings Lodge north. Evergreen Veterans Hospital. See EXHIBIT "L-1".
29226		Clackamas County. Mt. Hood Hwy. Government Camp By-pass. See EXHIBIT "L-2".
		Sherman County. Columbia River Hwy. Rufus. Request for no parking zone deferred. Engineer to investigate.
		TRAVEL - OUT OF STATE approved for four employees.
29227		MARION COUNTY. Woodburn. Blaine St. Maintenance Headquarters. Payment of street assessment approved.
		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz. Gibson property. Property damage claim denied.
		COOS COUNTY. Oregon Coast Hwy. Coquille Bridge. Auto paint damage claim. Surety's claim for $24 denied.
		KLAMATH COUNTY. Klamath Falls. 9th St. Stone's Service Station. 9 cars damaged by hot asphalt. Settlement @ $15 per car approved.
29228		SALE OF $20,600,000 OREGON HWY. BONDS. October 1, 1957. Payment of $6,000 to Mr. Shuler for services approved.
		KLAMATH COUNTY. Klamath Falls. South 6th St. project. Agreement with SP Company for installation of 2 pipes under RR tracks approved.
		MARION COUNTY. Salem Weather Bureau Station. Installation of receiving unit on Hwy. Dept's. teletypewriter circuit approved.
		GRANT COUNTY. John Day. Hwy. Dept. Material Storage Site. 60' strip of land deeded to city for street use.
29229		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for January 16-17 - regular; February 27-28, tentative; bid opening for first week in February, 1958.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Little Nestucca River Bridge. Commission has no authority to prohibit fishing from bridge.
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville. 1-block extension of hwy. approved. See EXHIBIT "F".
		LINCOLN COUNTY. Siletz Secdy. Hwy.(old). Abandonment resolution re portion of hwy. approved. See EXHIBIT "G".
		JOSEPHINE COUNTY. Grants Pass hearing. December 18, 1957. Hearing re by-pass to include interchange. Approved.
29230		FOREST HIGHWAY PROGRAM - 1958. Changes in program discussed.
		"I'LL TAKE THE HIGH ROAD" AASHO FILM. Purchase or loan basis of film discussed. No action.
		DELEGATION PROBLEMS discussed.

Page	Date 1957	Subject
29230	Dec. 5	UMATILLA COUNTY. Port of Umatilla Commission resolutions as follows: Interstate System. Ellensburg-Pendleton Road. Request to approve routing over Umatilla Bridge. Juniper Canyon Route favored rather than Vansycle Canyon Route. OREGON SCHOOL BOARD ASSOCIATION RESOLUTION re safe school crossings. Commission's procedure similar.
29231		MULTNOMAH COUNTY. Portland. Banfield Expressway. 60th Street. Howard Cooper Building to be vacated immediately. MULTNOMAH COUNTY. Portland. 92nd Ave. Wasco St. connection. 25' strip of property deeded to City. See EXHIBIT "M". CONTRACTS. Award of contracts publicly announced.
29233		COMMISSION MEETING ADJOURNED at 4:45 p.m.
29234	Dec. 6	COMMISSION MEETING RECONVENED at 9:00 a.m. LANE COUNTY. Upper McKenzie River Basin. Water Resources Board. Discussion of letter and authority to submit to Board. SHERMAN COUNTY. Columbia River Hwy. Rufus. John Day Cafe & Cocktail Lounge. Objection to curb installation. Engineer to investigate.
29235		MARION COUNTY. Pacific Hwy. Salem By-pass Section. Transfer of land to County for park purposes discussed. Engineer to report. WASHINGTON COUNTY. Beaverton-Wilsonville Secdy. Hwy. Tigard. Improvement of 2 sections approved for 1958 construction. HARNEY COUNTY. Delegation discussed several projects with Commission. No action.
29236		LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz-10 miles north Section. Improvement to be started in 1959-60. LINCOLN COUNTY. Oregon Coast Ad Club. Complaint re directional signs to Lincoln beaches. Investigation and necessary corrections made.
29237		WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. Request of delegation for hwy. improvement deferred.
29238		LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Concession Building. Closure during winter months approved conditionally. COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg Hwy. "Housewives for 42". Hwy. improvement urged. Procedure explained.
29241		COMMISSION MEETING RECESSED at 12:25 p.m. and reconvened at 1:30 p.m. FOREST HIGHWAY FUNDS - 1959. Forest Service-BPR Conference. Lake of the Woods Road development discussed. Dolph-Boyer Cutoff approved. Approved Forest Highway program.
29243		CLATSOP COUNTY. Tongue Point Naval Station. Dry Dock facilities for repairs to ferry "Chessman".
29244		AGREEMENTS and other papers signed.
29245		COMMISSION MEETING ADJOURNED at 2:45 p.m.

Page	Date 1957	Subject	
29246	Dec. 6	EXHIBIT "A".	Real property acquisition.
29266		EXHIBITS "B-1"	- "B-2". Sale of excess property.
29268		EXHIBIT "C".	Contracts completed and accepted.
29272		EXHIBITS "D-1"	- "D-2". Umatilla County. Exchange of roads.
29275		EXHIBIT "E".	State Tax Street Fund.
29277		EXHIBIT "F".	Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville. 1-block hwy. extension.
29279		EXHIBIT "G".	Lincoln County. Siletz Secdy. Hwy. Abandonment resolution.
29281		EXHIBIT "H".	Lane County. McKenzie Hwy. Springfield Bridge area. Transfer of land to County for rock from County source.
29284		EXHIBIT "I".	P. M. Stephenson appointment as Assistant State Hwy. Engineer.
29286		EXHIBITS "J-1"	through "J-6". Speed zones established.
29298		EXHIBITS "K-1"	through "K-19". Condemnations.
29346		EXHIBITS "L-1"	- "L-2". No parking zones established.
29348		EXHIBIT "M".	Multnomah County. Portland. 92nd Ave. Wasco St. Connection. Strip of property deeded to City.
29350		EXHIBIT "N".	Survey adopted.

Portland, Oregon
October 1, 1957

Pursuant to adjournment of its meeting held on September 12 and 13, 1957, the State Highway Commission met at 10:00 A. M., Standard Oregon Time, in the Elizabeth Room of the Imperial Hotel, Portland, Oregon. Among others, the following persons were present:

Chas. H. Reynolds, Chairman
M. K. McK[illegible], Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Chief Auditor
H. B. Glaisyer, Secretary

Also present were Mr. John W. Shuler, Bond Attorney, Portland, and Mr. Fred Paul[illegible]s, Deputy State Treasurer of Oregon, Salem.

Chairman Reynolds called the meeting to order at 10:00 A. M. and announced that the meeting was held for the principal purpose of receiving and opening bids for the purchase of $20,600,000 of Oregon State Highway Bonds that were authorized by the 1957 Oregon Legislative Assembly. He then inquired if there were any bids for the bonds that had not been presented at the Commission's table. There being none, bids as follows for the purchase of the bonds offered for sale were then opened and read aloud by the Secretary pursuant to official notice heretofore published in The Daily Bond Buyer of New York, New York, and in the Daily Journal of Commerce of Portland, Oregon, at the conclusion of which Chairman Reynolds stated that the bids would be studied by the Commission and that the Commission's decision with respect thereto would be publicly announced at 11:00 A. M. this day:

List of Bidders

1. Bankers Trust Company, Harris Trust and Savings Bank, First National Bank of Portland, and Associates

2. The First National Bank of Chicago and Associates

3. C. J. Devine & Co., Halsey Stuart & Co., Inc., Smith Barney & Co., Continental Illinois National Bank and Trust Company of Chicago, and Associates

(For names of Associates, see list attached)

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Effective Interest Cost	Effective Interest Rate
1.	Nov. 1, 1960 to Nov. 1, 1961 Inclusive	2-3/4%	$20,200,692.70	$7,017,807.30	3.17261
	Nov. 1, 1962 to Nov. 1, 1974 Inclusive	3%			
2.	Nov. 1, 1960 to Nov. 1, 1961 Inclusive	3-1/4%	$20,194,014.00	$7,059,486.00	3.19144
	Nov. 1, 1962 to Nov. 1, 1974 Inclusive	3%			
3.	Nov. 1, 1960 to Nov. 1, 1963 Inclusive	2-3/4%	$20,192,120.00	$7,130,880.00	3.2237
	Nov. 1, 1964 to Nov. 1, 1972 Inclusive	3%			
	Nov. 1, 1973 to Nov. 1, 1974 Inclusive	3-1/4%			

LIST OF ASSOCIATES

In connection with offers to purchase $20,600,000 Oregon State Highway Bonds on October 1, 1957

BANKERS TRUST COMPANY
HARRIS TRUST AND SAVINGS BANK
FIRST NATIONAL BANK OF PORTLAND

The First National City Bank of New York
The Chase Manhattan Bank
Kuhn, Loeb & Co.
Blyth & Co., Inc.
The Northern Trust Company
Chemical Corn Exchange Bank
The Philadelphia National Bank
Equitable Securities Corporation
Seattle-First National Bank
R. W. Pressprich & Co.
Eastman Dillon, Union Securities & Co.
~~Wooden & Co., Incorporated~~
F. S. Moseley & Co.
Dean Witter & Co.
~~American Securities Corporation~~
Carl M. Loeb, Rhoades & Co.
The Marine Trust Company of Western New York
J. C. Bradford & Co.
F. S. Smithers & Co.
W. H. Morton & Co., Incorporated
Commerce Trust Company, Kansas City
Hirsch & Co.
Trust Company of Georgia
~~Laurence M. Marks & Co.~~
Bacon, Whipple & Co.
Dick & Merle-Smith
Mercantile Safe Deposit and Trust Company
Braun, Bosworth & Co., Incorporated
Fitzpatrick, Sullivan & Co.
Hemphill, Noyes & Co.
Stern Brothers & Co.
The United States National Bank of Portland
Baker, Watts & Co.
Gregory & Sons
Chas. N. Tripp Company
Stern Lauer & Co.
Rand & Co.
Brown Brothers Harriman & Co.
~~Blewer, Glynn & Co.~~
R. D. White & Co.
~~William Blair & Company~~
Robert Winthrop & Co.
Courts & Co.
Bartow, Leeds & Co.
Hayden, Miller & Co.
Fahey, Clark & Co.
~~Third National Bank in Nashville~~
Ernst & Co.
Kalman & Company, Inc.
McDonnell & Co.
Anderson & Strudwick
~~Bramhall, Falion & Co., Inc.~~
First National Bank in Dallas
City National Bank and Trust Company of Chicago
Seattle Trust and Savings Bank
J. A. Hogle & Co.
Van Alstyne, Noel & Co.
Frantz Hutchinson & Co.
J. C. Wheat & Company
The First National Bank and Trust Company, Oklahoma City
Dreyfus & Co.
Ryan, Sutherland & Co.
DeHaven & Townsend, Crouter & Bodine
~~Talmage & Co.~~
Federation Bank and Trust Co.
Atkinson and Company
The Continental Bank and Trust Company of Salt Lake City
Hess & McFaul

October 1, 1957

THE FIRST NATIONAL BANK OF CHICAGO

Guaranty Trust Company of New York
J. P. Morgan & Co., Incorporated
Phelps, Fenn & Co.
Goldman, Sachs & Co.
Stone & Webster Securities Corp.
Coffin & Burr, Incorporated
Clark, Dodge & Co.
Wertheim & Co.
Hallgarten & Co.
Dominick & Dominick
Francis I. duPont & Co.
~~Lee Higginson Corporation~~
R. H. Moulton & Company
W. E. Hutton & Co.
Baxter & Company
Spencer Trask & Co.
Robert W. Baird & Co., Incorporated
~~William Blair & Company~~
William R. Staats & Co.
Schwabacher & Co.
~~E. F. Hutton & Company~~
Tripp & Co., Inc.
The Small-Milburn Company, Incorporated
Boettcher and Company
National City Bank of Cleveland
Glickenhaus & Lembo
Wachovia Bank & Trust Company, Winston Salem
John Small & Co., Inc.
Robert Garrett & Sons
Arthur L. Wright & Co., Inc.
Barret, Fitch, North & Co.
~~J. M. Dain & Company, Inc.~~
Ginther & Company
Lyons & Shafto, Incorporated
Byrd Brothers

Lehman Brothers
Drexel & Co.
White, Weld & Co.
Bear, Stearns & Co.
~~A. G. Allyn & Company, Inc.~~
L. F. Rothschild & Co.
Hayden, Stone & Co.
~~Laidlaw & Co.~~
Wood, Struthers & Co.
City National Bank & Trust Co., K. C.
Roosevelt & Cross, Incorporated
Estabrook & Co.
Shearson, Hammill & Co.
Bache & Co.
The Illinois Company, Inc.
Kean, Taylor & Co.
National Bank of Commerce of Seattle
King, Quirk & Co., Incorporated
Dempsey-Tegeler & Co.
Wm. E. Pollock & Co., Inc.
~~Baffenoperger, Hughes & Co., Inc.~~
~~C. C. Haas & Co.~~
~~Wood, Gundy & Co., Inc.~~
Goodbody & Co.
Granbery, Marache & Co.
J. A. Overton & Co.
June S. Jones & Co.
~~Merrill, Turben & Co.~~
Folger, Nolan, Fleming-W. B. Hibbs & Co., Inc.
Ball, Burge & Kraus
Green, Ellis & Anderson
~~Zahner and Company~~
Rowles, Winston & Co.

C. J. DEVINE & CO.
HALSEY STUART & CO., INC.
SMITH BARNEY & CO.
CONTINENTAL ILLINOIS NATIONAL BANK AND TRUST COMPANY OF CHICAGO

Associates not listed

October 1, 1957

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An Indenture of Access form was presented by the Right of Way Engineer concerning the McDonald-Gay property, File No. 19676, on the Douglas County Line-Hauser Section of the Oregon Coast Highway in Coos County. He explained that the indenture provides for the closure of a 25 foot access at Station 295 and substitutes a similar access at Station 291+75 and recommended approval of the change. The Commission approved the change of access as recommended.

Consideration was given to a form of "Consent to Assignment of Sublease" whereby the State agrees to the subleasing of certain State property in the City of Eugene, with Katherine A. Ruth as lessee, the property being located more specifically on the Franklin Avenue Section of the Pacific Highway. The Right of Way Engineer explained that the sublease provides for assignment of the interests of Pitchford Mack Sales Company to Mack Trucks, Inc. He said that the State will suffer no harm, and he recommended that the assignment of sublease be approved. The Commission unanimously accepted his recommendation.

The Commission considered payment of $1,402.84 to Kulick Well Drilling Company, Willamina, for drilling a well and installing a pump and a pipe line on the Bertyl Harris property on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County. The Right of Way Engineer explained that Mr. Harris' original well was destroyed by highway construction and it had been necessary to provide a new well. The Commission approved the payment of $1,402.84 as full and complete remuneration for the destroyed well.

Consideration was given to a form of ground lease with Candida Cerragino, lessor, covering land and buildings on N. E. 82nd Avenue at Sandy Boulevard in Portland, for use as a section maintenance headquarters. The Engineer pointed out that the lease covers a period of twelve months from September 1, 1957, and that the consideration is $150.00 per month. He recalled that funds originally budgeted for construction of a maintenance headquarters in this vicinity had been transferred due to the fact that a suitable building site could not be located. The Commission approved the lease as submitted.

The Right of Way Engineer reported that two parcels of property are no longer required for highway purposes and he requested authority to sell them at public sale. The properties are described as follows:

1. 3.8 acres of the former Schilling property on the Goshen-Divide Section of the Pacific Highway in Lane County for a minimum consideration

of $1,000, without access to the new Pacific Highway. (SEE EXHIBIT "B")

2. 1,200 square feet of the former Copeland property on the T. H. Banfield Expressway in Multnomah County at 31st Avenue and Wasco Street, Portland, for a minimum price of $300.

The Commission authorized sale of the properties as requested, by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a claim submitted by John and Anna Naegeli and Karl and Rose Zweifel for damage to their property because of faulty drainage on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. The Right of Way Engineer explained that in construction of this highway section drainage water which did not formerly exist, had been diverted on these people's property. The property owners, he stated, have agreed to accept the sum of $2,000 to construct necessary drainage facilities and have also agreed to give a complete release for any claims for further damages. It was his opinion that the settlement is fair remuneration. Upon his favorable recommendation the Commission approved the payment of $2,000 as complete settlement of the claims.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-22513 - E. C. Urbigkeit and Ella Urbigkeit
(Multnomah County)
Parcel No. 1: 35,000 square feet for Right of Way
Parcel No. 2: 59,500 square feet for Right of Way
Parcel No. 3: 8,100 square feet for Right of Way

Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East

R-26871 - Morehouse Holding Company
(Multnomah County)
Parcel No. 1: 1,797 square feet for Right of Way
Parcel No. 2: 3,690 square feet for a Slope Easement
Amended resolution to add permit of entry clause

Right of way maps and other data were submitted to the Commission and the Engineer advised that the acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After considering the matter

in the light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the various projects and the properties involved, the Commission approved the Chief Counsel's request by adopting the attached resolutions relative thereto, marked EXHIBIT "D-1" and EXHIBIT "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Chairman Reynolds was called to the telephone at this time. Upon his return to the Commission table he stated that he had talked with Mr. Roach of the Idaho Power Company who requested that the Power Company be billed for highway construction costs upon demand as payments are due the State's contractor, the Company in the meantime would furnish a bond guaranteeing such payments. The Engineer pointed out that the agreement recently executed with the Power Company provides that the Company shall pay the full amount of its share of the expense involved ($816,000) by October 15, 1957, which provision was inserted in the agreement at the Power Company's suggestion. The Chief Counsel stated that any arrangement for payment by the Power Company other than that stipulated in the recently executed agreement would have to be covered by a supplemental agreement. After some further discussion the Commission decided to adhere strictly to the arrangements specified in the existing agreement. Chairman Reynolds thereupon telephoned the action to Mr. Roach who stated his approval.

A report was presented by the Chief Counsel concerning condemnation cases in which settlements have been reached out of court. A summary of these cases is listed below:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Muzzio, et al R-22738	Multnomah	(Portland Salem Expressway) Pacific Highway	Harbor Drive-Barbur Boulevard	$ 630	$ 5,750
R. Glickman, et al R-22546	Multnomah	(Portland Salem Expressway) Pacific Highway	Harbor Drive-Barbur Boulevard	8,000	14,000

Report of Condemnation cases settled (Cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Hill, Norman C. et al R-26170	Multnomah	(Portland-Salem Expressway) Pacific Highway	Harbor Drive-Barbur Boulevard	$ 200	$ 400
Houston, et al R-25474	Linn	Pacific Highway	N. Jefferson Jct. - Albany Section	$13,750	$15,750
Josephsen, et al R-19932	Douglas	Umpqua Highway	Luder Creek-Hinsdale Slough	$10,850	$17,000
Brandon, et al R-25773	Marion	Pacific Highway	Salem By-pass-Jefferson Jct.	$ 325	$ 400

The Commission approved the settlements as reported. (For further details see the Chief Counsel's letter, dated October 1, 1957, with tabulation attached, in the General Files in Salem).

The Chief Counsel requested authority to initiate a suit in court requiring Allum Brothers, their sureties, and the U. S. Internal Revenue Service to interplead their claim to funds held by the State Highway Department under State Highway Contracts 4592 and 4880. He explained that funds due for work performed in connection with these contracts are claimed by the sureties on the performance bonds and by the U. S. Internal Revenue Service, and that the action proposed will leave with the court the decision as to how the money is to be distributed. The Commission approved the request.

The necessity of reading descriptive matter in bid proposals when bids are read aloud was discussed. The Chief Counsel reported that as instructed by the Commission at the previous meeting, he investigated Federal regulations in connection with the reading of bids and determined that it is not necessary to read the descriptive matter and that bid items need be identified only by number. The Commission ordered in view thereof, that the bids be so read, beginning at the next Highway Commission meeting.

The Chief Counsel presented an oral report on cases which are pending trial in court. He stated that the Stumbos, whose property is involved on the Pacific Highway in southern Oregon, are demanding the sum

of $250,000, based on the square inch value of the property involved. Concerning the Strausbaugh case against the State's contractor, Rogers Construction Company and Babler Bros., Inc., on the Ontario-Nyssa Section of the Old Oregon Trail in Malheur County, he explained that the State is defending the contractor and that the State Land Board has agreed to file an interpleader stating that it is the owner of the land involved and not Strausbaugh. The State Land Board, he added, also plans to file suit for an accounting of all gravel sold on the property. The Commission accepted the report.

The Commission discussed the matter of accepting a deed from Clatsop County conveying to the State a section of county road near Hugg Point, south of Cannon Beach, which connects with US 101. It was the opinion of the Chief Counsel that the State should accept a deed from Clatsop County as urged by County Judge Boyington of Clatsop County at the last Commission meeting. He pointed out that the road was a portion of an old county coastal road which was taken over by the State in 1928, with the exception of the stub which is under consideration. He recommended that the Commission accept the deed to the stub road. His recommendation was approved by the Commission.

The Engineer reported that as previously authorized by the Commission he has awarded contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he continued, have now been fulfilled and the following contracts have been awarded:

(1) Grading the Salem By-pass Section of the Pacific Highway, Marion County. Bids received August 8, 1957. Contract awarded September 20, 1957 to Earl L. McNutt Company, Eugene, low bidder.

(2) Grading the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway, Polk County. Bids received July 18, 1957. Contract awarded September 16, 1957 to A. L. Harding, Inc., Stayton, low bidder.

(3) Grading and paving the Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville Road, Jackson County. Bids received August 8, 1957. Contract awarded September 16, 1957 to Glen Ousley Construction Co., Eugene, low bidder.

(4) Construction of the 26th Avenue Structures on Harbor Drive-Washington County Line Section of the Pacific Highway and Pacific Highway West, Multnomah County. Contract awarded September 19, 1957 to Birkemeier Construction Co., Milwaukie, low bidder.

(5) Grading and paving the Goble-Tide Creek Section of the Columbia River Highway, Columbia County. Bids received August 8, 1957. Contract awarded September 20, 1957 to Rogers Construction Company, Portland, low bidder.

(6) Grading, stone base and furnishing crushed material in stock pile on the Flora Spur Section of the Flora Spur Road, Wallowa County. Bids received September 12, 1957. Contract awarded September 23, 1957 to J. F. Konen Construction Company, Inc., Lewiston, Idaho, low bidder.

The Commission confirmed the awards as reported.

Reclassification from Group II status to Group I status of portions of two state highways described below, was reported by the Engineer. He stated that successful test runs had been made over each of these highway sections and it was found that truck and trailer combinations having an overall length of 60 feet can negotiate them without encroaching upon the opposing traffic lane. The Commission confirmed reclassification to Group I status of the following highway sections:

1. The Woodburn-Estacada Highway, No. 161, from M.P. 0.00 (junction with US99E) to Hamrick's Corner, M. P. 7.59 (junction with the Canby-Marquam Secondary Highway, No. 170), approved September 17, 1957.

2. A section of the Medford-Provolt Secondary Highway, No. 272, from Applegate, M.P. 4.40 to M.P. 25.42 (junction with US99 northbound, in Medford), approved September 17, 1957.

The Engineer reported that under authority previously delegated to him by the Commission, he has established temporary reduced speed zones on two sections of state highways because of highway construction under way, as follows:

1. 30-mile-per-hour speed zone on a portion of the Sunset Highway at the Highlands Interchange project from Engineer's Station 94+00 (0.32 mile east of the west city limits of Portland) to Engineer's Station 126+00, effective at 9:00 a.m., September 9, 1957.

2. 35-mile-per-hour speed zone on US99W (Barbur Boulevard) from M.P. 4.7, at 19th Avenue, to M.P. 6.5, at S. W. Capitol Highway intersection, effective at 9:00 a.m., September 17, 1957.

The Commission approved the speed limitations as reported.

An item of unfinished business shown on the summary dated September 13, 1957, concerning garnishments against State employees was considered by the Commission. The Engineer stated that an analysis of these garnishments has been made and it was found that during a twenty-month period from January 1, 1956 to August 31, 1957, 140 garnishments were served against 95 State Highway employees. Twenty-nine of these employees have terminated their employment. Forty-seven of the remaining employees had one garnishment against them; fifteen had two; one had three; one had five; and two had six. He explained that in the past it has been the procedure, when a complaint

has been received from a creditor that an employee makes no effort to pay his account, to write to the employee and his immediate supervisor, advising them of the complaint and suggesting that an effort be made to clear up the overdue bills. Commissioner McIver commented that employment by the Highway Department should not act as a shield to prevent payment of bills. He suggested that the garnishments be watched carefully to detect and check on those who have a number of attachments against them. Chairman Reynolds stated that he felt the situation at present is not too bad but should be watched carefully to see that it does not get worse. The Commission ordered that such procedure be followed hereafter.

The Commission gave attention to the following additional items of unfinished business, as shown on the Secretary's Summary dated September 13, 1957.

1. Request of Clatsop County that the State take over as a parking area a section of county road near Hugg Point south of Cannon Beach: The Commission ordered this item deleted from the list as a report was made by the Chief Counsel earlier in the day.

2. Request of Heppner-Morrow County Chamber of Commerce that a State park be developed on Route 207 at confluence of Chapin and Rock Creeks, approximately 25 miles south of Heppner: The Parks Superintendent stated that the matter is being investigated. This item is to remain on the list of unfinished business.

3. Reading of descriptive matter in bid proposals: The Commission ordered this item deleted from the list of unfinished business as a report was submitted by the Chief Counsel earlier in the day.

4. Request of the Department of Motor Vehicles and the State Police that the Highway Department finance construction of a building near the State Highway Shops in Salem: The Engineer reported that his investigation in this matter is not yet complete. This item is to remain on the list of unfinished business.

5. Proposal that State Parks personnel wear uniforms: The Parks Superintendent reported that an investigation is under way as to the feasibility of uniforms, and his report would be presented later. This item is to remain on the list of unfinished business.

6. Development of policy regarding action to be taken against State employees who consistently refuse to pay their bills: This item was ordered deleted from the list as a report was presented by the Engineer earlier in the day.

7. Request of the City of Oceanlake for installation of a traffic signal at the intersection of US 101 at Raymond Street; that US 101 near "D" River Bridge be widened to four lanes, and that the existing four-lane section of US 101 be extended northerly to the north city limits of Oceanlake: The Engineer reported that the investigation concerning these requests is still

under way and a report will be presented later. The item is to remain on the list of unfinished business.

8. Request of Seaside City Council that construction of Roosevelt Drive Route on US 101 in Seaside be expedited: The Engineer stated that as previously instructed by the Commission, an investigation is being made concerning the feasibility of constructing a by-pass route around Seaside and a report will be made later. This item is to remain on the list of unfinished business.

The Engineer recalled that sometime ago the City of Springfield, as an experiment and with the consent of the Highway Commission, closed its Main Street, route of the McKenzie Highway, and routed highway traffic over streets lying one block north and one block south of the highway. The city is now analyzing the results of the experiment but finds that it does not have sufficient funds to complete the analysis and has asked the State to contribute $500 toward the expense, which is approximately half the cost of the analysis. It was his opinion that the information to be obtained is valuable and he recommended approval of the request. Commissioner McIver inquired if the report would be of any assistance to the Highway Department. He pointed out that two similar situations may arise in Portland and others may come up in other cities. It was his feeling that the data secured would be of value to the city but would provide no worthwhile information for the traveling public or the Highway Department. After some further discussion, the Commission ordered that the city be advised that their request for funds to complete this study does not come within the scope of the State Highway Department, so the Commission is precluded from spending motorist's money to finance the report.

The Commission had under consideration the offers and bids of Bankers Trust Company, Harris Trust and Savings Bank, First National Bank of Portland, and Associates; The First National Bank of Chicago and Associates; C. J. Devine & Co., Halsey Stuart & Co., Inc., Smith Barney & Co., Continental Illinois National Bank and Trust Company of Chicago, and Associates, submitted at 10:00 A.M. this day for the purchase of $20,600,000 of Oregon State Highway Bonds. It was the considered opinion of the members of the Commission that the offer submitted by Bankers Trust Company, Harris Trust and Savings Bank, First National Bank of Portland, and Associates was the best offer received, and that the interests of the State of Oregon would be best served by acceptance of said offer. Accordingly, motion was made by Commissioner McIver that the offer of Bankers Trust Company, Harris Trust and Savings Bank, First National Bank of Portland, and Associates be accepted for the entire amount of $20,600,000 face value of Oregon State Highway Bonds now offered for sale and that the bonds be sold to Bankers Trust Company, Harris Trust and Savings Bank, First National Bank of Portland, and Associates for the amount of their said offer. The motion was seconded by Commissioner Chessman, and having received the majority vote of the members of the Commission, was by Chairman

Reynolds declared carried unanimously. At 11:00 A.M. the Commission's decision was publicly announced by Chairman Reynolds.

Mr. Robert C. Notson, Editor of The Oregonian and member of the Travel Advisory Committee, came before the Commission concerning the budget for the Travel Department during the calendar year 1958. He reported that in 1957 up to August 1, the number of out-of-state cars that visited Oregon increased 4.2 percent over the corresponding period in 1956. However, tourists spent less money in the State as indicated by a drop of 4.8 percent from the total tourist expenditures made in 1956. Analysis of this trend, he continued, indicates that more tourists either camp in State parks or stay with relatives and friends. It was his feeling that these facts reflect a national economic trend. Concerning revenues to the State from tourists, he said that the year of 1957 showed an increase of approximately $110,000 over the previous year. He presented for the Commission's consideration a budget for 1958, which he said, has been carefully prepared by the Committee and is similar to the 1957 budget. Some minor changes, he continued, were made reflecting responses to particular magazines and newspapers. The total budget is in the sum of $310,000, an increase of $2,000 over the budget for 1957. He pointed out that much detailed information in support of the budget is available in the Salem office of the Director of Travel Information Division. The Commission unanimously approved the budget as presented and expressed appreciation to the members of the Travel Advisory Committee for the time and effort represented in preparation of the budget and for services rendered in other respects. (See copy of the complete budget in General Files for details.)

Mr. Baird French, Regional Engineer of the Bureau of Public Roads for Division 8, and Mr. R. L. Kellogg, Assistant Engineer, came before the Commission concerning a revision in the Federal Forest Highway Program. Mr. French pointed out the revisions which he said are necessary to take care of rising costs and to provide orderly construction. After discussion and upon the favorable recommendation of the State Highway Engineer, the Commission approved the revisions in the Federal Forest Road program as reported and thereupon signed a letter directed to the Comissioner of Public Roads and the Chief of the U. S. Forest Service recommending the revisions as follows:

Previous unprogrammed balance (lapsing).....$93,414.66

Project and Account No.	Route Name and Type of Work	Mileage (Length)	Forest Highway Funds
	Withdraw previously approved projects		
FH 34-C1 (L-3349-00)	Pendleton-John Day Highway Grading, Surfacing and Paving	2.46	$ 205,000
FH 47-F1, G (L-3351-00)	North Umpqua Highway Grading Advance Clearing	3.00 2.50	450,000

Project and Account No.	Route Name and Type of Work	Mileage (Length)	Forest Highway Funds
FH 51-B (L-3352-00)	Belknap Springs Highway Grading and Surfacing	4.43	$ 430,000
	Substitute the following projects		
FH 34-C1 (L-3349-00)	Pendleton-John Day Highway Grading, Surfacing and Paving	2.46	275,000
FH 47-F1, G (L-3351-00)	North Umpqua Highway Grading	3.00	450,000
FH 51-B (L-3352-00)	Belknap Springs Highway Grading	4.43	385,000
Revised unprogrammed balance (lapsing).....			$68,414.66

The Commission gave attention to letters from the Coquille Chamber of Commerce, Coos County Chamber of Commerce and the Port of Coos Bay, requesting immediate improvement of the Powers Secondary Highway between M.P. 6.0 and M.P. 18.6 to permit operation thereover of 60-foot vehicular combinations. The Engineer advised that the 1957 Legislative Assembly passed a law allowing the operation of certain truck-tractor, trailer, and semi-trailer combinations of a length not to exceed 60 feet over the Baker-Homestead Highway and the Powers Secondary Highway. Notwithstanding that the law specifically permits the operation of 60-foot combinations of vehicles over these highways there are sections of the Powers Secondary Highway over which such vehicles cannot operate without encroaching upon the opposing traffic lane. He also pointed out that whereas, the law allows the operation of the longer vehicles, no mention is made therein as to weight, so up to the present time weighmasters have not allowed a gross combined weight in excess of 68,000 pounds. He recommended that the maximum load be increased from 68,000 pounds to 76,000 pounds, subject to limitations on single tandems or groups of axles. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also instructed the Engineer to conduct an investigation as to the cost of improving the Powers Secondary Highway between the mile points previously mentioned to allow the operation of 60-foot combinations of vehicles and to present a report thereon.

The Engineer reported that at the request of the City of Oswego, a traffic investigation was made of conditions at the intersection of "A" Avenue with the Oswego Highway in that city, and that the investigation revealed that a traffic signal should be installed at this location. The city

of Oswego, he continued, has offered to contribute 50 percent of the cost involved. He recommended that a signal be installed on such basis, under the terms of an agreement to be entered into with the city. He estimated the cost of the signal at $7,500, half of which is to be paid by the city. The Commission approved the installation as recommended.

The Commission considered and upon recommendation of the Engineer, granted the following requests for extensions of time within which to complete highway contracts and waived, except as noted, payment by the contractors of engineering expenses and other expenses incurred by the State in connection with the work during the period of the extensions:

1. Inland Construction Company, Contract No. 4683, for grading, paving and construction of the 28th Avenue Undercrossing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from February 28 to August 27, 1957. Approved as requested.

2. Warren Northwest, Inc., Contract No. 4675, for grading and paving on North Main Street in the City of Cornelius, Washington County, requested an extension of time from September 15, 1956 to August 2, 1957. Approved as requested.

3. Columbia Aerial Surveys, Inc., Contract No. 4782, for statewide aerial photography, requested an extension of time from July 31 to September 15, 1957. Approved as requested.

FOOTNOTE: The action taken by the Highway Commission upon the extensions of time within which to complete the highway contracts listed above was made upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 4636, 4675, 4683, 4782, 4896, 4897A, 4919, 4932, 4945, 4952, 4964, 4965, 4978, 4983, 4984, 4989, 4991, 5009, and 5015 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to the revision of stop signs at the intersection of the county road that leads to the Condon Air Force Base and the Wasco-Heppner Highway, in Gilliam County. The Engineer recalled that at the Commission meeting on February 28, 1957 a resolution was adopted adjusting stop signs at this intersection. Subsequently, as a result of negotiations with Gilliam County Court a revision has been agreed upon to

allow free flow of traffic within the intersection without coming to a complete stop. He recommended that the Commission's action of February 28, which provided for the stopping of eastbound traffic on the Wasco-Heppner Highway before entering the intersection with the Condon Air Force Base Road be rescinded and that the "Through-stop" Highway Resolution adopted on September 21, 1949 be amended with respect to the Wasco-Heppner Highway as follows: "Except that at M.P. 40.17 eastbound traffic on the county road from the Condon Air Force Base shall not be required to stop before entering its intersection with the Wasco-Heppner Highway, No. 300." The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from the Directors of Bellview School on Siskiyou Boulevard, US99, at Tolman Creek Road, approximately one mile south of the south city limits of Ashland, for a reduced speed zone in the school area. The Engineer reported that a traffic investigation was made and based on the findings of this investigation it is his recommendation that a 45-mile-per-hour speed zone be established between the east city limits of Ashland at M.P. 325.23 and a point 0.3 mile south of the Tolman Creek Road at M.P. 326.13, except that between a point 600 feet north of Tolman Creek Road and a point 600 feet south of Tolman Creek Road the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Upon the favorable recommendation of the Engineer, the Commission approved payment of $25.00 to Ronald Gasner, Coquille, as full settlement for damage to his car caused by the spray-painting operations of a bridge maintenance crew while painting the Coquille River Bridge on the Oregon Coast Highway in Coquille.

The Commission, upon recommendation of the Engineer, also approved payment of $34.00 to Claude Willhoit, Philomath, as full settlement for damage to his vegetable garden, flowers and shrubs that were sprayed with weed killer by a section maintenance crew on the Corvallis-Newport Highway about three miles west of Philomath. The Engineer explained that on July 24, 1957 the Corvallis section maintenance crew was spraying blackberry vines and other undesirable growth and that a slight wind carried a portion of the spray beyond the limits of the right of way, with subsequent damage to Mr. Willhoit's plants.

Attention was given to a proposed agreement with the U. S. Army Engineers concerning engineering studies pertaining to the relocation of the Columbia River Highway around the proposed John Day Dam. The Engineer explained that the agreement is merely to extend an existing agreement to June 30, 1958, and provides that the State shall be reimbursed for engineering work performed. The purpose of the study, he continued, is to determine the cost to construct the highway on a higher level. The

Commission approved the extended agreement.

The Engineer recommended and the Commission approved the attendance of Ralph B. Sipprell, Director of Permits, at a meeting of the Western Interstate Committee on Highway Policy Problems of the Council of State Governments, in San Francisco on October 31 through November 2, 1957, at an estimated cost of $125.

The Engineer reported that a well belonging to Martin L. Grosser had been damaged by construction of the Wallace Bridge-Sheridan Section of the Salmon River Highway and that Mr. Grosser has demanded that the State drill a new well. He requested authority to drill the well which he estimated would cost not to exceed $1,000. The Commission granted authority to perform the well-drilling operation as requested.

The Chief Counsel reported that a settlement of the condemnation case against Edmond Verdurman involving lots 12 and 13, Block 25, Capitol Hill Addition of the Harbor Drive-Barbur Boulevard Section of the Baldock Freeway in Portland, has been agreed upon for the sum of $1,100, which is only $170 more than the $930 which the Commission authorized to be paid. He recommended that the settlement be approved as it would cost more than $170 to try the case. The Commission approved the settlement.

Consideration was given to an agreement with the City of Eugene and the Eugene Water and Electric Board concerning changes in plans for construction of a frontage road utilizing Augusta Street in the City of Eugene. The Right of Way Engineer explained that it is necessary to move the frontage road and he recommended approval of the agreement. The Commission approved the agreement.

The Engineer reported that the city of Chiloquin wants to annex an area northeast of the city, but to do so must secure the consent of the Highway Commission as the area involves a portion of the State Chiloquin Secondary Highway. He said that the State will not be adversely affected by the annexation and he recommended that no objection be raised thereto. The Commission accepted his recommendation.

The Engineer presented for signature an agreement with the U. S. Army Engineers concerning diking work at the South Yamhill Crossing of the Bellevue-Amity Section of the Bellevue-Hopewell Secondary Highway. He recalled that the agreement previously had been authorized by the Commission and the agreement is now ready for signing. The agreement provides for an expenditure of State funds in the amount of $5,000.

The Engineer reported that a request had been received from the Curry County Judge for a public hearing concerning reconstruction of the Oregon Coast Highway from the California State Line to Gold Beach. The Commission authorized him to conduct such hearing and to set a date for it. (The Engineer later scheduled the hearing for Wednesday, October 23, 1957 in Brookings.)

The Engineer also commented that the public hearing in Klamath Falls has been set for October 17, 1957 concerning the westside by-pass route for The Dalles-California Highway.

Chairman Reynolds stated that the Umatilla County Court has again brought up the matter of extending the VanSycle Federal Aid Secondary (county road) Highway northwesterly from Van Sycle to the Washington State line. He recalled that the County previously requested that this road be designated a state secondary highway but the Commission denied it. It appears that the County Court has an agreement with Walla Walla County, Washington, whereby Walla Walla County will build a connecting road in Washington, four and one-half miles in length when the Oregon portion is completed and the matter comes up now because a paper mill is being located on McNary Dam at Wallula, Washington, which will use a tremendous amount of pulp wood from Weston Mountain, Oregon, and the shortest route to the mill is via VanSycle Canyon. The Commission indicated that it would consider placing the road on the County FAS System for future improvement with County FAS Funds, so far as it lies within the State of Oregon, and accordingly instructed the Engineer to make a rough reconnaissance survey of the road and to render a cost report on the subject.

At the request of Chairman Reynolds, the Engineer reviewed briefly the proposed new three-year highway construction program. He explained projects in each of the five divisions that are under consideration. The Commission deferred action on the matter pending study of a corrected list of projects that the Engineer was asked to prepare.

The Commission approved a three-year extension, from November 2, 1957 to November 2, 1960, of its $50,000 forgery bond written by Pacific Indemnity Company, being policy No. 501137

There being no further business to transact at this time, the meeting adjourned at 12:30 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

October 1, 1957

EXHIBITS "A" through "G"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

October 1, 1957

EXHIBIT "A"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION - PACIFIC HIGHWAY

26864	Lister, Janet			(Scott)
	Right of Way, 1906 N.E. Union Ave., Sta. 2			
	Option expires March 18, 1958			
	4,500 sq. ft. at $3.50/sq. ft.(3,999 sq. ft. Excess)		$15,750.00	
	Building, 4,500 sq. ft. at $7.05 per sq. ft.		31,750.00	
	Amount to be paid owner-chrg to Right of Way			$47,500.00
	Grantor's pro-rata 1957-58 taxes deducted from settlement			- 240.00
				$47,970.00

EXHIBIT "A" (Cont)

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION - PACIFIC HIGHWAY

26864 Lister, Janet (Cont)

State's share of 1957-58 taxes. Estimate		710.00
GRAND TOTAL (Estimate) chrg to Right of Way		$47,970.00

Grantor to vacate by October 31, 1957.

Entire taking -

MARION COUNTY LINE-ALBANY UNIT, N. JEFFERSON JUNCTION ALBANY SECTION - PACIFIC HIGHWAY

26958 White, Arthur C. and Geneva (Reeder)
Channel Change

Right of Entry and Temp. permit to construct channel change	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

27170 Clarke, Helen; Richardson, Stella M. (Morgan)
Right of Way, Stas. 3430-3443
Option expires March 15, 1958

3.3 acres at $91-per acre	$300	
Amount to be paid owners - chrg to Right of Way		$300

THINGS TO BE DONE BY THE STATE

Maintain present channel of water crossing property.

Complete restriction of access -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26100 Biescke, William et al (Curfman)
Right of Way, Stas. 943-961
Option expires October 29, 1957

3 acres at $150 per acre	$450.00	
4 acres ± at $25 per acre	100.00	
Severance damage	200.00	
Cost of moving deer fence from r/w	50.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Grantor to remove fence from within r/w at his own expense.

THINGS TO BE DONE BY THE STATE
Install 6" sleeve under road bed at Sta. 957.
Access: 950, E., agricultural.

Access controlled -

EXHIBIT "A" (Cont)

SOUTH YAMHILL RIVER SECTION - BELLEVUE HOPEWELL HIGHWAY

27018 Manske, Albert J. et al (Friess)
Easement for bank protection, Stas. 151-155
Option expires March 18, 1958
1.13 acres easement $1.00
Amount to be paid owners - chrg to Right of Way $1.00

27017 Manske, Albert J. and Goldie L. (Friess)
Easement for bank protection, Stas. 156-160
Option expires March 19, 1958
1.5 acres easement $1.00
Amount to be paid owners - chrg to Right of Way $1.00

29004

EXHIBIT "B"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Goshen-Divide Section of the Pacific Highway described as follows:

A parcel of land lying in the Samuel B. Knox D. L. C. No. 68, also lying in Section 15, Township 20 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that property conveyed by that deed to the State of Oregon, by and through its State Highway Commission, recorded Nov. 19th, 1954 on Reel 48, 54 D, Instrument #42986, of Lane County Records of Deeds. The said parcel being that portion of said property lying Westerly of a line parallel to and 75 feet Westerly of the center line of the Pacific Highway as said highway was relocated in 1953, which center line is described as follows:

Beginning at Engineer's center line Station 636+50, said Station being 60.4 feet South and 481.6 feet East of the N.W. corner of said Samuel B. Knox D. L. C. No. 68; thence S 20° 40' W 2350 feet to Station 660+00, said center line crossing the North Line of said property and the South line of said Section 15 approximately at Stations 638+22 and 649+50 respectively.

The parcel of land to which this description applies contains 3.8 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes:

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway. Access will be by way of a County Road

EXHIBIT "B" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 53 be entered in the minutes and records of the Commission as of the 1st day of October, 1957.

EXHIBIT "C"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4636, with J. J. Walton for illumination installation on the Goshen-Anlauf Unit, Goshen-Myrtle Creek Section of the Pacific Highway in Lane County, completed August 22, 1957.

"Contract No 4675, with Warren Northwest, Inc., for paving on the Cornelius (N. Main St.) City Street Section in Washington County, completed August 2, 1957.

"Contract No. 4683, with Inland Construction Co. for constructing 28th Ave. Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed August 27, 1957.

"Contract No. 4782, with Columbia Aerial Surveys, Inc., for state-wide aerial photography, completed September 15, 1957.

"Contract No. 4896, with Babler Bros., Inc., for oiling on the Fort Klamath, Chiloquin and Klamath Falls Sections of the Klamath Lake, Chiloquin and The Dalles-California Highways in Klamath County, completed September 13, 1957.

"Contract No. 4897A, with Pacific Marine Service for Springfield Bridge Maintenance painting on the McKenzie Highway in Lane County, completed September 13, 1957.

"Contract No. 4919 with Russell Olson Construction Co., Inc., for stone leveling course and oiling on the Cove Avenue and Fruitdale Road on city street and county road in Union County, completed September 14, 1957.

"Contract No. 4932, with Leslie Harris for oiling on the La Grande-Haines Section of the Old Oregon Trail and La Grande-North Power Highways in Union and Baker Counties, completed September 17, 1957.

"Contract No. 4945, with C. E. Leseberg for furnishing crushed material in stockpiles on the Baker-Oxman Section of the Old Oregon Trail Highway in Baker County, completed September 16, 1957.

"Contract No. 4952 with Rochat Electric for installing traffic signals at Tigard on the Pacific Highway West in Washington County, completed September 20, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4964 with H. J. and H. W. Miller for stone base and paving on the Elgin (Division St. and S. 7th Avenue) City Street Section in Union County, completed September 17, 1957.

"Contract No. 4965, with Leslie Harris for grading and paving on the North Powder ("G" Street) City Street Section in Union County, completed September 23, 1957.

"Contract No. 4978 with Decatur & Maerz for constructing the Alsea maintenance building on the Alsea-Deadwood Highway in Benton County, completed September 10, 1957.

"Contract No. 4983, with Russell Olson Construction Co., Inc., for paving on the Milton-Freewater (Poplar and W. Broadway Sts.) City Street Section in Umatilla County, completed September 25, 1957.

"Contract No. 4984, with Horton Construction Co. for oiling on the Clear Creek-Willow Creek and Timberline-Government Camp Sections of the Warm Springs and Timberline Highways in Wasco and Clackamas Counties, completed September 12, 1957.

"Contract No. 4989, with Babler Bros., Inc., for grading and oiling on the Lobert Channelization Section of The Dalles-California Highway in Klamath County, Completed September 9, 1957.

"Contract No. 4991, with Eugene Gardens for grading and paving on the Siuslaw Junction Section of the Pacific Highway in Lane County, completed September 9, 1957.

"Contract No. 5009, with J. C. Compton Co. for oiling on the Radar Station-Condon Junction Section of the Seales County Road in Gilliam County, completed September 18, 1957.

"Contract No. 5015, with Calkins Crushing Company for stone revetment on the Harrisburg Bridge Section of the Pacific Highway in Lane County, completed September 17, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 66 shall be entered in the minutes and records of the Commission as of the 1st day of October, 1957.

29008

EXHIBIT "D-1"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreements, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of October, 1957, as Condemnation Resolution No. 870.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 870, under the heading "Real Property Condemnation Resolutions", and said descriptions maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-2"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-2" (Cont)

2. That the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of October, 1957, as Condemnation Resolution No. 871.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 871, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Wasco-Heppner Highway No. 300 to be a "through" highway and stipulated that traffic should stop before entering said highway; and

WHEREAS, on the 28th day of February, 1957, based on the results of an engineering investigation and the recommendation of the State Highway Engineer, the Commission modified said resolution of September 21, 1949, by providing that "eastbound traffic on the Wasco-Heppner Highway No. 300, (ORE 206), shall stop before entering the junction of the Condon Air Force Base Road at M.P. 40.17"; and

WHEREAS, subsequent to the above-mentioned modification, improvements have been made at the intersection of the Wasco-Heppner Highway and the Condon Air Force Base Road so that it no longer is necessary that traffic on the Wasco-Heppner Highway stop before entering the said intersection,

NOW, THEREFORE, based upon said improvements and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949, be amended by deleting the following exception pertaining to the Wasco-Heppner Highway:

"Exception: Eastbound traffic on the Wasco-Heppner Highway No. 300, (ORE206), shall stop before entering the junction of the Condon Air Force Base Road at M.P. 20.17", and by adding the following exceptions:

"Exception: Eastbound traffic on the county road from the Condon

EXHIBIT "E"

Air Force Base shall not be required to stop before entering its intersection with the Wasco-Heppner Highway No. 300 at M.P. 40.17."

In all other respects, the provisions of said resolution of September 21, 1949, shall remain in full force and effect.

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the first day of October, 1957, as "Through Highways" Resolution No. 13-e, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, and a like copy to the County Clerk of Gilliam County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "F-1"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number 1 Route number US99

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
325.23 (east city limits of Ashland)	326.13 (0.3 mile south of Tolman Creed Rd.)	45

except that between a point 600 feet north of Tolman Creek Road and a point 600 feet south of Tolman Creek Road the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "F-1"

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 255 be entered in the minutes and records of the Commission as of the 1st day of October, 1957.

EXHIBIT "G"

Minutes of October 1, 1957

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combination of vehicles having weight in excess of said maximum limits; and

WHEREAS, under the provisions of ORS §483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection 3 of ORS 483.506, the commission is authorized to so declare by resolution and to fix the maximum gross weight of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permits shall be required for the operation upon such highway of any combination of vehicles not exceeding the maximum gross weight fixed for combinations of vehicles of that type and class; and

WHEREAS, State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength and stability of the Powers Secondary Highway No. 242, and

WHEREAS, the 1957 Legislature enacted into law Chapter 621, Oregon Laws 1957, allowing the maximum length of certain enumerated combinations of vehicles to be extended to 60 feet when operating on the State Highway No. 242 (Powers Secondary Highway) and when operating on State Highway Route No. 86;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this commission as follows:

1. That based upon the legislative mandate that the maximum overall length of certain combinations of vehicles traveling the Powers Secondary State Highway No. 242 may be extended to 60 feet, and based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this commission that the Powers Secondary State Highway No. 242 between Milepost 6.0 and Powers and State Highway Route No. 86 between Richland and Halfway are capable of carrying combinations of vehicles having a gross weight in excess of that authorized in subsection 3 of ORS 483.506.

EXHIBIT "G" (Cont.)

2. That notwithstanding Paragraph No. 2 of State Highway Commission Resolution No. 208, dated August 8, 1957, any combination of vehicles consisting of a truck and trailer, or of a truck tractor and semi-trailer drawing one trailer, or a truck tractor and semi-trailer drawing one additional semi-trailer mounted on a dolly equipped with a fifth wheel having a gross weight not in excess of 76,000 pounds, may be operated without a permit upon that section of the Powers Secondary State Highway No. 242 which lies between Milepost 6.0 and Powers, and upon State Highway Route No. 86 between Richland and Halfway.

3. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weight set forth in the tables of weight in subsections (3) and (4) or ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon PUC plate and certificates or, except as otherwise expressly provided herein, which does not comply in all respects to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

4. That this resolution be entered in the minutes of the Commission as of the 1st day of October, 1957, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

Portland, Oregon
October 31, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction as follows, were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 4:00 p.m. for projects on which bids were received in the Salem office on October 3, as well as for the projects on which bids were received this morning:

CLACKAMAS COUNTY
STATE POLICE OFFICE AT MILWAUKIE ON SOUTHEAST MCLOUGHLIN BOULEVARD

Lorentz Bruun Co., Portland	$ 51,727.00
John A. Schrag, Portland	51,826.50
Engineering Construction Co., Portland	52,338.50
Teeples & Thatcher, Portland	52,725.00
Ken Ward Steel Bldgs., Portland	52,750.00
Adolfo C. Bardi, Portland	53,282.50
Walker & Greene, Oregon City	53,442.00
St. Pierre & Vermilyea, Inc., Portland	53,465.00
Fred W. Carter Co., Inc., Portland	53,488.00
James & Yost, Inc., Portland	55,926.00
Charles R. Schmiedeskamp, Portland	59,414.00
Orlando C. Bennard, Portland	59,770.00
Gene H. Settergren, Gen. Contr., Portland	61,000.00
Pacific Concrete Co., Portland	62,874.00
Pettijohn Engr. Co., Inc., Portland	63,830.00
Mason-Robinson, Portland	64,120.00
S & D Constr. Co. & John B. McLeod, Portland	64,190.00

COOS COUNTY
SUNSET BAY STATE PARK OVERNIGHT CAMPING AREA

Sig Andersson, North Bend	$ 48,817.00

Sunset Bay State Park Overnight Camping Area, Cont.

Inter City Sand & Gravel Co., Inc., Eugene	$ 50,154.50
Kenneth E. Nielsen, Salem	50,554.50
Robert Angell, Eastside*	53,833.50
Fodge & Collins, Waldport	57,683.00

*Bidder will not accept award of project totaling more than $75,000 at this letting.

DESCHUTES COUNTY

TUMALO STATE PARK FACILITIES

Fred J. Stubbert, Springfield	$ 19,832.40
Decatur & Maerz, Salem	21,834.00
A. E. Fitzgerald, Klamath Falls*	22,543.50
Pantovich Const. Co, Inc., Salem	22,932.00
Mann Construction Co., Redmond	23.934.00
Schrader Construction Co., Portland	32,578.00

*Bidder will accept award of only one project at this letting.

DOUGLAS COUNTY

ANLAUF SLIDE CORRECTION PROJECT

Silver Falls Trucking and Construction Co.	$ 12,680.00
A. H. Saxton & Son, Portland	16,024.00
Inter City Sand & Gravel Co., Inc., Eugene	16,688.00
Buchanan Excavating Co., Junction City	16,828.00
Durbin Brothers, Eugene	17,180.00
Kenneth E. Nielsen, Salem	18,540.00
Carl P. Tallon, Roseburg	19,140.00
Robert Angell, Eastside*	20,068.00
Funderburk Construction Corp., Sutherlin	20,640.00
Beckley & Thomas Rock Products, Roseburg	21,810.00
C. H. Strong Engr. & Construction, Eugene***	23,050.00
S. W. Groesbeck, Eugene**	23,208.00
Henry H. Miller Contr., Inc., Roseburg	24,274.00
E. A. Kruse, Yoncalla	24,972.00
River Bend Contrs., Inc., Portland	25,500.00
John Bostick, Eugene	27,244.00
McNutt & Sons, Inc., Eugene	27,920.00

*Bidder will not accept award of projects totaling more than $75,000 at this letting.

**Bidder will not accept award of projects totaling more than $750,000 at this letting.

***Bidder will not accept award of projects totaling more than $1,340,000 at this letting.

JOSEPHINE COUNTY
JUMPOFF JOE-LOUSE CREEK SECTION OF THE PACIFIC HIGHWAY

Central Paving Company, Independence	$ 717,798.00
Warren Northwest, Inc., Portland	755,795.00
Roy L. Houck & Sons, Salem	782,581.20
Peter Kiewit & Sons' Company, Vancouver, Wn.	793,964.00
E. C. Hall Co. & J. C. Compton Co., Portland	810,632.00
Dorman Construction Company, Vancouver, Wn.	814,800.00
Acme Construction Company, Eugene	821,814.00
Newport Construction Company, Portland	822,365.20
J. N. Conley, Portland	867,221.00
Porter W. Yett, Portland	876,715.00
Parker-Schram Co., Portland	982,291.00

LAKE COUNTY
THOMAS CREEK BRIDGE SECTION OF KLAMATH FALLS-LAKEVIEW HIGHWAY

Inter City Sand & Gravel Company, Inc., Eugene	$ 17,462.00
Tom Lillebo Construction Co., Reedsport	22,300.00
George R. Stacy Company, Klamath Falls	23,665.00
A. H. Saxton & Son, Portland	26,775.00
River Bend Contrs. Inc., Portland	29,994.00
FitzGerald Construction Co., Klamath Falls*	31,471.00

*Bidder will accept award of only one project at this letting.

LANE COUNTY
HONEYMAN PARK FACILITIES

Fred J. Stubbert, Springfield	$ 39,450.95
Baughman & Son, Coos Bay	42,415.00
Berry Creek Construction Company	43,213.68
R & M Construction Company, Central Point	43,227.60
Sig Andersson, North Bend	44,585.18
George W. Millett, Jr., Eugene	45,212.00
Donald W. Thompson, North Bend	46,754.00
Mann Construction Company, Redmond	48,112.50
Decatur & Maerz, Salem	48,261.31
Lee Built Homes, & John D. Backman & Bruce W. Keen, Springfield	50,899.50
Tom Lillebo Construction Company, Reedsport	51,134.30
Schrader Construction Company, Portland	67,327.00

LANE COUNTY
JESSIE M. HONEYMAN STATE PARK OVERNIGHT CAMP EXPANSION PROJECT

Berry Creek Construction Company, Florence	$ 18,712.50
Eugene Gardens, Eugene	21,614.90
Sig Andersson, North Bend	22,958.00

October 31, 1957

Jessie M. Honeyman State Park Overnight Camp Expansion Project Cont.

Umpqua River Navigation Company, Reedsport	$ 23,771.00
Kenneth E. Nielson, Salem	24,488.10
R & M Construction Company, Central Point	24,648.00
Robert Angell, Eastside	25,202.50
John Bostick, Eugene	25,957.80
Inter City Sand & Gravel Co., Inc., Eugene	26,758.00
McNutt & Sons, Inc., Eugene	28,129.40
Fodge & Collins, Waldport	29,299.50
Donald W. Thompson, North Bend	33,341.80
Schrader Construction Company, Portland	40,911.00

LANE COUNTY

EAST UNIT, KNOWLES CREEK SECTION OF THE MAPLETON-RICHARDSON COUNTY ROAD

Durbin Brothers, Eugene	$ 368,264.50
Pacific Concrete Co. & Parker Fuhrman Co., Portland	377,070.50
Inter City Sand and Gravel Co., Inc., Eugene	387,836.50
Babler Brothers, Inc., Portland	397,947.50
S. W. Groesbeck, Eugene**	398,922.50
White Bros. Construction Co., Inc., Walla Walla, Wn.	401,850.00
Earl L. McNutt Company, Eugene	402,182.50
C. R. O'Neil, Creswell	424,847.50
C.H. Strong Engr. & Construction Co., Eugene***	432,957.50
McNutt & Sons, Inc., Eugene	438,736.50
Mack Slate, Jr., Albany	448,632.50
Fred H. Slate Co., Oregon Ltd., Portland	452,127.50
Funderburk Construction Corporation, Sutherlin	469,242.50
C. J. Montag & Sons, Portland	480,302.50
G. D. Dennis & Sons, Portland	510,927.50
C. J. Eldon, Contr., Portland	545,800.00
Peter Kiewit Sons' Company, Vancouver, Wn.	561,482.50
Erland & Blickle, Portland *	580,597.60

*Bidder will not accept more than one project at this letting.
**Bidder will not accept projects totaling over $750,000 at this letting.
***Bidder will not accept projects totaling over $1,340,000 at this letting.

MALHEUR COUNTY

BAKER COUNTY LINE-OLDS FERRY SECTION OF THE OLD OREGON TRAIL AND OLDS FERRY-ONTARIO HIGHWAY

Rogers Construction, Inc., Portland	$1,192,223.50
Natt McDougall Company, Portland	1,291,892.50
Earl L. McNutt Company, Eugene	1,303,608.40
Peter Kiewit Sons' Company, Vancouver, Wn.	1,344,246.50
Eagle Construction Company, Boise, Idaho	1,363,774.20
Max J. Kuney Company, Spokane, Wn.	1,390.167.50
R. A. Heintz Construction Company, Portland	1,391,114.50
C. R. O'Neil & Durbin Brothers, Eugene	1,393,654.00

Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highway Continued

J. N. Conley, Portland	$ 1,396,225.00
Fred H. Slate Company & E. C. Hall Co., Portland	1,424,976.00
G. D. Dennis & Sons, Portland	1,461,836.90
MacGregor Triangle Company, Boise, Idaho	1,486,230.30
Morrison Knudsen Company, Inc., Boise, Idaho	1,547,912.50
Babler Brothers, Inc., & Carl M. Halvorson, Inc., Portland	1,549,597.00
Parker Schram Company, Portland*	1,622,477.30
Gibbons & Reed Company, Portland	1,754,124.50
Kuckenberg Construction Company, Portland	1,765,657.80
Porter W. Yett, Portland	1,865,171.00

*Bidder will accept award of only one project at this letting.

MARION COUNTY
PACIFIC HIGHWAY OVERCROSSINGS WIDENING OF SILVERTON BRANCH AND MAIN LINE SPRR, SALEM BY-PASS SECTION

Tom Lillebo Construction Company, Reedsport	$ 93,442.80
H. G. Carl Construction Co. & Mills Construction Co., Salem	94,213.00
Pacific Concrete Company, Portland	95,732.18
Glenn Snook, Eugene	95,941.60
Central Paving Company, Independence	97,089.00
S & D Const. Co. & John B. McLeod Const. Co., Portland	97,335.50
Babler Brothers, Inc., Portland	98,060.00
Hamilton & Thoms, Eugene	98,985.00
C. J. Montag & Sons, Portland	102,361.50
Hannan Brothers Company, Portland	102,851.60
Floyd R. Grubb, Salem	103,290.60
Orlando C. Bennard, Portland	104,890.00
Schrader Construction Company, Portland	125,944.00

MULTNOMAH COUNTY
SUNDIAL-ROOSTER ROCK SECTION OF COLUMBIA RIVER HIGHWAY

R. A. Heintz Construction Company, Portland	$ 531,217.00
Roy L. Houck & Sons, Salem	550,665.00
Rogers Construction, Inc., Portland	594,645.00
J. N. Conley, Portland	596,059.20
Earl L. McNutt Company, Eugene	605,874.00
J. Bacaloff Co. & Pointer Willamette Co., Inc., Portland	666,966.20
A. L. Harding, Inc., & Durbin Brothers, Eugene	679,176.60
John Havlik, Jr., Scappoose	680,857.20
Natt McDougall Co., Portland	708,845.20
Vernie Jarl, Gresham	717,605.00
Peter Kiewit Sons' Co., Vancouver, Wn.	730,232.00
Porter W. Yett, Portland	750,278.00
Fred H. Slate Co., & E. C. Hall, Portland	753,615.20
Gibbons & Reed Company, Portland	759,750.00
Kuckenberg Construction Company, Portland	782,955.00

Sundial-Rooster Rock Section of Columbia River Highway Continued

Babler Bros., Inc. & Carl M. Halvorson, Inc., Portland	$ 797,885.00
G. D. Dennis & Sons, Portland	799,612.20
Erland & Bli[illegible]e, Portland*	831,801.20
Donald M. Drake Company, Portland	1,033,477.00
Morrison-Knudsen Company, Inc., Seattle, Wn.	1,127,350.00

*Bidder will accept award of only one project at this letting.

MULTNOMAH COUNTY

EAST UNIT, SUNDIAL-ROOSTER ROCK SECTION OF COLUMBIA RIVER HIGHWAY

S. W. Groesbeck, Eugene*	$689,445.00
Roy L. Houck & Sons, Salem	724,781.00
R. A. Heintz Construction Company, Portland	747,283.00
Vernie Jarl, Gresham	755,660.00
Rogers Construction, Inc., Portland	772,360.00
Kuckenberg Construction Company, Portland	834,406.50
J. N. Conley, Portland	878,857.50
Babler Bros., Inc., & Carl M. Halvorson, Inc., Portland	881,760.00
White Brothers Construction Company, Walla Walla, Wn.	961,980.00
Gibbons & Reed Company, Portland	988,293.00
Donald M. Drake Company, Portland	994,892.00
Earl L. McNutt Company, Eugene	1,002,118.50
Parker-Schram Company, Portland	1,006,490.00
Peter Kiewit Sons' Company, Vancouver, Wn.	1,017,085.00
G. D. Dennis & Sons, Portland	1,039,321.50
Fred H. Slate Co. & E. C. Hall Co., Portland	1,080,670.00
Morrison-Knudsen Company, Inc., Seattle	1,191,615.00
C. H. Strong Engr. & Const., Eugene**	1,325,250.00

*Bidder will not accept projects totaling over $750,000 at this letting.
**Bidder will not accept projects totaling over $1,340,000 at this letting.

SHERMAN COUNTY

MORO JUNCTION-MONKLAND SECTION OF MONKLAND COUNTY ROAD

Greene & Buick, Inc., Salem	$ 96,328.25
McNutt & Sons, Eugene	107,235.55
Pacific Concrete Co., & Parker & Fuhrman Co., Portland	107,284.00
E. A. Kruse, Yoncalla	108,811.70
George E. Blaisdell & Son Construction Company, Portland	109,668.60
G. D. Dennis & Son, Portland	112,645.00
Babler Brothers, Inc., Portland	115,366.00
Hodges-Barger & Robert L. Kyle, The Dalles	115,488.00
Shirley G. Stone Co. & Walton Const. Co., Oswego	118,999.75
E. C. Hall Company, Portland	127,774.00

A delegation from Tillamook County came before the Commission concerning the closure of certain county roads on the Tillamook-Donaldson Creek Section of the new Wilson River Highway a short distance east of Tillamook. The following people were present: O. E. Effenberger, Tillamook County Judge; Charles Ross, Chairman of Tillamook County Highway Committee; Burford Wilkerson, Manager, Chamber of Commerce; Mr. Maxwell, Pomona Grange of Tillamook County. Judge Effenberger, who acted as spokesman, introduced the members of the delegation. Mr. Maxwell requested that access to the new highway be granted from Schild Road on the south as well as from the north side so farmers can move their equipment directly across the highway without the hazard that is created by moving slow, wide equipment parallel with traffic. He also requested access from both sides of the highway at Randall Corner (Maxwell private road) and he advised that if that is granted they would not ask for access on both sides of the highway at Donaldson Road. Commissioner Reynolds stated that the matter would be discussed with the Engineer and the delegation would be advised of their decision in the near future. (Near the end of the day the matter was again considered and upon the recommendation of the Engineer, the Commission approved opening of the Schild Road and the Maxwell road at Randall Corner as requested by the delegation. These changes are to be incorporated as an amendment to the existing agreement with Tillamook County.)

The Commission deferred until later in the session approval of the minutes of the special meeting held in Salem on August 29, and of the regular Commission meetings held on September 12 and 13 and on October 1, 1957. (See minute entry ahead.)

The Parks Superintendent introduced Mr. A. D. "Cap" Collier, Klamath Falls, a member of the Parks Advisory Committee, who was present, following which he presented the following Parks matters:

1. Parks budget for the year 1958: In discussing the Parks budget, Commissioner Chessman inquired as to why the Parks budget is submitted separately from the Highway budget. The Engineer explained that the Parks Division, being a separate entity under the Highway Commission, submits a separate budget so that adequate detail can be shown concerning Parks matters. He also explained that a separate budget is submitted for the Travel and Information Department for the same reason, however, both of these budgets are included in the general highway budget. After due consideration and some further discussion, the Commission approved the Parks budget as presented. (Details concerning this budget may be found in the Parks budget filed in the office of the Commission in Salem.)

2. Proposed grazing lease on the former Joseph property located between the Columbia River Highway and the Union Pacific Railroad near Rooster Rock Park: The Parks Superintendent explained that the property had been purchased in 1938 with a clause allowing grazing rights for a period of 20 years. The 20-year period expires January 1, 1958, and as there have been several requests for the grazing right, he recommended that bids be received for a 5-year period beginning January 1, 1958. The Commission approved the recommendation.

3. Request of Jack Flaucher, concessionaire at Depoe Bay, that he be permitted to close the Depoe Bay concession building during the months of January, February, and March except on week ends: The Parks Superintendent reported that there is very little tourist travel during these months and as a consequence, the concession does very little business. He recalled that although only one bid had been received for operation of the concession, there still remains the question of whether to permit modifications of the contract. The Engineer pointed out that the building had been constructed to provide rest room facilities for public convenience as well as the concession and there would probably be objections if it were closed. The Commission deferred action on the matter pending further study by the Park Superintendent and another report by him at the next meeting.

4. Request of Columbia Telephone Company to install a telephone booth in Rooster Rock State Park: The telephone is urgently needed, the Parks Superintendent reported, and he recommended that the installation be allowed at a site to be selected by the Parks Department, the arrangement to be covered by an agreement which, among other things, will provide that the Telephone Company shall pay to the State 15% of gross receipts. The Commission approved the installation on such basis.

5. Petition from residents of Klamath County for overnight camping privileges at Kimball State Park near Fort Klamath: The Parks Superintendent advised that facilities for day use have been provided at this Park, but the area is too small to accommodate overnight camping facilities, moreover, it would be difficult and expensive to maintain. He recommended that the request be denied. It was his opinion that overnight facilities, however, should be provided at Collier State Park if proper arrangements can be made with an adjacent property owner and when the need has been established. He mentioned that an oral agreement had been made at one time with the owner of the adjacent property, a Mr. Lorenz, who planned to establish similar facilities just north of Collier Park to the effect that the State would not duplicate these facilities, however, Mr. Lorenz has not provided such facilities. It was the Parks Superintendent's opinion that satisfactory arrangements can be made with Mr. Lorenz. The Commission denied the request for overnight camping at Kimball State Park and authorized the Park Superintendent to negotiate with Mr. Lorenz relating to providing such facilities in Collier State Park. The Commission approved establishment of overnight camping in Collier Park if and when Mr. Lorenz's objections have been eliminated.

6. Sale of down and dead timber in Humbug Mountain State Park: This timber, the Parks Superintendent stated, lies in the north edge of the park and consists of 44 MFBM of dead and down trees. The value of the logs he estimated at $10.00 per thousand, or a total of $440.00. He said that Mr. George Kalina of Port Orford has requested that he be allowed to purchase the logs at this price and as no one else has evidenced any interest in the logs he recommended acceptance of Mr. Kalina's offer. The Commission approved the recommendation.

7. Report on study concerning concessions in Oregon State Parks: The Parks Superintendent presented an eleven-page written report on this matter and remarked that it is his opinion that concessions should be allowed at a few parks on a trial basis to determine the actual need and use as well as to discover various problems that may accompany the concessions. He anticipated that there might be some opposition from private businesses. Other matters to be considered would be the scattering of trash and the amount that should be charged for concession privileges. He recommended the establishment of a food and refreshment concession and possibly a boat concession at Rooster Rock State Park; a food concession at Fort Stevens Park; a mobile-type unit to supply campers' needs at Beverly Beach and Humbug Mountain Parks; and vendor-type sales at Honeyman State Park located in the bathhouse. The Commission accepted his report and approved the recommendation for establishment of concessions. (For details see copy of the Parks Superintendent's report, dated October 28, 1957, in the General Files.)

8. Offer of A. West Johnson, Eugene, to donate 140 acres of land adjoining a short road leading to the beach at Hug Point, south of Cannon Beach: The Parks Superintendent stated that Mr. Johnson has made the offer with some restrictions including the requirement that the State purchase a house which is surrounded by the land. Mr. Johnson, he continued, has been absent and there are some points which have not been fully resolved. He requested authority to continue negotiations. The Commission approved his request.

9. Report on proposed uniforms for park employees: As instructed at a previous Commission meeting, the Parks Superintendent stated that he had made a thorough examination concerning uniforms for park employees including the practice followed in other states and by other agencies within Oregon. Consideration was also given to the matter of weather conditions which may vary greatly in the eastern and western parts of the State, as such conditions affect the kind of uniforms to be worn. It also appears desirable, he continued, that the type of material and cloth be selected by the state and that the employees purchase the uniforms at local clothing stores in order to provide well fitting clothes. No color has been selected nor has there been a determination on the design of the shoulder patch to be worn. It was his feeling that those park employees who meet the public should wear a good looking coat and slacks of gabardine, a shirt, tie, hat, and suitable shoes. He recommended that employees who are required to wear woolen gabardine material be allowed the sum of $25.00 annually for uniforms and that employees who are required to wear suntan type of clothing be allowed the sum of $15.00 on the first outlay requiring this type of uniform, after which no allowance is to be made. Lifeguards would be required to wear swim suits of a standard color and design to be selected by the State and be allowed the sum of $15.00 annually for the purchase of such clothing. As a result of discussion the Commission approved the recommendations as made by the Parks Superintendent, with the stipulation that the requirement shall be effective in the spring of 1958 as a trial proposition and that changes thereafter may be made if deemed necessary, also that only those employees who meet the public shall wear uniforms.

The Parks Superintendent reported a trespass of state land in the Carpenterville-Brookings Wayside in Curry County by J. E. Phillips and Elmer C. Jordan. These men, he said, inadvertently removed timber which at double value, amounted to $434.00, or $217.00 to each of them. Mr. Jordan wishes to pay his entire share but has requested a covenant whereby the State agrees not to sue him for the amount that might remain unpaid by Mr. Phillips. He pointed out that there was no apparent intent to defraud the State and that it is very difficult in that area to determine boundary lines. The Commission approved the settlement as presented by the Parks Superintendent and also approved a covenant not to sue Mr. Jordan.

Receipt of a deed from Marion County for a strip of land 5500 feet long fronting on the Willamette River adjoining Champoeg State Park was reported by the Parks Superintendent. He recalled that several months ago the Marion County Court agreed to deed approximately one mile of right of way which had been dedicated for a county road which was never constructed. The land, he stated, will fit in with proposed plans for development of Champoeg State Park, and he recommended that the deed be accepted. The Commission accepted the deed with thanks.

The Right-of-Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right-of-way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting recessed at 11:45 a.m. and reconvened at 2:15 p.m. in the same room and with the same persons present, following a luncheon held in the Congress Hotel honoring C. H. Armstrong, State Parks Superintendent, sponsored by the Visitors Service Committee of the Portland Chamber of Commerce.

Immediately upon reconvening the meeting, the Parks Superintendent introduced the members of the State Parks Advisory Committee, as follows: Mr. Glen Jackson, Medford; Mr. V. W. McCormack, Pendleton; Mr. Robert B. Frazier, Eugene; Mr. A. D. Collier, Klamath Falls; Mr. George Henderson, Portland; and Mr. William Tugman, Reedsport. Chairman Reynolds welcomed the members of the Committee and stated that he felt that with their combined knowledge, they would contribute much to the development of the Oregon State Parks system and would be of great help to the Highway Commission. The Commission, he stated, has no intent to interfere with or dictate to the Committee but intends to work with the Committee in much the same manner as the Commission has worked with the Travel Advisory Committee. The Commission, he continued, desires the advice and guidance of the Parks Advisory Committee. Mr. Tugman stated that he had no particular comments to make at this time other than it might be in order for them to withdraw and organize. The other members of the Committee indicated a similar attitude whereupon the Committee withdrew in company with the Parks Superintendent.

The Commission resumed discussion of matters appearing on the

agenda as follows:

The Right-of-Way Engineer presented the Property Manager's monthly report on miscellaneous sales dated October 31, 1957, showing sales in the amount of $13,097. He also presented the Property Manager's rental report showing new rentals during the period from August 26 to October 17, 1957, and a report showing rental terminations during the same period. Rental receipts for the month of September, he pointed out, were $9,286.00. (For additional details, see copies of the reports in the General Files.)

Changes in points of access to a number of State Highways were presented by the Right-of-Way Engineer, who explained that in each instance no additional access has been granted but the changes are simply in the locations of existing accesses. The Commission approved the following changes in access:

1. Mathis-Holstad property, File 24163, on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County.

2. Marcus property, 22841, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County.

3. Weaver property, 12095, on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County.

4. Weaver property, File 12096 and 12097, on the Glendale-Wolf Creek Section of the Pacific Highway in Josephine County.

5. Moon property, File 25519, on the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

Attention was given to a claim submitted by A. C. Baumback for extra work performed in moving a house on the North Jefferson Junction-Albany Section of the Pacific Highway in Marion County. The Right-of-Way Engineer stated that because of changes in highway design, it was necessary to move the house farther than was originally contemplated and Mr. Baumback had to construct a longer driveway. It was his opinion that Mr. Baumback's claim in the amount of $200.00 is legitimate and he recommended that it be paid. The Commission approved the payment.

Authority was requested by the Right-of-Way Engineer to offer at public sale a parcel of excess property formerly owned by a Mr. Kunz, File 15503, located on the T. H. Banfield Expressway in Multnomah County. This property, he said, is no longer required for right-of-way purposes and has been appraised at $7,500.00. Also that access is to be allowed to 102nd Avenue. The Commission authorized the sale of the property by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a proposed exchange of properties with Mr. Charles M. Brooks, near Hunter Creek on the Oregon Coast Highway south of Gold Beach. The Right-of-Way Engineer explained that Mr. Brooks holds an easement for a roadway from his property to the beach, which will be crossed by the new highway, and he has offered to exchange this parcel of property for a State-owned parcel nearby. The State-owned parcel, he stated, is not needed for highway purposes and as the value of the two parcels is approximately the same, he recommended that the exchange be approved. The Commission approved the exchange.

Upon the favorable recommendation of the Right-of-Way Engineer, the Commission approved granting access to Mr. and Mrs. F. W. Triska from their property to the highway on the South Unit, Forest Boundary-Burns section of the John Day-Burns Highway in Harney County. The Right-of-Way Engineer explained that in acquiring the property, access had been restricted except for existing driveways. One driveway was overlooked for which it had been intended to allow access.

The matter of allowing compensation in the sum of $3,630.00 to Bonneville Power Administration on the Comstock-Anlauf Section of the Pacific Highway in Douglas County was discussed. The Right-of-Way Engineer stated that when this section of the highway was constructed, the Bonneville Power line was crossed and through an oversight, no negotiations were conducted with them. It has now been determined that the clearance between the highway and the power line is not sufficient so the line must be raised. He estimated the cost involved at $3,630.00 and advised that the State is obligated to pay the actual cost of the work which will be performed by the Bonneville Power Administration. The Commission approved the payment, and authorized the preparation of a trust agreement pertaining thereto.

A Bargain and Sale Deed conveying to Weyerhaeuser Timber Company excess right-of-way on the old Millicoma Bridge Unit of the Coos River Highway in Coos County was considered. In acquiring right-of-way for the new Millicoma Bridge Section the Right-of-Way Engineer remarked, it was agreed to transfer to the timber company a small loop on the old highway that was to be abandoned. The Company has asked that the property be transferred to them by deed so that it can be recorded. It was his opinion that the request is legitimate and he recommended that the deed be granted. The Commission approved the deed.

Consideration was given to the vacation of Custer and Canby Streets in the vicinity of S. W. 13th Avenue in Portland. The Right-of-Way Engineer stated that a request had been received from the Fred Meyer Company in Portland for the vacation and that Commission consent is required as the Commission owns property nearby. He could see no reason to protest the vacation and he recommended that no objection be offered. The Commission accepted his recommendation and granted him authority to sign the "Consent to Vacate" form.

The Right-of-Way Engineer presented a Bargain and Sale deed conveying to Crown Zellerbach Corporation a 1-inch strip of land immediately above high water mark of the Willamette River between 9th and 15th Streets in

Oregon City. He explained that in 1955 the Commission sold to Crown Zellerbach Corporation riparian rights between 9th and 15th Streets for the sum of $10,000. Subsequently, title companies refused to furnish title insurance to Crown Zellerbach because there was no land included in the instrument conveying title to the riparian rights. Transfer of the 1-inch strip of land will remedy this difficulty and he recommended that the deed be approved. The Commission approved the deed.

The Right-of-Way Engineer also brought up for discussion a settlement pertaining to the Smith property on the Finn Rock-Elk Creek section of the McKenzie Highway east of Eugene. He advised that when the right of way was acquired it was agreed to provide an access. After construction, however, it was found impossible to provide satisfactory access at the stipulated point but by subsequent negotiations with Mr. Smith, agreement has been reached whereby he will accept the sum of $1500.00 in lieu of the promised access. Following his favorable recommendation, the Commission approved the payment of such sum.

The Chief Counsel requested authority to acquire by condemnation if necessary the following described properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-26515 - Archdiocese of Portland in Oregon
Right of Way (Washington County)
0.33 acre (net)

R-26516 - Ray H. Franck and Bertha B. Franck
Right of Way (Washington County)
0.17 acre (net)

R-26517 - Vergil D. Brannock and Retta Ann Brannock
Right of Way (Washington County)
0.20 acre (net)

R-26519 - Margaret Young and Andrew E. Young, et al.
Right of Way (Washington County)
0.58 acre (net)

R-26523 - Dean H. Boyd and Lucy N. Boyd
Right of Way (Washington County)
0.11 acre

R-26525 - Grace Parkin
Right of Way (Washington County)
0.13 acre (net)

Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway Continued

R-26530 - Francetta Rustin
Right of Way (Washington County)
0.14 acre (net)

R-26534 - P. A. Thompson and Onolia F. Thompson
Washington County
Parcel No. 1: 0.23 acre for Right of Way
Parcel No. 2: 0.01 acre for Excess Taking

R-26535 - Harley Dames and Ruth Dames
Right of Way (Washington County)
0.29 acre

R-26536 - Walter H. Haney and Veretta Haney
Right of Way (Washington County)
0.65 acre

R-27016 - Garrigus Lumber Company, Inc.
Right of Way (Washington County)
0.05 acre

R-27031 - Harris Oil Company
Right of Way (Washington County)
0.08 acre (net)

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY
(formerly Portland-Salem Expressway)

R-22520 - Laura A. Moore and Martha Peringer, et al.
Right of Way (Multnomah County)
6,200 square feet

R-22891 - E. Earl McCracken and Jane Christine McCracken
Right of Way (Multnomah County)
5,250 square feet

R-23681 - Theodore F. Wauters and Mary Wauters
Right of Way (Multnomah County)
31,750 square feet

R-26998 - James O. Chappell and Frances B. Chappell
Right of Way (Multnomah County)
150 square feet

R-26479 - Eldon O. Urbigkeit
Right of Way (Multnomah County)
6,425 square feet

PORTLAND-BONNEVILLE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-~~26~~555 - Beatrice A. Maxwell
Right of Way (Multnomah County)
0.56 acre

R-27155 - George E. Barkdoll and Dorothy Barkdoll
Right of Way (Multnomah County)
4.2 acres

R-27156 - Domenico Giancone
Multnomah County
Parcel No. 1: 1.1 acre for Right of Way
Parcel No. 2: 1.05 acre for an Easement for an Approach Road

R-27157 - John E. Erickson and Selma S. Erickson
Multnomah County
Parcel No. 1: 1.46 acres for Right of Way
Parcel No. 2: 4.12 acres for Right of Way
Parcel No. 3: 0.43 acre for Right of Way

R-27158 - Russell C. Wilson and Nathalie Wilson
Multnomah County
Parcel No. 1: 0.9 acre for Right of Way
Parcel No. 2: 2.54 acres for Right of Way

R-27159 - M. A. Cerruti and Rose M. Cerruti
Multnomah County
Parcel No. 1: 0.9 acre for Right of Way
Parcel No. 2: 2.0 acres for Right of Way

R-27160 - Charles Richard Knarr and Marion F. Butler, et al.
Multnomah County
Parcel No. 1: 1.2 acres for Right of Way
Parcel No. 2: 0.4 acre for Right of Way

R-27161 - William Wallace Spence, et al.
Right of Way (Multnomah County)
0.44 acre

R-27162 - Charles L. Abbott and Edna R. Abbott
Right of Way (Multnomah County)
2.4 acres

R-27163 - Theodore J. Schulte
Right of Way (Multnomah County)
0.25 acre

R-27175 - Frank H. Reed and Minnie T. Reed
Multnomah County

October 31, 1957

GOBLE-ST. HELENS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-10835 - Vernon A. Howard and Rose F. Howard
Right of Way (Columbia County)
0.21 acre

R-26402 - Edith Rupprath and John Rupprath
Right of Way (Columbia County)
0.14 acre

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY (formerly Pacific Highway East)

R-25189 - Juanita Wilkins Crews and John W. Crews
Lane County
Parcel No. 1: 31.4 acres for Right of Way
Parcel No. 2: 0.34 acre for Right of Way
Parcel No. 3: 0.31 acre for an Easement for Irrigation Ditch
Parcel No. 4: 0.81 acre for Temporary Easement for Detour Road

R-25458 - W. C. Cooper and Sadie J. Cooper
Right of Way (Linn County)
0.7 acre

R-25378 - John Glaser and Letha Opal Glaser
Right of Way (Linn County)
1.25 acres
Amended resolution to eliminate taking of Parcel No. 2

COLUMBIA RIVER HIGHWAY

R-27005 - Alvin Kinney and Dorothy Rose Kinney
Material Source (Multnomah County)
1.35 acres

R-27012 - Mertie Pulliam
Material Source (Multnomah County)
0.25 acre

COLUMBIA RIVER HIGHWAY

R-24183 & R-26577 - Paul Martin and Verla Martin
Multnomah County
Parcel No. 1: 0.22 acres for Right of Way
Parcel No. 2: 1.4 acres for Right of Way
Parcel No. 3: 30.0 acres for Material Source
Parcel No. 4: 34.77 acres for Material Source
Amended resolution to authorize condemnation of Parcel No. 3 and Parcel No. 4

OLDS FERRY-ONTARIO SECONDARY HIGHWAY

R-26912 - John D. Crump, James P. Kakebecke, Jay A. Phillips, et al.
Right of Way (Malheur County)
0.26 acre

KLAMATH FALLS-GREEN SPRINGS HIGHWAY JUNCTION SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-26792 - Hazel N. Gass, et al.
Klamath County
Parcel No. 1: 1.51 acres for Right of Way
Parcel No. 2: 0.87 acre for Right of Way

FINN ROCK-ELK CREEK SECTION OF THE McKENZIE HIGHWAY

L-2619 (R-25132) - Arthur S. Dustan and Winifred F. Dustan, et al.
Lane County
Parcel No. 1: 0.25 acre for Right of Way
Parcel No. 2: 0.04 acre for Right of Way
Amended Resolution to allow an additional access point.

PENDLETON-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-26970 - William H. Roesch, et al.
Right of Way (Umatilla County)
0.16 acre

VALLEY JUNCTION-SHERIDAN SECTION OF THE SALMON RIVER HIGHWAY

L-2851 (R-26219) - John W. Shaw, et al.
Polk County
Amended resolution to allow an additional access point

COUNTY MARKET ROAD NO. 11

L-2866 (R-26436) - Elmer Sohrweid, et al.
Material Source (Yamhill County)
16.38 acres
Amended resolution to include covenant

DAVIS SLOUGH-BANDON SECTION OF THE OREGON COAST HIGHWAY

R-26097 - David R. Philpott and Ruth J. Philpott
Coos County
Parcel No. 1: 15.1 acres for Right of Way
Parcel No. 2: 0.15 acre for an Easement for an Approach Road
Amended resolution to eliminate Parcels No. 2 and 3 of resolution dated August 8, 1957. (Said parcels are set up under file No. R-27262 below for condemnation.) Also,

Davis Slough-Bandon Section of the Oregon Coast Highway Continued

to authorize condemnation of Parcel No. 2 above.

R-26098 - Heirs of E. E. Stillwell
Coos County
Parcel No. 1: 8.1 acres for Right of Way
Parcel No. 2: 4.4 acres for Excess Taking
Amended resolution to change location of access point

R-26105 - Martin Clausen
Coos County
Acquiring interest in frontage road

R-27262 - David R. Philpott and Alfred E. Maneely, et al.
Coos County
Parcel No. 1: 9.2 acres for Right of Way
Parcel No. 2: 10.7 acres for Material Source

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway)

L-2816 (R-26411) - Ira R. Lyon, et al.
Multnomah County
Parcel No. 1: 10,303 square feet for right of way
Parcel No. 2: 17,337 square feet for a Slope Easement
Amended resolution for change in access provision and change in descriptions of Parcel No. 1 and Parcel No. 2

WASHINGTON COUNTY LINE-HILLSDALE SECTION OF THE BEAVERTON-HILLSDALE HIGHWAY

R-27172 - August A. Schuler and Mona V. Schuler
Multnomah County
Parcel No. 1: 1,5[illegible] square feet for Right of Way
Parcel No. 2: 500 square feet for a Permanent Slope Easement

Right-of-way maps and other data were submitted to the Commission and the Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action on the Chief Counsel's request was deferred by the Commission pending study of the material submitted.

(Condemnation of the parcels as submitted was authorized on the following day. See minute entry ahead.)

The Commission accepted a report submitted by the Chief Counsel concerning condemnation cases which were tried in court during the period September 13 to October 22, 1957, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
September 13, 1957 to October 22, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Thorpe, et al R-25686	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 806	$ 806	$ 806 Jdgmt.
Brandon R-22114	Marion	Pacific	Salem By-pass Jefferson Jct.	600	800	950
Ryan, et ux R-26553	Marion	Pacific	Salem By-pass	210	210	210 Jdgmt.
Adolf, et al R-25344	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	8,500	16,000	8,750
Walton, et ux R-22711	Multnomah	Portland-Salem Expressway	Harbor Dr. Barbur Blvd.	965	4,500	3,000

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2730 L-2731	California-Oregon Power Co.	State of Oregon	Jackson	Inverse condemnation of power line overhang easements.	$ 260 plus attorneys' fees in each case.	Judgment for plaintiff in amount of $260 in each case. Total $1404.46 plus court costs.
L-2769	C. E. Wells, et al	State of Oregon	Jackson	Erroneous estimate of excavation in advertised proposal for construction contract.	3,356.32	Judgment for plaintiff in amount of $3,356.32

(For additional details concerning the cases tried, see the Chief Counsel's letters dated October 25 and October 30, 1957, in the General Files).

October 31, 1957

The Commission also accepted a report submitted by the Chief Counsel showing settlements of condemnation cases and other cases which have been made out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Brunell, et al R-24606	Coos	Coos River	Catching Slough-Chandler Bridge	$ 1,745	$ 4,500
Verdurmen, et ux R-24837	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	930	1,100
Johnson, et ux R-22908	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	5,750	5,750
Lois M. Clough & Huron Clough R-26509	Douglas	Pacific	Myrtle Creek-Canyonville	500	17,000 Both cases
R-23758 & R-25140	Douglas	Pacific	Myrtle Creek-Canyonville	14,225	
Rahoutis, et ux R-22772	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	22,650	26,000 (see footnote)
Stone, John A. and Virginia A. R-26153	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	42,000	47,345 (see footnote)
Carter, et ux. R-26405	Columbia	Columbia River	Goble-St. Helens	6,070	6,070
Laurance, et ux R-23035	Douglas	Pacific	Shady Canyonville	125	200
Spurrier R-22890	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	15,000	15,000

Report of Condemnation cases settled (continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Foster, Lola O.	Columbia	Columbia River	Goble-St. Helens	$ 85	$ 200
Wyatt, et ux. R-26406	Columbia	Columbia River	Goble-St. Helens	217	220
First National Bank of Portland, Adm. of Estate of Ed McSorley, deceased R-25089	Linn	Pacific	N. Jefferson Jct. -Albany	29,700 Land only	29,700

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Amount of Settlement
L-2560	Gloria Scott Buffington	State of Oregon	Curry	Inverse condemnation of land.	$ 5,962 plus 1,500	$ 3,500

(For additional details concerning condemnation cases and other cases settled, see Chief Counsel's letters dated October 25 and 30, 1957, in General Files).

FOOTNOTE: In discussing the settlement with George A. Rahoutis, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, the Chief Counsel advised that the Bureau of Public Roads will cooperate only on the basis of $22,500, the amount of the low appraisal, whereas he is recommending payment of $26,000, which is $2750 less than the high appraisal. The Engineer pointed out that if the settlement is approved the State stands to lose the difference between $22,500 and $26,000, whereas if the case is tried in court the Bureau of Public Roads will participate in whatever amount the court awards. He suggested that it would be advisable to take the matter to court. The Right-of-Way Engineer stated that Mr. Mathias of the Bureau of Public Roads indicated to him that the Bureau will not participate in an amount over $22,500. It was his feeling that if the case is tried in court the verdict will be at least $26,000. Mr. C. G. Polk, Division Engineer of the Bureau of Public Roads who was present, remarked that he would ask his Portland Office to make another appraisal of the property. The Commission asked him to do so and instructed the Engineer to report the results thereof. The Commission approved the settlement of $26,000 with Mr. Rahoutis, provided that the Bureau of Public Roads will participate in that amount.

A similar instance was discussed in the case of Stone in which a right-of-way agent inadvertently took an option for $47,345 whereas the state had offered $42,000. The Chief Counsel stated that he originally recommended rejection of this offer but now wishes to recommend its acceptance. The Commission approved the settlement at $47,345.

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel submitted offers for acquisition of real property, which offers are to be tendered to the property owners prior to the institution of condemnation proceedings, as follows:

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25403 - Church Extension Plan, et al. 0.13 acre for right of way purposes. Offer of $3,730.00 approved by Mr. McIver October 3, 1957.

R-25415 - John W. Schmalz, et ux. 1.32 acres for right of way purposes. Offer of $9,115.00 approved by Mr. McIver October 30, 1957.

R-25416 - Bill N. Lenz, et ux. 2.26 acres for right of way purposes. Offer of $2,410.00 approved by Mr. McIver October 3, 1957.

R-25425 - Marilyn Sullivan, et vir. 0.2 acre for right of way purposes. Offer of $3,500.00 approved by Mr. McIver September 30,1957.

R-25430 - John P. Schmitz, et ux. 0.41 acre for right of way purposes. Offer of $750.00 approved by Mr. McIver September 30, 1957.

R-25438 - S. A. Mollner, et al. 0.19 acre for right of way purposes. Offer of $185.00 approved by Mr. McIver October 7, 1957.

R-25441 - Alvin Eri, et al. 0.7 acre for right of way purposes. Offer of $1,000.00 approved by Mr. McIver October 2, 1957.

R-25537 - Mary O. Murphy, et al. 3.8 acre for right of way purposes. Offer of $14,550.00 approved by Mr. McIver October 8, 1957.

R-25687 - Orval F. Morrison, et ux. 2.31 acres for right of way purposes. Offer of $2,176.00 approved by Mr. McIver September 24, 1957.

R-25706 - Jay B. Edmunds. 0.13 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver September 30, 1957.

R-26685 - Ernest J. Perasso, et ux. 0.07 acre for right of way purposes. Offer of $350.00 approved by Mr. McIver October 3, 1957.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-22513 - E. C. Urbigkeit, et ux. 2.36 acres for right of way purposes. Offer of $43,210.00 approved by Mr. McIver October 7,1957.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) Continued

R-22526 - Almas J. Overby, et ux. 5,336 square feet for right of way purposes. Offer of $4,450.00 approved by Mr. McIver October 8, 1957.

R-22778 - John H. Janusch. 5,000 square feet for right of way purposes. Offer of $300.00 approved by Mr. McIver September 24, 1957.

R-22890 - Ravena T. Spurrier. 5,000 square feet for right of way purposes. Offer of $15,000.00 approved by Mr. McIver September 24, 1957.

R-22892 - Louie Foo, et ux. 5,000 square feet for right of way purposes. Offer of $775.00 approved by Mr. McIver October 10, 1957.

R-22908 - Hawkin J. Johnson, et ux. 3,667 square feet for right of way purposes. Offer of $5,750.00 approved by Mr. McIver September 24, 1957.

R-23684 - William Henry Curl, et al. 3,680 square feet for right or way purposes. Offer of $4,250.00 approved by Mr. McIver October 9, 1957.

R-23715 - Emma B. Lochridge, et vir. 8,600 square feet for right of way purposes. Offer of $4,500.00 approved by Mr. McIver October 8, 1957.

R-24608 - Millen F. Kneeland, et al. 5,000 square feet for right of way purposes. Offer of $12,500.00 approved by Mr. McIver September 24, 1957.

R-24638 - Leonard L. Haynes, et ux. 5,000 square feet for right of way purposes. Offer of $9,000.00 approved by Mr. McIver September 24, 1957.

R-24639 - Walter T. Sherman, et ux. 5,000 square feet for right of way purposes. Offer of $11,500.00 approved by Mr. McIver September 24, 1957.

R-24923 - John F. Kerrigan, et al. 76.7 square feet for right of way purposes. Offer of $10.00 approved by Mr. McIver October 9, 1957.

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East)

R-25312 - C. A. Huntington, et ux. 8.15 acres for right of way purposes. Offer of $9,400.00 approved by Mr. McIver October 8, 1957.

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) Continued

R-25317 - Charles A. Bonnett, Jr., et al. 9.2 acres for right of way purposes. Offer of $14,350.00 approved by Mr. McIver October 3, 1957.

R-25378 - John Glaser, et al. 1.25 acres for right of way purposes. Offer of $250.00 approved by Mr. McIver October 9, 1957.

R-25490 - Royce C. Holloway, et al. 24.79 acres for right of way and 13.22 for a material source. Offer of $15,450.00 approved by Mr. McIver October 10, 1957.

Pleasant Hill-Creswell Section of the Springfield Creswell Highway

R-26804 - Vernon Chitwood, et ux. 5.04 acres for right of way purposes and 0.69 acre for channel change easement. Offer of $3,150 approved by Mr. McIver October 3, 1957.

Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East

R-26871 - Morehouse Holding Company. 1,797 square feet for right of way purposes and 3,690 square feet for a slope easement. Offer of $15,717.50 approved by Mr. McIver September 26, 1957.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23949 - Sadie F. Lee. 1.00 acre for right of way purposes. Offer of $4,154.00 approved by Mr. Reynolds October 10, 1957.

Beaverton-Hillsdale Highway

R-23471 - Helen C. Tatum, et al. 2,164 square feet for right of way purposes. Offer of $1,000.00 approved by Mr. McIver October 3, 1957.

The Commission approved the offers as reported.

The Commission accepted a report submitted by the Chief Counsel concerning matters that have been before the Public Utilities Commissioner, summarized as follows:

PUX 183: Replacement of county road overcrossing of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Lime in Baker County. The applicant requested that the proceeding be discontinued until the final location of the Old Oregon Trail has been determined. The request was granted.

PUX 197: Glover Overcrossing of the Old Oregon Trail, Union County. Subsequent to issuance of the original order, Union Pacific

Railroad Company raised its rails approximately 9 inches, and it was necessary to apply for a revised authorization, which was issued by the Public Utilities Commissioner on October 22, 1957.

PUX 214: Application of the City of Medford for authority to construct a crossing at grade with tracks of Southern Pacific Company on Eighth Street, and for revision of location of signals on Main Street. The Public Utilities Commissioner assessed all costs against the City and required Southern Pacific Company to maintain the signals.

PUX 233: Application of Southern Pacific Company for authority to construct two yard tracks at grade across Maxwell Road and Oak or Bushnell Road in Lane County. These are county roads in which the Highway Commission has no interest.

PUX 238: Sidewalk crossing of the tracks of Union Pacific Railroad Company in the city of Hermiston in Umatilla County: The Public Utilities Commissioner has no jurisdiction outside of the railroad right of way so the part of the project concerning a pedestrian walk on the route of the highway through the city was not made a part of the order.

PUX 245: Second Geer Branch Overcrossing of the tracks and right of way of Southern Pacific Company on the Salem By-pass Section of the Pacific Highway in Marion County. The Railroad Company is to be reimbursed for its cost in connection with the structure as permissible under Federal regulations.

PUX 246: Second Mainline Crossing of the tracks and right of way of Southern Pacific Company. The Railroad Company is to be reimbursed for its cost in connection with this project, as permissible under Federal regulations.

PUX 247: Application of City of Springfield to establish a pedestrian crossing at grade for the tracks and right of way of Southern Pacific Company at "M" Street. This is purely a municipal matter and no objections were made to the issuance of such order or orders as might be proper.

(For additional details see the Chief Counsel's letter, dated October 24, 1957, in the General Files).

The Chief Counsel requested authority to spend approximately $4,500 for re-arrangement of offices and the library in the Legal Division in the State Highway Building in Salem. He explained that it is proposed to re-arrange the offices on the first floor to provide better working conditions for the attorneys and stenographers, and to move the law library to the basement. He presented a copy of the plans outlining the proposed revisions. The Commission approved the changes as presented.

An oral report was presented by the Chief Counsel concerning certain cases pending in court. The Stumbo case, he stated, is scheduled to be tried the second week in January, and steps have been taken to dismiss

and refile the Paul Martin case. The Douglas Community Hospital Case is still in the negotiation stage. The Commission accepted the report.

The Chief Counsel submitted a report which the Commission accepted on the case of S. P. Matheny v. State. Mr. Matheny alleges that because of construction of the R. H. Baldock Freeway, drainage of his land which abuts the freeway on the connecting leg that extends to Hubbard, was so altered as to cause rainwater to back up and flow over his land during the rainy season of the year, damaging his property to the extent of $10,000. He also demands an additional $10,000 for general damages. The Chief Counsel stated that from a factual standpoint there is no basis for the action and that it would be defended vigorously.

Consideration was given to a claim submitted by the Department of Interior, Bureau of Land Management, in the amount of $109.95 for a tree which was removed from the Siuslaw Highway at M.P. 49.17 during the winter of 1956-1957. The Chief Counsel pointed out that the tree was felled on highway right of way within national forest lands and had been cut up and used for firewood. After some discussion as to the equity of the claim, the Commission approved payment of $109.95.

Attention was given to the proposed annexation into the city of Salem of land owned by the State Highway Department. The Chief Counsel stated that the property is located along the Salem By-pass Section of the Pacific Highway and the matter had been checked with the Engineer who raised no objections to the annexation. Upon his favorable recommendation, the Commission approved the annexation.

The Chief Counsel stated that a deed had been received from Clatsop County transferring ownership from the County to the State of a short section of county road that extends from the Oregon Coast Highway to the beach at Hug Point. This transaction, he recalled, was considered earlier in the meeting and had been authorized by the Commission. The Commission accepted the deed and authorized the payment of $10.00 to the County as consideration.

The Commission discussed the matter of reimbursing Margot Foster Bensel in the amount of $75.00 for attorney's fees expended by her in obtaining a guardian's deed to right of way conveyed to the State on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway. The Assistant Counsel explained that the property was owned by two minor children and to comply with the option it was necessary to go to the Guardian Court and secure a deed, which required employment of an attorney who charged her $194.05 for his services. Mr. Enfield, former Chief Counsel, he continued, wrote Mrs. Bensel stating that he would recommend that the Commission contribute $75.00 toward her attorney's costs. The Commission approved the payment of $75.00 as recommended.

The Engineer reported that under authority previously granted him, he has awarded contracts referred to him by the Commission to award when certain conditions had been satisfied. These conditions have been met and the following contracts have been awarded:

List of contracts on following page

(1) Grading and paving the Hancock St. -Multnomah St. and Stephens St. Section on Pacific Highway East (northbound), on Grand and Union Avenues in Portland, Multnomah County. Bids received August 30, 1957. Contract awarded October 10, 1957 to Cascade Construction Company, Portland, low bidder.

(2) Grading, oiling, placing materials in stockpile and construction of reinforced concrete box culvert and a 60 ft. concrete bridge on Cloverdale-Coast Fork Bridge Section of Springfield-Creswell Secondary Highway, Lane County. Bids received August 30, 1957. Contract awarded October 11, 1957 to F. H. McEwan, Eugene, low bidder.

(3) Grading and paving of Sandy-Alder Creek Section of Mt. Hood Highway, Clackamas County. Bids received September 12, 1957. Contract awarded October 25, 1957 to Rogers Construction Company and Rogers Construction Inc., Portland, low bidder.

(4) Grading and oiling and construction of reinforced concrete structure on Eckman Slough Section of Alsea Highway, Lincoln County. Bids received September 12, 1957. Contract awarded October 25, 1957 to Pacific Concrete Company and Parker & Fuhrman Company, Portland, low bidder.

The Commission confirmed the awards of contracts as reported.

Reclassification from Group II to Group I status was reported by the Engineer on a section of the Cline Falls Secondary Highway from its junction with the McKenzie Highway to its junction with the McKenzie-Bend Highway, effective September 30, 1957. Test runs, he stated, were conducted on September 24, 1957, and it was found that 60 foot equipment can operate over the section without encroaching upon the opposing traffic lane. The Commission confirmed the Engineer's action.

A report was submitted by the Engineer and accepted by the Commission in which he recommended that all projects for which bids were received in the Salem office on October 3, 1957 be awarded to the low bidder in each case.

The Commission gave attention to a general highway department budget submitted by the Engineer covering the operation of the Department during the calendar year 1958. The Commissioners made inquiry concerning several items in the budget which the Engineer explained. After discussion and careful consideration, the Commission approved the budget for the year 1958 involving a total expenditure of $87,589,000.00.

(For details, see the original copy of the budget in the Commission office in Salem)

October 31, 1957

The Commission considered a report submitted by the Engineer concerning requests from the Coquille and Coos County Chambers of Commerce and the Port of Coos Bay for reconstruction of a portion of the Powers Secondary Highway to accommodate truck-trailer combinations with an overall length of 60 feet. An investigation was made, the Engineer stated, and it was found that it would cost approximately $35,000.00 to perform widening at 23 curves between M.P. 5.98 and M.P. 17.07, which improvements would not be eligible for federal aid. It was his recommendation that improvement of this road be held in abeyance until such time as reconstruction can be undertaken to bring it up to acceptable standards as a federal aid project. The Commission deferred action pending appearance of a delegation on the following day. (The delegation was advised that no major work can be done at this time but comprehensive improvements are planned within the next two to four years. The Commission will do all it can with the monies available but can make no promises now).

The Engineer reported that Mr. E. A. Collier, Maintenance Engineer, will retire November 1, 1957 and that he has appointed Mr. I. A. Delrance, who has been with the Department for 35 years, the last 10 years as Assistant Maintenance Engineer, to replace Mr. Collier. He also mentioned additional appointments as follows: Mr. Edward F. Chidsey, who has been with the Department for 38 years and is presently acting as Assistant Right of Way Engineer, has been selected as Assistant Maintenance Engineer to succeed Mr. DeFrance. Mr. Walter T. Wright, former Chief Locating Engineer, has been selected to replace Mr. Chidsey as Assistant Right of Way Engineer, and Mr. J. A. Rowland has been appointed to succeed Mr. Wright as Chief Locating Engineer. He asked the Commission to concur in these appointments. The Commission approved his action.

Construction of Roosevelt Drive as part of US 101 in Seaside was discussed. The Engineer recalled that this matter has been under consideration for several years and that it had been planned as a 4-lane facility at a cost of $652,000, including right of way. He pointed out that the improvement would have to be financed with primary money so could not be undertaken in the immediate future without seriously delaying other badly needed projects. He suggested as a solution of the problem, if acceptable to the City, construction of a 2-lane facility at an estimated total cost of $240,000. It was his feeling that the 2-lane facility would relieve congested conditions in Seaside for several years and that the eventual solution will be construction of a by-pass around the City. He requested authority to discuss the proposed plan with Seaside city officials. Commissioner Chessman expressed his feeling that the plan will satisfy the people of Seaside. The Commission thereupon granted the authority requested by the Engineer and instructed him to report the results thereof.

The Engineer submitted a report concerning requests presented by a delegation from Oceanlake on September 13, 1957, as follows:

1. Installation of traffic signal on US 101 at Raymond Street: He recommended that this request be denied because investigation reveals that the volume of traffic that enters 101 from Raymond Street does not

justify the expense.

2. Widening along the easterly side of US 101 south from "D" River in the Town of Delake: He recommended approval of the widening work of the City will construct curbs and provide necessary drainage facilities which are estimated to cost $2450.

3. Widening US 101 to 4-lanes through the Wecoma Beach area: He recommended that this improvement be denied for immediate undertaking because of lack of funds to finance it, and that it be considered sometine in the future when funds are available.

4. Widening on the westerly side of US 101 opposite the Wecoma Beach postoffice: He recommended that no action be taken on this request because investigation reveals that the highway now is wide enough at this point to accommodate traffic and that the problem appears to be one of parking, which can be handled by the local police authorities.

The Commission approved the Engineer's recommendation with respect to each of these requests.

Consideration was given to a written report presented by the Engineer concerning a request from the Director of the Department of Finance and Administration and the Department of Motor Vehicles that the Highway Department finance construction of a building on state owned property located near the State Highway Shops in Salem at an estimated cost of $550,000, such expense to be amortized by rentals charged the Department of Motor Vehicles. The Engineer stated that subsequent to receipt of this request, information was received from which it appears that the Capitol Planning Commission wants the building placed in the Capitol Mall and that they are thinking about financing it with funds from another state agency. If it is to be built in the Capitol area, he said, State Highway funds should not be used, but if it is finally decided to build at the Highway Shop location, then the matter should be discussed further. He pointed out that in the past few weeks, efforts have been made by those most interested to borrow money from the State Retirement Board. He recommended no action at this time. The Commission accepted his recommendation.

In connection with the discussion of this matter the Engineer stated that the Motor Vehicle Division is confronted with another problem which involves renewal of leases on field offices formerly under the direction of the Secretary of State. He mentioned particularly the office on N. E. Oregon Street in Portland, rented for the past ten years from the Lloyd Corporation at the rate of $19,600 a year. It appears that the present lease expires on December 16, 1957 and that the Motor Vehicle Division has been advised that beginning January 1, 1958, the rental rate will be $27,000 a year on a one-year basis only. This rate would be approximately 22½¢ per month per square foot and in addition, maintenance of the building has to be provided by the lessee. He compared this with the rental on the State Highway Building in Salem, where the total charge is 15¢ per square foot per month,

5¢ of which is for operation and maintenance. He explained that a number of these buildings were constructed about the same time on a 10-year lease basis which will soon expire. The Director of the Motor Vehicle Division, he stated, is concerned in that he wishes to save as much money as possible in the operation of his Department and the Highway Department is also concerned because the building rentals are paid with highway funds. It has been suggested, he said, that the Crystal Laundry building on Sandy Boulevard between 21st and 22nd Avenues might serve the purpose so he is going to investigate the possibilities of said building.

Commissioner McIver suggested that the investigation should cover additional locations and the type of building that might be constructed or purchased for use by the Highway Department later. It was his feeling that it is not good to move these offices from one location to another too often, but it would be well to look into the matter of establishing State-owned offices throughout the state. The Engineer pointed out that the cost of collecting fees for motor vehicle license plates is approximately 20% of the gross amount, whereas collection of the weight and mileage tax runs about 4% of the gross. The Commission instructed the Engineer to make a state-wide study of the building situation and present a report at the next meeting.

A report was presented by the Engineer concerning the use of portland cement in construction of pavements on State highways. He advised that it is almost impossible to present a true maintenance cost of our old pavements because when they require resurfacing with a thickness of 3/4" or more, such work has been considered as betterment chargeable to capital outlay rather than to maintenance. He reviewed briefly the history of portland cement pavement construction in Oregon and gave figures to show the cost of such type of pavement as compared with asphaltic cement pavement. He pointed out that the initial cost to construct a one-lane portland cement pavement is about $7000 per mile more than to build an asphaltic concrete pavement. An asphaltic pavement four lanes, he said, now costs about $90,000 per mile as compared with $118,000 for the portland cement type. He also said that information received from other states indicated that the combined cost to construct and maintain portland cement concrete and asphalt concrete pavement over a period of 20 years is approximately the same. He exhibited a number of posters which had been furnished by the Portland Cement Concrete people pointing out the advantages of portland cement. It was his opinion that it would be advantageous to the State of Oregon were portland cement concrete pavement constructed on the freeways in the City of Portland primarily because very little maintenance is required for the first 10 or 15 years and it is desirable to reduce surface maintenance operations to a minimum on the heavily travelled highway sections. He recommended that portland cement concrete be used on portions of the highways in the Willamette and Rogue River Valleys where soil conditions are not the best. Specifically, he recommended that portland cement concrete be used on the approximate 10-mile section of the Pacific Highway between North Jefferson Junction and Albany where the existing two-lane highway is portland cement concrete. Construction of the additional two-lane section with portland cement, he said, will

afford an excellent comparison as to durability and maintenance of the older type of concrete pavement as compared with modern design. Summarizing his presentation the Engineer recommended construction of a portland cement concrete pavement on the R. H. Baldock Freeway extension from Tigard into Portland and on the new parallel facility on the Pacific Highway between North Jefferson Junction and Albany. The Commission unanimously approved construction of portland cement concrete pavement on both of these sections as recommended and authorized the Engineer to prepare his plans accordingly.

At this time the State Parks Travel Advisory Committee reappeared before the Commission in company with the State Parks Superintendent, who informed the Commission that Mr. William Tugman had been elected Chairman and Mr. George Henderson had been elected Vice Chairman. Mr. Tugman commented that the Committee would like to have Mr. Armstrong and his staff prepare an outline of Park needs for consideration by the Committee at a meeting in Portland in the near future. The Commission complimented the Committee on the selection of its officers.

The Commission considered items of unfinished business appearing on the Secretary's Summary dated October 1, 1957, as follows:

1. Request of Heppner-Morrow Chamber of Commerce that a State park be developed on Route 207 at confluence of Chapin and Rock Creeks approximately 25 miles south of Heppner: The Parks Superintendent stated that his investigation is not yet complete. The item is to remain on the list of unfinished business.

2. Request of the Department of Motor Vehicles and the State Police that the Highway Department finance construction of a building near the State Highway Shops in Salem: The Engineer submitted a report on this matter earlier in the day. Action was deferred pending further developments.

3. Proposal that State Parks personnel wear uniforms: The Parks Superintendent submitted a report on this subject earlier in the day and the item was ordered deleted from the list of unfinished business.

4. Request of Oceanlake delegation for installation of a traffic signal on US 101 at Raymond Street; widening along the easterly side of US 101, southerly from D River in the Town of Delake; widening US 101 to 4 lanes through the Wecoma Beach area; and widening on the westerly side of US 101 opposite the Wecoma Beach postoffice: This item was ordered deleted from the list of unfinished business as the Engineer had presented a report earlier in the day.

5. Request of Seaside City Council that construction of Roosevelt Drive Route for US 101 in Seaside be expedited: Earlier in the session, the Engineer reported on this subject. He suggested at that time construction of a 2-lane facility on Roosevelt Drive and the Commission authorized him to discuss such a project with the Seaside City Council and to report the outcome. The item is to remain on the list of unfinished business.

6. Request from Coquille and Coos County Chambers of Commerce and the Port of Coos Bay for improvement of the Myrtle Point-Powers Highway to accommodate 60-foot truck and trailer combinations. The Commission deferred action pending appearance of a delegation the following day. (The Commission ordered this item deleted from the list following the delegation's presentation. The Commission denied the request based on a report submitted by the Engineer on the previous day).

The Commission gave attention to a request submitted by the City of Lakeview for the resurfacing and widening of a six-block section of US395 between Third and Ninth Streets in Lakeview. The Deputy Engineer recalled that a delegation came before the Commission on March 1, 1957 and was advised at that time that consideration would be given the project in the 1958 construction budget if funds were available and if the City would contribute 25 per cent of the cost involved. The City, he continued, has now agreed to contribute 25 per cent of the cost up to a limit of $21,000, the total cost of the project being estimated at $70,000. Upon his favorable recommendation the Commission approved the project for 1958 undertaking.

The Commission approved increases in project authorizations on the following state highway contracts:

1. Contract No. 4901, for the West Unit, Shogren-Rowena Section of the Columbia River Highway, increased by $18,000 because of the necessity of providing flatter cut slopes to insure stability.

2. Contract No. 4894, for repainting two steel bridges in Coos County increased by $1,400 because of extra engineering costs.

3. Contract No. 4560, on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, increased $48,000 because of additional drainage work, general excavation, an increased amount of Class B asphaltic concrete, and an overrun in engineering as the job was not completed on time.

4. Contract No. 4885, for construction of the Mohawk River Bridge on the Eugene-Marcola County Road in Lane County, increased in the amount of $12,000 because of additional work to take care of unfavorable foundation conditions.

The State Highway Engineer at this time commented that a check had been received from the Idaho Power Company in connection with their agreement for reconstructing highways in the vicinity of Brownlee Dam on the Snake River.

The Commission discussed with the Engineer bids received at the bid opening held in the Highway Commission Office in Salem on October 3, 1957, and those received at this morning's session. At 4:00 p. m. Commissioner McIver announced awards of contracts as follows:

Awards of contracts on following page.

BIDS RECEIVED IN SALEM ON OCTOBER 3, 1957

"Fort Stevens State Park Facilities, near Astoria on Oregon Coast Highway, near Astoria in Clatsop County. The Commission awarded the contract to the low bidder, Pantovich Construction Company, Salem, at $38,370.50.

"Construct Tide Creek Bridge, north of St. Helens on Columbia River Highway in Columbia County. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at $65,590.

"Grading on the Beaver Lookout-Bullards Bridge Section of the Oregon Coast Highway, near Bandon, in Coos County. The Commission elects to accept the low bid of C. R. O'Neil, Myrtle Creek, in the sum of $906,819, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Clear Lake Drainage Improvement Project, near Reedsport in Douglas County. The Commission awarded the contract to the low bidder Hattan & Bingham, North Bend, at $9,437.78.

"Grading on the Windy Gap Section of the Galice County Road, near Grants Pass, in Josephine County. The Commission awarded the contract to the low bidder, F. L. Somers, Medford, at $142,875.00.

"Install highway illumination at SPRR Undercrossing, Olsen Road Intersection and Old Wilson River Highway Intersection near Tillamook on the Wilson River Highway in Tillamook County. The Commission awarded the contract to the low bidder, Trowbridge Electric Company, Roseburg, at $8,750.

"Paving on Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway, near Pendleton, in Umatilla County. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at $478,520.00.

BIDS RECEIVED AT 9:00 A.M., OCTOBER 31, 1957

"Construct a concrete State Police Office Building at Milwaukie, on S. E. McLoughlin Boulevard, in Clackamas County. The Commission awarded the contract to the low bidder, Lorentz Bruun Company, Portland, at $51,727.00.

"Construct overnight camping areas and roadways in Sunset Bay State Park, near North Bend, in Coos County. The Commission awarded the contract to the low bidder, Sig Andersson, North Bend, at $48,817.00.

"Construct additional park facilities at Tumalo State Park, west of Bend on the old Sisters-Bend Highway, in Deschutes County. The Commission awarded the contract to the low bidder, Fred J. Stubbert, Springfield,

at $19,832.40.

"Anlauf slide correction project on the Pacific Highway, south of Cottage Grove, in Douglas County. The Commission awarded the contract to the low bidder, Silver Falls Trucking & Construction Company, Silverton, at $12,680.00.

"Paving on Jumpoff Joe-Louse Creek Section of the Pacific Highway, north of Grants Pass, in Josephine County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $717,798.00.

"Change channel and construct one span bridge of precast concrete sections on treated pile trestle on the Thomas Creek Bridge Section of Klamath Falls-Lakeview Highway, west of Lakeview, in Lake County. The Commission elects to accept the low bid of Inter City Sand & Gravel Company, Inc., Eugene, in the sum of $17,462.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary agreements are signed.

"Construct facilities at Honeyman Park, south of Florence, on Oregon Coast Highway in Lane County. The Commission awarded the contract to the low bidder, Fred J. Stubbert, Springfield, at $39,450.95.

"Overnight camp expansion project at Honeyman State Park, south of Florence on the Oregon Coast Highway, in Lane County. The Commission awarded the contract to the low bidder, Berry Creek Construction Company, Florence, at $18,712.50.

"Grading and construction of two reinforced concrete deck-girder bridges over Knowles Creek on the East Unit, Knowles Creek Section of the Mapleton-Richardson County Road, east of Mapleton, in Lane County. The Commission elects to accept the low bid of Durbin Brothers, Eugene, at $368,264.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $194,000 is deposited by the County.

"Grading, paving, and construction of two reinforced concrete structures on the Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highway, south of Huntington, in Malheur County. The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at $1,192,223.50.

"Widening of the Pacific Highway Overcrossings of Silverton Branch and Main Line SPRR of the Salem By-pass Section, in Marion County. The Commission elects to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the amount of $93,442.80, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading on the West Unit, Sundial-Rooster Rock Section of the Columbia River Highway, east of Portland, in Multnomah County. The Commission

elects to accept the low bid of R. A. Heintz Construction Company, Portland, in the sum of $531,217.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading on the East Unit, Sundial-Rooster Rock Section of the Columbia River Highway, east of Portland, in Multnomah County. The Commission elects to accept the low bid of S. W. Groesbeck, Eugene, in the sum of $689,445.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, oiling and construction of one reinforced concrete bridge on the Moro Junction-Monkland Section of the Monkland County Road, near Moro, in Sherman County. The Commission elects to accept the low bid of Greene & Buick, Inc., Salem, in the sum of $96,328.25, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of $21,760.00 is deposited by the County.

Requests were considered from the County Courts of Lake, Polk and Harney Counties for additions to the Federal-Aid (county road) Secondary Highway System. The Engineer reported that all of these projects have been examined and he recommended that the following additions be approved:

Harney and Lake Counties: 32.3 miles in Lake County and 2.5 miles in Harney County, as an extension of FAS 699 from the Oregon-Nevada State Line in Harney County, northwesterly through Harney and Lake Counties to existing FAS 699, approximately 2.2 miles south of Adel.

Polk County: FAS 744, 16.6 miles extending from a county road junction south of Ballston, southeasterly to FAS 116 (Salem-Dayton Highway), north of Salem. The Commission approved the additions as recommended.

The Commission also gave attention to requests from the County Courts of Lincoln, Malheur, Polk, and Lake Counties for approval of additional 1958-59 federal-aid county road secondary projects, as well as the cancellation of two bridge projects approved previously in Lake County, and the transfer of these funds to the Fort Rock Road Project. The Engineer recommended that the Lake County request be approved as follows:

Lake County: Projects approved February 28, 1957.

FAS 699	- Adel-Warner Lake Junction Section	$15,000
FAS 414	- Fort Rock Road Section	45,000

Lake County: Projects approved February 28, 1957 Continued

FAS 807 - Adel Junction-Plush Section	$ 54,000
TOTAL	$114,000

He also said that the County has now requested that the projects on FAS 699 and 807 be cancelled, and that the funds be transferred to the Fort Rock Road Section of FAS 414; also that the Fort Rock Road project be revised to include grading and base material as well as the oil mat wearing surface. He also recommended that the other County requests for FAS projects be approved as follows:

Malheur County:

FAS 515 - Vale Unit of Vale-Grand Avenue Section, 1.1 miles $ 70,000. Grade, drain, base material, and 0.11 oil mat wearing surface.

Polk County:

FAS 744 - Bethel-Zena Section, 4 miles, $61,000. Grade, drain, and construct stone base.

Lincoln County:

FAS 150 - Logsden (Siletz River) Bridge, $93,000, 7.6 miles east of Siletz. Construct bridge.

The Commission approved the requests as recommended.

Attention was given to a letter request submitted by the Twickenham Women's Club, Fossil Oregon, for improvements to the Service Creek-Mitchell Secondary Highway, particularly on Mitchell Grade. The Engineer reported that the section of highway referred to is in about the same condition as the balance of the 25 miles between Service Creek and Mitchell and that to widen the four or five curves mentioned by the Women's Club will cost approximately $7,500. He pointed out that following the Mitchell flood repairs made to this highway resulted in considerable improvement over its former condition. In view of the light volume of traffic, which averages only 60 vehicles daily, and the lack of funds, he recommended that the request be denied. The Commission approved the request.

A request was considered from the Superintendent of School District No. 2-CJ, Port Orford, for construction of a sidewalk on the westerly side of the Crystal Creek Bridge and the widening of the westerly side of US 101 from the Crystal Creek Bridge to the Sixes Store, north of Port Orford. The Engineer reported that the request was investigated and that, among other things, the investigation disclosed that the school bus unloads three students in front of the Sixes Store and then proceeds across Crystal Creek Bridge where it stops on the highway to unload six students. School authorities, he said, feel that if a sidewalk were constructed the bus could pick up and discharge all children in front of the Sixes Store. The cost to construct

a sidewalk on the bridge plus a footpath on the remaining section of highway he estimated would be $2,600. The warrant of need for such construction is 0.189 compared with the standard warrant of 1.00 necessary for favorable recommendation. In view of this priority in connection with the favorable accident record and the relatively light volume of traffic, he recommended that the request be denied. The Commission approved his recommendation.

The Commission gave attention to a request from the City of Monmouth for a cooperative project on the Monmouth-Independence Highway from US99W to the easterly city limits, a distance of about four blocks, involving reconstruction of curbs and widening to a width of 44 feet between curbs. The Engineer recalled that this improvement was requested several years ago and that in August 1957, the Commission approved consideration in an early construction program. He added that the City has now agreed to remove 40 trees, existing sidewalks and curbs, and to construct new concrete walks and curbs, estimated to cost $7,428, which is slightly more than 25 per cent of the cost applicable to the City estimated at $29,000. The total cost of the project, he continued, is estimated at $36,000, of which $7,000 is for repaving the existing highway and should not be charged to the City. He recommended that the project be approved as outlined and that an agreement be prepared between the City and the Highway Commission. The Commission accepted his recommendation.

The Commission considered and upon the favorable recommendation of the Engineer granted the following extensions of time within which to complete state highway contracts. Reimbursements for engineering expense and other extra expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. Arthur Simonsen & Company, Contract No. 4802, for stone base and oiling on the Iowa School-LaGrande Section of the Mt. Glen Road, in Union County, requested a ten-day increase in work days from 109 to 119. Approved as requested.

2. A. H. Saxton & Son, Contract No. 4567, for grading and construction of the Service Creek Bridge over the John Day River on the Service Creek-Mitchell Secondary Highway in Wheeler County, requested an extension of time from July 31, 1957 to September 30, 1957. Approved as requested, with the provision that engineering costs be assessed after March 1, 1957.

3. Tom Lillebo, Contract No. 4741, for grading, paving and construction of the Luckiamute River Bridge on the Independence-Albany County Road in Polk County, requested an extension of time from July 30, 1957 to August 30, 1957. Approved as requested.

4. Parker-Schram Company, Contract No. 4498, for paving the Cottage Grove-Divide Unit, Goshen Divide Section of the Pacific Highway in Lane County, requested an extension of time from September 30, 1956 to August 30, 1957. Approved as requested.

5. T. W. Thomas, Contract No. 4504, for guardrail on the Goshen-Divide Section of the Pacific Highway in Lane County, requested an extension of time from October 31, 1956 to August 31, 1957. Approved as requested.

6. Arthur Simonsen & Company, Contract No. 4673, for pavement sealing and rock production on the La Grande-North Powder Section of the Old Oregon Trail Highway in Union and Baker Counties, requested an extension of time from August 31, 1956 to September 25, 1957. Approved as requested.

7. Russell Olson Construction Company, Inc., Contract No. 4983, for paving Popular and West Broadway Streets in the city of Milton-Freewater in Umatilla County, requested a 20-day increase in work days from 50 to 70. Approved as requested.

8. Fred H. Slate Company and E. C. Hall Company, Contract No. 4776, for grading and paving on the Josephine County Line-Rogue River Road Section of the Pacific Highway in Jackson County, requested a 5-day increase in work days from 150 to 155. Approved as requested.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's Office.

The Engineer reported that contract Nos. 4567, 4586, 4658, 4741, 4776, 4811, 4820, 4827, 4838, 4878, 4884, 4886, 4917, 4922, 4923, 4935, 4941, 4959, 4977, 4985, 5001, 5003, 5005, 5017, 5021, and 5037 for highway construction have been completed in accordance with the requirements of the contract or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that requests have been received and investigations conducted for reduced speed zones on several sections of State highways. The action that is recommended in each of the following instances, he explained, is in accord with standard procedure and has been made with the welfare of the travelling public in mind as well as others who use the highways.

1. Silver Creek Falls Highway No. 163, 40 M.P.H. between the east city limits of Salem at M.P. 1.13 and a point 50 feet east of Airport Road at M.P. 1.45, in order to carry to a logical conclusion a speed zone established by the Speed Control Board within the City of Salem. See

EXHIBIT "F-1".

2. Cascade Highway No. 160, rescind action of November 8, 1956 and establish speed zone of 35 M.P.H. between a point 100 feet north of the road to Mulino Sash and Door Company at M.P. 24.14 and a point 0.11 miles south of Passmore Road at M.P. 25.82 except that between a point 300 feet north of the road to Canby and a point 300 feet south of Passmore Road, the indicated speed shall be 20 M.P.H. during the hours of school crossings as provided by law. See EXHIBIT "F-2".

3. Clackamas Highway No. 171, 25 M.P.H. for eastbound traffic from the westerly east city limits of Milwaukie at M.P. 0.95 to the easterly east city limits of Milwaukie at M.P. 1.14. Forty-five miles per hour from M.P. 1.14 to the Cascade Highway, No. 160, at 82nd Avenue, except that between a point 700 feet northwesterly of Webster Road and a point 500 feet easterly of Webster Road the indicated speed shall be 20 M.P.H. during the hours of school crossings as provided by law. See EXHIBIT "F-3".

4. Oregon-Washington Highway No. 8, 45 M.P.H. between the east city limits of Pendleton at M.P. 0.06 and a point 0.20 mile north of Riverside Avenue at M.P. 0.53. See EXHIBIT "F-4".

5. Albany-Corvallis Highway No. 31, 50 M.P.H. between a point 200 feet west of Scenic Drive at M.P. 8.50 and the north city limits of Albany at M.P. 10.46. See EXHIBIT "F-5".

6. Tualatin Valley Highway No. 29, 45 M.P.H. westbound on Northwest and Northeast First Street and connections between the east end of the couplet at M.P. 15.99 and the east city limits of Cornelius at M.P. 16.14.

45 M.P.H. between the west city limits of Cornelius at M.P. 17.22 and West Baseline Street at M.P. 17.51.

40 M.P.H. eastbound on West and East Baseline Street between the east end of the couplet at M.P. 15.99E and the east city limits of Cornelius at M.P. 16.07E.

45 M.P.H. between the west city limits of Cornelius at M.P. 17.22E and Martin Road at M.P. 17.88. See EXHIBIT "F-6".

7. Beaverton-Tualatin Valley Highway No. 141; speed zones established March 28, 1957, to be rescinded and the following speed zones established:

35 M.P.H. between the south city limits of Beaverton at M.P. 0.78 and a point 0.11 mile south of the south city limits of Beaverton at M.P. 0.89.

45 M.P.H. between M.P. 0.89 and a point 0.23 mile west of ORE 210 at M.P. 2.56.

October 31, 1957

40 M.P.H. between M.P. 2.56 and a point 0.07 mile east of ORE 210 at M.P. 2.86.

45 M.P.H. between M.P. 2.86 and a point 200 feet north of Washington Avenue at M.P. 3.67.

40 M.P.H. between M.P. 3.67 and the Pacific Highway West at M.P. 4.92 except that between a point 0.11 mile north of Locust Street and a point 500 feet south of Locust Street, the indicated speed shall be 20 M.P.H. during the hours of school crossings as provided by law. See EXHIBIT "F-7".

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto marked EXHIBIT "F-1" through EXHIBIT "F-7" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In connection with the reduced speed zones on the Beaverton-Tualatin Highway, the Engineer also recommended that shoulder parking be prohibited on both sides of the Beaverton-Tualatin Highway between a point 100 feet west of the Scholls Highway at M.P. 2.77 and a point 200 feet east of the Scholls Highway at M.P. 2.83 on the north side and M.P. 2.81 on the south side, and that a loading zone be established on the south side of the Beaverton-Tualatin Highway between a point 200 feet and a point 300 feet east of the Scholls Highway. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "F-8", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that in accord with agreements previously entered into with several Counties, four sections of State highways have been reconstructed and opened to public travel. The agreements provide that when the new highway sections are opened to the travelling public, that the Counties will take over certain portions of the old highways. These conditions have now been fulfilled, he continued, and to complete the transactions, he recommended that the Commission adopt resolutions formally abandoning the following State highway sections:

1. Hopewell Section of the Bellevue-Hopewell Secondary Highway in Yamhill County. See EXHIBIT "D-1".

2. Deep Canyon Section of the McKenzie Highway in Deschutes County. See EXHIBIT "D-2".

3. Millicoma BridgeSection of the Coos River Secondary Highway in Coos County In this instance, Unit A, which is eliminated as a part of the Coos River Highway, passes to and vests in the owner or owners of the abutting property. See EXHIBIT "D-3".

4. Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. See EXHIBIT "D-4".

The Commission approved the Engineer's recommendation by adopting the Abandonment Resolutions attached hereto marked EXHIBITS "D-1" through "D-4" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Based on the favorable recommendations of the Engineer, the Commission approved out-of-State travel for the following State Highway personnel:

William C. Hill, Soils Engineer, to assist the State of Washington concerning a large slide in Snoqualmie Pass. All costs are to be paid by the State of Washington. (Confirmation)

W. C. Williams, State Highway Engineer, or Forrest Cooper, Deputy State Highway Engineer, and G. S. Paxson, Assistant State Highway Engineer, to attend annual meeting of the Highway Research Board in Washington, D.C., January 6 through January 10, 1958, at an estimated cost of $365.00 per person.

J. Al Head, Assistant Traffic Engineer, and Gordon W. Beecroft, Assistant Research Engineer, to attend this meeting of the Highway Research Board and present papers, their expenses to be paid by the Highway Research Board. Mr. Head also to attend a meeting of Technical Council of Institute of Traffic Engineers in Washington, D.C. on January 11, 1958, at an estimated cost of $14.00 for one day's expenses.

R. B. Sipprell, Director of Permits, to attend conference of the Permit Supervisors of Washington, Montana, Idaho, Oregon, and California, in Spokane, Washington, November 13 and 14, 1957, at an estimated cost of $70.00.

Carl W. Jordan, Director of Travel Information Division, to attend a meeting of the American Convention and Travel Institute in Santa Monica, California, December 5 to 8, 1957, at an estimated cost of $212.00

G. W. Harra, Engineer of Materials, and G. L. Decker, Resident Engineer, to attend the 15th Northwest Asphalt Forum in Seattle, Washington, October 29, 1957, at an estimated cost of $58.00 each. (Confirmation).

Ivan Merchant, Assistant Bridge Engineer, and D. S. Berger, Mechanical Engineer, to Olympia to confer with Washington State Highway Engineer on Interstate Bridge matters in Portland, October 10, 1957, at an estimated cost of $22.00. (Confirmation)

The Commission discussed with the Engineer a request from the Lincoln County Court that the State resume jurisdiction of a portion of the old section of US 101 about 1,700 feet long which was taken over by the County when the new highway was completed but which is now used principally as access to Beverly Beach State Park. The section at the northerly end is used almost entirely as an entrance to the Park and on this section there is an old timber bridge which is in need of replacement. He estimated

that it would cost about $7,000 to replace the bridge with a large culvert. As this section of road between Engineer's Stations 713 and 730 is used almost entirely as an access road to the Park, he recommended that the State take over this section for future maintenance. He advised that the County will then abandon the rest of the road as it serves no useful purpose. The Commission accepted his recommendation and ordered the matter covered by appropriate written agreement with the County.

Attention was given to a request from the Yamhill County Court that the State transfer to the County a parcel of property to the East of the Butteville-Springbrook County Road at its junction with US 99W. The Engineer explained that when US 99W north of Newberg was reconstructed about 20 years ago it was necessary to acquire a small piece of property to enable the raising of the grade of the county road. The purchase was made and the title has remained in the name of the State. The County Court has requested that the property be conveyed to the County so as to remove any question as to the County's authority over this particular parcel. The Commission approved the transfer.

The Engineer reported that on July 1, 1957 a spark from an electric grinder operated by a state paving crew started a grass fire at M.P. 386.40 on the Old Oregon Trail, about four miles south of Huntington. The fire spread onto the property of Lewis Gay, resulting in damages to his fence posts and the burning of three acres of grass. Mr. Gay has submitted a claim for the damage in the amount of $24.35, which the Engineer recommended be paid. The Commission approved the payment on condition that Mr. Gay will sign a complete release.

Consideration was given to a request from the City of Eugene that the State consent to annexation within the City of a portion of US99 lying to the east of the present city boundary. The Engineer commented that the State law requires the consent of all property owners to avoid holding an election. The annexation, he said, does not change the status of the highway in any way and he recommended that the Commission give its approval. The Commission approved the annexation and later signed a "Consent to Annexation" form.

The Commission discussed with the Engineer a resolution submitted by the City of Vancouver, Washington, urging that the Portland-Vancouver Interstate Bridge on US99 be operated as a toll-free bridge and that the costs to improve navigation on the Columbia River and to improve the existing Pacific Highway be paid for out of funds provided by Congress for the Interstate Highway System. The Engineer stated that there is nothing that can be done at this time unless the States of Oregon and Washington elect to pay $15,000,000 out of their own funds. He recalled that two similar requests were made in the past which had been turned down by the U.S. Bureau of Public Roads. He also pointed out that if Congress decides to reimburse the States for portions of the Interstate System that have been financed with state funds, the construction of the new bridge and reconstruction of the old bridge across the Columbia River at Portland would be included. It was his opinion that the new bridge will be open for traffic the latter part of 1960 and that there is nothing that the States can do about the matter at

this time. Commissioner McIver remarked that he would be in favor of removing tolls from the bridges if Congress would provide additional money to pay construction costs. It was his feeling that a letter or resolution should be prepared, pointing out action that has been taken by the Commission concerning the financing of these bridges, what future action is possible, and what will have to be done in order to affect removal of the tolls. It was his thought that a statement to this effect would be helpful to those agencies who are urging the Commission to make the bridges toll free. The letter or resolution should also include a statement that the Commission is in favor of toll-free bridges if Congress will provide additional Interstate funds to make this possible. The Commission accepted this suggestion, and thereupon adopted the attached resolution relative thereto marked "Exhibit G" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer stated that public hearings have been requested by the City of Grants Pass and the City of Rogue River concerning relocation of the Pacific Highway and the Redwood Highway as they affect these cities. The Commission authorized the Engineer to set a date and make other necessary arrangements to conduct the hearings sometime in December. The members of the Commission indicated that if at all possible they would attend the hearings. (The Engineer later set December 18, 1957, as the date for the hearings in both places.)

The Commission considered a request from the Idaho Power Company for waiver of an item in an agreement between the State and the Idaho Power Company, dated May 16, 1957. The Engineer stated that the agreement referred to requires the Power Company to bear its proportionate cost, on a depreciated basis, of a power-line extension constructed by the California-Pacific Utilities Company in December, 1952, at a cost to the State of $1,701. Payment to the California-Pacific Utilities Company, the Engineer continued, was in lieu of monthly payments over a five-year period for amortizing the cost of the extension. However, the five-year period has expired and under reciprocal privileges extended to the Commission by other utilities wherein the latter have amortized by means of monthly payments the cost of power-line extensions serving their remote-controlled radio stations, it was his opinion that the State should provide like treatment for the Idaho Power Company. The Commission approved and later in the session signed the waiver form as recommended.

Amendment of an agreement with the Idaho Power Company providing for payment of the Company's share of the cost to reconstruct state highways necessitated by construction of the Brownlee Dam in the Snake River was also considered. The Engineer pointed out that the original agreement provided that the Power Company shall make a lump sum payment to the State in the amount of $816,375.94. The proposed amendment provides that the Power Company will pay to the State the sum of $200,000 by October 31, 1957; $200,000 by January 1, 1958; $200,000 by March 1, 1958; and $216,375.94 by May 1, 1958. The proposed installment payments, he stated, will not be detrimental to the State and he recommended that the agreement be amended to provide for the four partial payments provided the Company will furnish a bond guaranteeing the payments. The Commission

approved the amendment as recommended.

A request was discussed from the Prineville-Crook County Chamber of Commerce for permission to install an informational sign within the highway right-of-way at the junction of US 26 and US 97, two miles south of Madras. The Engineer pointed out that the 1957 Legislature passed legislation to permit signs on highway property giving information about scenic, historical, resort, or recreational areas, or community enterprises of a non-commercial nature provided that such signs are approved by the Highway Commission before installation. The proposed sign, he continued, would publicize industries and recreational facilities, etc., in the Prineville area. The only feature of the sign that he objected to was the wording: "Shortest and Most Scenic All-weather Route East via Boise." He suggested that the following wording be substituted therefore: "All-weather Short Scenic Route East via Boise." He stated that he is not opposed to the installation of such signs provided they do not conflict with official highway signs or with maintenance of the highway and do not restrict sight distance. The Commission approved the installation of the sign subject to the change in wording as recommended by the Engineer.

The Commission discussed with the Engineer proposed revisions to mandatory regulations contained in PUC Form 170 (7-56). The Engineer commented that the Public Utilities Commissioner has requested that certain portions of the form be revised, principally that the section concerning binder chains be reworded to comply with the statutes covering such features. The revised regulations, he said, have been checked with the State Industrial Accident Commission to be certain there is no conflict with the logging safety code, and it appears that the revised regulations, as proposed, will now be in agreement with the State Industrial Accident Commission logging safety code, and will also satisfy the needs of the Public Utilities Commissioner. Upon his favorable recommendation, the Commission approved the revisions. (For details see copy of the revisions, as approved, in General Files).

The Engineer called to the Commission's attention a letter dated October 24, 1957 directed to the Commission by W. W. Stiffler, Assistant State Highway Engineer, advising of his resignation effective December 31, 1957. Mr. Stiffler stated that he is past retirement age and that he feels that he had worked long enough. Chairman Reynolds remarked that although the Commission regrets exceedingly that it is going to lose Mr. Stiffler from the staff, it appreciates his desire to retire and spend time doing other things. He extended to Mr. Stiffler best wishes and happiness in this new phase of his life and stated that the resignation would be accepted with regrets.

The Commission approved the Secretary's Report on papers signed by him on behalf of the Commission during the period September 9 through October 25, 1957.

The Commission confirmed the next meeting date for December 5 and 6, 1957, in the Imperial Hotel in Portland and set a tentative date for the following regular meeting on January 16 and 17, 1958. The Secretary

was instructed to make the usual arrangements to hold these meetings in the Imperial Hotel, Portland.

The Commission gave attention to a number of letters concerning the effect of the new Pacific Highway on restaurant and motel business in the town of Winston. The Engineer stated that in response to their letters, an investigation had been made and it is his recommendation that the old route through Winston be designated "US99 - Business Route" and that authority be granted to place signs at the interchange south of Roseburg and at the interchange at the Booth Ranch Bridge, the one at the south entrance directing traffic to the freeway and carrying the words "US99 Freeway - Portland-Roseburg", and a sign at the north entrance with the words "US 99 Freeway - Medford-Grants Pass", and signs on the legs leading to Winston reading "US 99 Business Route - Coos Bay-Winston." He estimated that it would cost approximately $1500.00 to furnish and erect the signs. The Commission approved the recommendation unanimously.

The Commission discussed the request of the Tillamook delegation, presented earlier in the session, for revisions in the access requirements for certain roads that connect with the new section of the Wilson River Highway just east of the city of Tillamook. As a result of the discussion the Commission, upon recommendation of the Engineer, approved access to the highway from Schild Road on the south of the highway, where heretofore access was limited from the north, and from Maxwell Road at Randall Corner on the south where access heretofore had been allowed only from the north. This matter is to be covered by written agreement between the County and the State.

The Engineer recommended and the Commission approved payment of annual dues in the American Association of State Highway Officials in the amount of $1,519.50 and annual dues in the Western Association of Highway Officials in the amount of $50.00.

The Commission discussed briefly a letter dated October 28, 1957, received from G. Y. Chester, Malheur County Judge, concerning construction of a bridge across the Owyhee River and maintenance of the access road to Owyhee Reservoir. The Commission accepted the letter and ordered that it be inserted in the Commission records for future reference. (The letter follows)

Vale, Oregon
October 28, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attn: Mr. H.B. Glaisyer, Secretary

Gentlemen:

Letter continues on following page

"The Malheur County Court wishes to advise that its intentions are to construct the bridge across the Owyhee River, employing a span from the old Nyssa bridge for this purpose, during the coming winter months.

The Court also intends to maintain the road to the Owyhee Lake as far as it is economically possible to do so."

Very truly yours,

(Signed) G. Y. Chester

G. Y. Chester
Malheur County Judge

cc C.H. Armstrong

The meeting adjourned at 5:00 p.m. to reconvene on the following day at 9:00 a.m.

Portland, Oregon
November 1, 1957

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m., in the Queens Room of the Imperial Hotel. The following people were present:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission discussed and approved the minutes of its special meeting held in Salem on August 29, 1957 and the minutes of its meeting held in Portland on October 1, 1957 for the sale of highway bonds. Approval of the minutes of the regular meeting held on September 12 and 13, 1957 was deferred until the December meeting, except that the Commission did approve that portion of the minutes of said meeting which pertains to the sale of highway bonds.

A telegram was read aloud by Chairman Reynolds from a committee representing the "Housewives of 42", an organization of women in the Coquille-Myrtle Point area, urging improvement of Highway 42 (Coos Bay-Roseburg Highway) between Coquille and Roseburg. The Commission expressed regrets that it could not do what the Committee requested.

The Commission discussed with the Engineer a proposed one-year construction program, dated October 11, 1957, for the expenditure of 1960 funds which will be available for right of way and construction beginning July, 1958. The Engineer explained the program, project by project, and answered questions submitted by the Commission. In the discussion of the projects in Division No. 1, the Commission gave particular attention to the proposed new route for the Pacific Highway through Portland, known as the "Eastside Freeway", and to the route known as the "Foothills Route". The Engineer estimated that the Eastside Freeway will cost approximately $45,000,000 and it is hoped that it can be constructed by 1961. If tentative plans are carried out the Foothills Route can be constructed at an estimated cost of $75,000,000 in the five-year period following.

In discussion of projects in Division No. 2, Commissioner McIver suggested that it would be advisable to acquire right of way now for a proposed cutoff southwesterly from Dayton to a connection with the Salmon River Highway that would bypass McMinnville. It was his thought that the matter should be checked into before the proposed route is built up with houses and otherwise developed. The Engineer was instructed to investigate the feasibility of immediate acquisition of necessary right of way and submit a report.

With respect to the projects in Division No. 4, the Engineer suggested that a portion of the reserve of $280,000 be allocated for improvement of The Dalles-California Highway in the city of Bend. He mentioned that the City has been requesting this project for several years and has agreed to pay 25 per cent of the cost. The Commission approved an allocation of $150,000 for work referred to as the South Third Street project on The Dalles-California Highway in the city of Bend. This action reduced the reserve on primary highways in Division No. 4 to $130,000.

In connection with proposed projects in Division No. 5, the Commission instructed that an allocation of $200,000 be made for continuation of work on the Lostine Section of the Wallowa Lake Highway. The amount of $200,000 required for this project is to be taken from the amount of $750,000 shown on the program for the Service Creek-Burton Canyon Section of the John Day Highway, thus reducing the allocation for that project to the sum of $550,000.

The Commission also ordered an allocation of $250,000 from reserve funds for improvement of the Weston Mountain Section of the Weston-Elgin Secondary Highway and that the reserve fund for secondary highways in Division 5 be reduced in the same amount.

The entire program as revised was thereupon adopted by the Commission by unanimous vote. The program follows:

PROPOSED 1-YEAR PROGRAM
1960 Monies
October 11, 1957
Division I

Highway	Section	Length	Type	Total Cost
		INTERSTATE		
R. H. Baldock	Harbor Dr.-Wash.Co. Line	6.72 mi.	6-Lane GPS	$ 3,655,000
Columbia River	Sundial-Rooster Rock	—	G. P. S.	3,827,000
Columbia River	Cascade Locks Bypass	—	R-W	260,000
Columbia River	Cascade Locks Bypass-Herman Creek Rd.	2.00 mi.	G. P. S.	1,315,000
E. Bank Freeway	Banfield-Morrison Street	Part	G.	4,000,000
		Total Interstate		$ 13,057,000
		URBAN		
Sunset	Sylvan Section (Part)	—	6-Lane GPS	380,300
Beaverton-Hillsdale	Slavin Road Interchange	—	—	650,000
		Total Urban		$ 1,030,000
		PRIMARY		
Pacific West	Middleton-Wash. Co. Line	Part	4-Lane GPS	$ 530,000
Sunset	Sylvan Section (Part)	—	G. P. S.	1,050,000
		Total Primary		$ 1,580,000

November 1, 1957

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division I

Highway	Section	Funds	Length & Type	Total Cost
		SECONDARY		
Hillsboro-Silverton	Newberg-Gearin Corner		2.84 mi. G. P.	$ 323,000
			Total Secondary	$ 323,000
		COUNTY SECONDARY		
Projects to be Selected				$ 858,000
	Division II		Total County Secondary	$ 858,000
		INTERSTATE		
Pacific	Battle Cr. Jct.-Lane Co. Line (Return money tsfrd. to Salem Byp.)		8.52 mi. G.P.S.	$2,590,000
			Total Interstate	$2,590,000
		URBAN		
Corvallis-Newport	Corvallis City Section		— G. P. S.	$ 450,000
	Reserve			420,000
			Total Urban	$ 870,000
		PRIMARY		
Pacific West	Tualatin Valley Hwy. Jct.-McMinnville (Yamhill R. Br.)		— G. P. S.	$ 240,000
Reserve			— —	310,000
			Total Primary	$ 550,000

29067

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division II (Cont.)

Highway	Section	Funds Length & Type	Total Cost
		SECONDARY	
Hillsboro-Silverton	Newberg-Gearin Corner (S. Unit)	1.04 mi. G. P.	$ 158,000
Three Mile Lane	Airport Jct.-Lafayette Road	1.60 G. P. S.	165,000
Nehalem	Nehalem River Brs.(M. P. 56.25 & 58.16)	— Strs.	210,000
		Total Secondary	$ 533,000
		COUNTY SECONDARY	
Projects to be Selected			$ 936,000
		Total County Secondary	$ 936,000
		Division III	
		INTERSTATE	
Pacific	Jump Off Joe Cr.-Louse Cr.	— To Complt.	$ 360,000
Pacific	Rice Hill-Chemoweth Park	— R-W	15,000
Pacific	Myrtle Cr.-Canyonville	9.26 mi. To Complt.	1,505,000
Pacific	Grants Pass-Jackson Co. Line	5.5 G. S.	2,535,000
		Total Interstate	$4,415,000

November 1, 1957

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division III (Cont.)

Highway	Section	Length	Funds & Type	Total Cost
		URBAN		
Pacific	6th-7th St. Couplet, Rogue River Bridge Redwood Interchange-Gr.Pass	Part	G. P. S.	$ 862,000
Pacific	Main St.-Avery (Ashland)	0.90 mi.	G. P.	150,000
McKenzie	10th St.-19th St. (Springfield)	0.79	G. P.	135,000
Oakland-Shady	Diamond Lake Blvd.-Mosher (Roseburg)	—	G. P.	50,000
			Total Urban	$1,197,000
		PRIMARY		
Oregon Coast	Bullards Bridge-Bandon	2.0 mi.	G. O.	$ 340,000
Oregon Coast	Gold Beach-Hunter Creek (Hunter Creek Unit)	—	RW G. P. S.	250,000 (400,000)*
Oregon Coast	Mack Arch-Brookings	—		(11,277,000)*
Redwood	Misc. Str. (M.P. 34.28-36.67-40.23-40.88)	—	Str.	280,000
			Total Primary	$ 870,000

29069

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division III (Cont.)

Highway	Section	Length	Funds & Type	Total Cost
		SECONDARY		
Elkton-Sutherlin	Elkton East	—	G. P.	$ 600,000
Richardson Eugene	Richardson-2nd Xing Siuslaw River	2.9 mi.	G. S.	400,000
Junction City-Eugene	Santa Clara-Eugene	2.65	Pave & Storm Sewer	325,000
Tiller-Trail	Oshea Creek East	1.0	—	150,000
			Total Secondary	$ 1,475,000
		COUNTY SECONDARY		
Projects to be Selected				$ 819,000
			Total County Secondary	$ 819,000

( )* Bond Money, Not Included in Totals

Division IV

		INTERSTATE		
Columbia River	The Dalles Bypass	2.57	G. S.	$ 2,440,000
			Total Interstate	$ 2,440,000

November 1, 1957

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division IV (Cont.)

Highway	Section	Funds Length	& Type	Total Cost
		URBAN		
The Dalles-California	Klamath Falls Bypass (Part)	2.68	G. S.	$ 620,000
			Total Urban	$ 620,000
		PRIMARY		
The Dalles-California	The Dalles-Eight Mile (Part)	6.97	G.	$ 900,000
The Dalles-California	Klamath Falls Bypass	2.20	R-W	100,000
Willamette	W. Unit Crescent Lake Jct.- The Dalles-California	3.27	Base-P.	310,000
Fremont	3rd St.-S. City Limits (Lakeview)	---	G. P.	60,000
The Dalles-California	South Third Street (Bend)	---	---	150,000
Reserve				130,000
			Total Primary	$ 1,650,000
		SECONDARY		
Paulina	M.P. 31-Camp Creek	Part	G. O. S.	$ 450,000
Wasco-Heppner	Wasco-Hay Canyon	9.2	G. O.	225,000
			Total Secondary	$ 675,000

29021

November 1, 1957

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division IV (Cont.)

290772

Highway	Section	Length	Funds & Type	Total Cost
		COUNTY SECONDARY		
Projects to be Selected				$ 546,000
		Total County Secondary		$ 546,000
	Division V			
		INTERSTATE		
Oregon Trail	Oxman Durkee	5.5 mi.	G.	$ 535,000
Oregon Trail	Ontario-Idaho Line	5.0	G. S.	2,875,000
Reserve				205,000
		Total Interstate		$ 3,615,000
		URBAN		
Oregon Trail	10th Street (Baker)	—	G.P.	$ 160,000
		Total Urban		$ 160,000
		PRIMARY		
John Day	Service Creek-Burton Canyon (Part)	—	G. P.	$ 550,000
John Day	Pioneer Park-Service Creek	9.3	G. O. S.	800,000

November 1, 1957

PROPOSED 1-YEAR PROGRAM
1960 Monies
Division V (Cont.)

Highway	Section	Funds Length	& Type	Total Cost
		PRIMARY (Cont.)		
Wallowa Lake	Lostine Section	—	G. P.	$ 200,000
		Total Primary		$ 1,550,000
		SECONDARY		
Kimberly-Long Creek	M. Unit, Hamilton-Long Creek	6.0	G. P.	$ 390,000
Haines-Anthony	Haines-Forest Boundary	12.60	G. O-11	530,000
Weston-Elgin	Weston Mt. Section	—	—	250,000
Reserve				250,000
		Total Secondary		$ 1,420,000
		COUNTY SECONDARY		
Projects to be Selected				$ 741,000
		Total County Secondary		$ 741,000

29073

A delegation representing the Coquille Chamber of Commerce appeared before the Commission concerning improvement of Highway 42 between Coquille and Roseburg and improvement of the Powers Secondary Highway. The following people composed the group:

Yvonne Remaly and Stanley Hogate, Chamber of Commerce, Coquille; Austin Dodge, Chamber of Commerce, Myrtle Point; R. S. Oslund, Land & Tax Agent, Goergia-Pacific Corporation, Portland; and James Daugherty, President, Southern Douglas County Highway Association, Winston. Mrs. Remaly, who acted as spokesman, introduced the other members of the delegation and submitted petitions in favor of these improvements. Mr. Dodge recalled that about ten years ago improvement of Highway 42 had been considered a high priority project but the highway has been neglected since that time. He pointed out that an electrical power plant is being constructed on the South Coquille River which will involve the hauling of considerable materials, and that the Powers Secondary Highway is qualified only to handle vehicles with an over-all length of 40 feet. Mr. Daugherty stated that improvement of Highway 42 is their first priority project and he asked the Commission to authorize a survey of Highway 42 to determine the cost to improve it. The Engineer advised that a location survey has been completed between Rink Creek and Coquille but that a reconnaissance survey only has been made east of that section. Mr. Daugherty offered their services to the Commission in settling the "Stumbo" case. Chairman Reynolds expressed appreciation for the offer. Mr. Hogate urged improvement of Highway 42 to allow operation of 60-foot vehicles as an aid to the economy of the area. Mr. Dodge then inquired as to what action the Commission had taken on a request considered at this meeting for improvement of the Powers Secondary Highway. Chairman Reynolds replied that the request for curve widening had been denied until such time as the roadway can be reconstructed to standard specifications. It was the feeling of the Commission, he said, that widening the curves as requested would not provide a satisfactory solution. The Engineer pointed out that expenditures in the next three years on the Powers Secondary Highway are contemplated in the amount of approximately $300,000 and that work could possibly be started in 1959. Mr. Dodge re-emphasized the point that very little improvement has been made on Highway 42 and that early construction is necessary. Chairman Reynolds thanked the delegation for its presentation and pointed out that the Commission has requests from people in all sections of the State for improvements to highways in their localities, and that the Commission will do all it can with the funds available, but can make no definite promise now concerning construction on Highway 42.

Mr. E. W. Poland, Shedd, and Mr. John Miller, Halsey, Directors of the School Board in School District 552-C in Linn County, came before the Commission concerning a hazardous situation that exists on the Halsey-Sweet Home Secondary Highway between Halsey and Brownsville. Mr. Poland stated that the School District plans to construct a new high school about $1\frac{1}{2}$ miles east of Halsey to accommodate about 300 pupils and that it will be necessary for a large number of the students to cross the main line of the Southern Pacific Railroad in order to get to and from the school. He inquired if construction of an overhead crossing could be provided. Mr.

Miller mentioned that construction of an overcrossing would be an incentive for more tourist traffic to use the highway. He also mentioned that six passenger trains and about 20 freight trains pass through each day. Chairman Reynolds informed them that an investigation would be made to determine if construction of an overcrossing is feasible.

A delegation consisting of the Douglas County Court and members of Highway No. 225 Road Committee appeared before the Commission concerning completion of the Elkton-Sutherlin Secondary Highway. The following people were present: William Tugman, Chairman, 225 Road Committee; L. J. Gerhard and Tom Lillebo, Members of 225 Road Committee, all of Reedsport; V. T. Jackson, Douglas County Judge; Frank Ashley and Huron Clough, County Commissioners; Elmer Metgger, Member, 225 Road Committee; all of Roseburg; and H. G. Sprague, Member, 225 Road Committee and Chamber of Commerce, Sutherlin. Mr. Tugman acted as spokesman and introduced the other members of the delegation. He asked that the remaining 12-mile section of the Elkton-Sutherlin Highway be reconstructed at an early date to facilitate hauling of products from the valley to Tidewater and also as a tourist link. Judge Jackson concurred in the statement of Mr. Tugman and added that the group is also interested in construction of a highway from The Dalles-California Highway, westerly to the coast through the Umpqua National Forest along the North Umpqua River route. However, the first objective of the group is completion of the Elkton-Sutherlin Secondary Highway to reduce the marketing cost of valley lumber and other products. Mr. Clough emphasized the importance of completion of the secondary highway in the economic development of the area. Mr. Ashley said that completion of this route had been contemplated for many years and would be of great benefit to industry. Mr. Metgger affirmed this position. Mr. Tugman stated that as a long-range objective the group would like to see completion of the Umpqua Highway, the Elkton-Sutherlin Highway, and the North Umpqua River Highway as one highway, and completion of the section on the Elkton-Sutherlin Secondary would be a step forward in this plan. The Engineer remarked that a large amount of federal money has been expended in construction of the North Umpqua Highway and it would be difficult to increase the rate of expenditure. Chairman Reynolds commented that the Commission is considering an allocation of approximately $600,000 of 1960 funds for construction of the Elkton-Sutherlin Secondary Highway but the Commission has not yet decided the location, whether to continue on the northerly or the southerly end. The County Court, he stated, will be consulted in this matter. Judge Jackson stated that the County Court is open minded as to where the improvement starts. He also said that the people of Douglas County are approximately 100% in favor of this road. Mr. Tugman stated that they will be satisfied with the Commission's judgment in the matter. Chairman Reynolds also pointed out that there is a strong demand for improvement of Highway 42 between Coquille and Roseburg as an outlet to the ocean, and that there have been several opinions expressed as to which route might be the best. Mr. Tugman observed that later on it is planned to ask the Commission to designate as one highway all of the roads which now follow roughly along the Umpqua River, including the North Umpqua Highway, the Elkton-Sutherlin Secondary, and the Umpqua Highway.

The Umatilla County Court and two other interested persons came before the Commission concerning an extension to the Helix-Vansycle County Road and an exchange of highways between the State and the County. The following people were present: E. R. Cook, County Judge; F. B. Hayes and Roscoe Kelley, County Commissioners, all of Pendleton; S. E. Broigoitti, Farmer, Helix; and James Kuhns, Farmer, Weston. Judge Cook introduced the members of the delegation and pointed out that county authorities in the State of Washington have indicated that they are ready to construct their portion of the Vansycle Road extension when Oregon is ready. Considerable pressure, he stated, is being exerted from the tri-city area in Washington. Mr. Kuhns pointed out that construction of this road would facilitate access to the winter recreational area in the Blue Mountains and would greatly shorten the haul in transporting pulp wood from Oregon to the mill at Attalia on McNary Reservoir. It was his thought that construction of this road would provide more gain to Oregon than would be lost in transfer of business to the State of Washington. Mr. Broigoitti emphasized the value of the Vansycle Road in hauling timber products and felt that it would be a better route than the existing US395 route and would be less costly to construct and maintain. Judge Cook brought into the discussion an exchange of roads with the State. He said that the county will take over the old highway between Reith Junction and Stanfield Junction if the State will take the Mission county road extending from US30 to a connection with Highway 11. He also mentioned a parcel of 4.95 acres of land which the County owns north of Milton, and stated that the County would like to sell this property to the State. With reference to the Vansycle Road, he pointed out that traffic between Adams and Milton during pea harvest is extremely heavy and construction of the Vansycle Road would relieve this greatly. He also mentioned the new interstate route designated recently from the Seattle area near Ellensburg southeast to Pendleton. The County, he stated, is concerned in getting this traffic routed over the Umatilla toll bridge as it has invested a large amount in construction of the bridge and has purchased the Patterson Ferry. The Engineer replied that designation of this new interstate route came as a surprise to both the Oregon and the Washington authorities and he does not know details of the routing other than that it would start in Washington at or near Prosser and extend southeasterly to a connection with US30. Concerning the 4.95-acre parcel of land mentioned by Judge Cook the Engineer stated that the Highway Department does not need it for highway purposes. The adjacent section of highway, he said, is not controlled as to access so there would be no good reason to purchase it for such purpose. In regard to the Vansycle Road, the Engineer gave as his understanding that the County wants the road placed on the Federal Aid Secondary (County road) System. He mentioned two routes have been considered, one costing $730,000 and the other $645,000. Judge Cook replied that the County would like to have the road placed on the county federal-aid secondary system. Chairman Reynolds concluded the discussion by stating that the Commission will place the Vansycle Road on the Federal Aid Secondary (County road) System if the County will make formal request for such designation, and that the Commission will then authorize a survey of the road. Concerning the proposed exchange of roads (Mission North for Reith-Echo Secondary) he said that the Commission will give the matter study. He also said that the Commission is not

interested in acquiring the 4.95 acre tract mentioned by Judge Cook and that the County Court will be kept informed regarding the proposal to place the Ellensburg-Pendleton Road on the Interstate System. (See ahead for additional entry re proposed exchange of roads.) (Commissioner McIver was excused for the remainder of the session.)

A delegation representing the Willamina Chamber of Commerce came before the Commission concerning direct access from Willamina to the new section of the Salmon River Highway, now nearing completion. The following people from Willamina were present: Allen C. Louden, Chamber of Commerce; Dr. Otis Barr, President, Chamber of Commerce; Lloyd W. Anderson, City Councilman; R. E. Renne, Judge, Yamhill County Court; Charles Teagarden, Commissioner, Yamhill County; and L. W. Franklin, Road Engineer of Polk County. Mr. Louden headed the group. He gave as his understanding that completion of the new section of the Salmon River Highway by-passing Sheridan and Willamina is expected in about two weeks and at that time the only access Willamina will have will be via the old crooked sections of the Salmon River Highway which, besides curves, contains two dangerous railroad crossings. He asked for access to the new highway. Chairman Reynolds said that the Commission has no solution at the present time as there are no funds available for the improvement. It was his opinion that the existing access, although it does contain many curves, would not be nearly so dangerous when a large percentage of the traffic is removed by using the new highway section. Mr. Louden remarked that if the old road is not good for tourists, it is not good for the people of Willamina and that their business is being hurt. Judge Renne called attention to the large amount of timber which lies to the west of Willamina and when hauled to market will have to be taken out over the old highway. Dr. Barr called attention to the industrial development in Willamina. It was his feeling that the town is entitled to a more adequate type of access. Chairman Reynolds stated that the Commission is appreciative of their situation and will keep their promise to give the request further consideration when the Salmon River Highway construction is completed, which he estimated would be in about two years.

A group representing the US Highway 20 Association was present and urged the Commission to improve the section of US20 between Lebanon and Sodaville, a distance of about 2.5 miles. The following people formed the group: Kurt Kiesow, Chairman, US 20 Association, Toledo; Fred Spores, Vice President, US20 Association, Lebanon; James Howes, Secretary US20 Association; W. E. Wilkison, Member, US20 Association; Robert Budrow, Member, US20 Association; Eban Alborn, President, Newport Chamber of Commerce, all of Newport; Mike Miller, Lincoln County Commissioner, Siletz; and Mrs. Dale Hollingsworth, Member, US20 Association, Eugene. Mr. Kiesow, who acted as spokesman, introduced the members of the delegation and expressed appreciation for improvements authorized on US20, particularly the Pioneer Mountain Section, near Toledo. Mr. Spores recalled that in 1954 a delegation had made a statement of priority on various sections of US20, listing the Pioneer Mountain improvement as No. 1, improvement of the Corvallis-Philomath Section as the No. 2 project, and improvement of the section between Lebanon and Sodaville as the No. 3 project. Action, he continued, has been

taken on the Pioneer Mountain and Corvallis-Philomath Sections, and the Lebanon-Sodaville project is now the delegation's No. 1 project. He pointed out that traffic on US20 in the vicinity of Lebanon presently is approximately 9,000 vehicles daily. He asked the Commission to authorize an economic study and a reconnaissance survey of the project. Chairman Reynolds commented that it is planned to construct the Pioneer Mountain Section in 1958, and that the Lebanon-Sodaville Section will be considered in formulating future construction programs. (Later in the day the Commission instructed the Engineer to investigate the cost and feasibility of the improvement between Lebanon and Sodaville and to submit a report).

The meeting recessed at 12:10 p.m. and reconvened at 1:00 p.m. in the same room, with the same persons present and participating, except Commissioner McIver who was excused.

The Commission resumed discussion of the one-year construction program which had been considered earlier in the day. The Commission confirmed approval of the program with the changes previously outlined. For details see copy of the program entered earlier in these Minutes and the office copy thereof dated October 11, 1957, with changes ordered by the Commission, in the general files in the Salem office.

The matter of exchange of roads with Umatilla County was also mentioned briefly. The Engineer stated that the proposed exchange appeared to have considerable merit. The Commission authorized him to conduct negotiations with the County Court for the exchange on the basis of the County assuming jurisdiction over the Stanfield-Pendleton Secondary Highway between Reith Junction and Stanfield Junction and the state adding to and constructing as a secondary highway the county road which extends northerly from US30, at Mission, to a connection with ORE11 northeasterly from Pendleton.

Attention was given to a letter from County Judge Lloyd Rea, Baker County, concerning fatal accidents that have occurred on US30 south and east of Baker and urging early reconstruction of the highway at this location. The Commission instructed the Engineer to inform Judge Rea that $535,000 has been allocated for construction on this highway section in 1958 and that it is planned to include additional funds in future programs.

The proposed interstate route between Ellensburg, Washington, and Pendleton was again discussed. The Engineer stated that the Washington Highway Commission has taken action to approve the route and he inquired as to what action he should take. The Commission deferred action in this matter pending further study. The Engineer was instructed to discuss the matter with Mr. B. D. Tallamy, Federal Highway Administration, during the AASHO conference in Chicago later in the month and to take action as may be necessary to secure designation as an interstate highway of that section of US 30 that extends from Portland to Astoria.

The Engineer stated that Douglas County officials have asked permission to use the area beneath the Winchester overcrossing over the railroad and river on the Pacific Highway as a part of a county park which adjoins the right-of-way. He said that use of the area will not be detrimental to the State and he recommended that the county be allowed to use it under the terms of an agreement which has been prepared. The Commission accepted his recommendation.

The Engineer also reported that a test run had been conducted, using truck and full trailer combination 60 feet overall in length, on the Warrenton Highway from its junction with Ft. Stevens Secondary Highway to its junction with US101, a distance of approximately 1.55 miles, and it was found that such equipment can negotiate this highway section without encroaching upon the opposite traffic lane. Under authority previously granted him, the section was reclassified from a Group III to a Group 1 highway effective October 29, 1957. The Commission confirmed his action.

In connection with construction of the Walter Dammasch Hospital near Wilsonville, the Engineer reported that the Board of Control had requested that the State Highway Department perform the engineering on the construction of roads into and around the hospital. Due to an error in reading the plans prepared by the architect, the road grade was excavated about 16 inches too low. The material had to be replaced at a cost of approximately $8,800. As a compromise measure, it was finally agreed that the State Highway Department would stand one-half the cost resulting from the error, amounting to $4,425.96, which is to be deducted from the final bill for engineering services rendered the hospital. The Engineer explained how the error occurred and recommended approval of the settlement. The Commission approved the settlement as recommended by the Engineer

Orville M. Thompson, legal advisor to the Governor, the Engineer stated, has requested that an investigation be made concerning a grade crossing near Halsey on the Halsey-Sweet Home Highway. He stated that an overcrossing at this point would require a long approach and would have to pass over both the railroad and the Pacific Highway. It was his opinion that the project would cost nearly one-quarter of a million dollars. The Commission instructed the Engineer to make an investigation and submit a report at the next meeting.

The Commission ordered that the Wallowa County Court and the Enterprise Chamber of Commerce be informed of the action that was taken by the Commission at this meeting programming funds for improvement of the Lostine Section of the Wallowa Highway.

The matter of increases in salaries to the State police was discussed. The Auditor stated that the State police budget did not contain sufficient funds to take care of the increases approved by the Legislature at its regular 1957 session. The Engineer pointed out that the deficit in the police budget amounts to about $40,000. The Highway Department normally contributes about 60% of the cost of maintaining the State police organization and he recommended that the Commission approve transfer of 60% of the deficit ($26,000) to the State police. The Commission approved the transfer

The Engineer reported that an agreement has been received from the Bureau of Public Roads placing the Dolph-Boyer Cutoff between the Salmon River and Three Rivers Highways on the Forest Highway System. He recalled that the matter had been before the Commission some months previously and had been approved. The Commission approved and signed the agreement. The matter of the Commission approving small authorizations for out of State travel was presented by the Engineer. It was his thought that the Commission should definitely approve trips to conventions or trips of major distance or cost. However, he suggested in order to save telephone expense and to relieve the Commission of bother, that trips costing $100.00 or less be approved by the Engineer and placed on the agenda for confirmation by the Commission at the next following meeting. The Commission approved such procedure.

The Commission had under discussion the request of the Chief Counsel, presented on the previous day, for authority to condemn certain parcels of real property that are needed as right of way for state highway improvements or for other highway purposes. After carefully considering the proposed condemnations and in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission approved the condemnations by adopting the attached resolutions relative thereto marked EXHIBITS "E-1" through "E-16", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The amount of the offer to be made prior to filing the complaint in the condemnation of the Paul R. Martin, et ux., property on the Columbia River Highway near Troutdale in Multnomah County was also discussed by the Commission. The Chief Counsel recommended negotiations with the owners on the basis of offering the sum of $47,800 for all of the property that is required from them. As a result of the discussion, the Commission unanimously adopted the recommendation and authorized an offer in such amount.

The Chief Counsel presented a proposed settlement with Mr. Perasso (L2762, L2783) for two parcels of property on the Mt. Hood Highway east of Sandy. He said that an offer was made in the sum of $200 for one parcel and $350 for the second parcel, a total of $550, and that the owner has agreed to accept the sum of $800 as settlement in full. It was his opinion that taking the matter to court would not be financially feasible and he recommended that the settlement be approved in the amount of $800. The Commission accepted his recommendation.

A proposed settlement with Blue Mountain Mills on the John Day Highway in the city of John Day was discussed. The Chief Counsel recalled that the matter had been confirmed previously and damages had been sought from them because of water from their property which was damaging the highway roadbed. In negotiations which followed, Blue Mountain Mills offered to pay the sum of $1,000, whereas the State had demanded the sum of $2,700. The Mills have now offered a compromise settlement of $1,750 and he recommended that it be accepted as the Mills have agreed to take

measures to prevent waters from their property from encroaching upon the State right-of-way. The Commission instructed him to negotiate a settlement on the terms as outlined.

The Commission also approved an agreement previously authorized with James and Irene Burrell regarding construction of a weir in connection with irrigation waters from Mill Creek to the Burrell property on the Salem By-Pass Section of the Pacific Highway. Negotiations, the Chief Counsel stated, were undertaken about a year and a half ago and the Burrells have just now signed the agreement. The Commission approved the agreement.

Abandonment of the case of State of Oregon vs. National Industrial Products Corporation concerning an automobile accident involving highway equipment which was damaged, requiring repairs that cost $106.50 was recommended by the Chief Counsel. He explained that as investigation in the case developed, it was found that the State driver was apparently as negligent as the driver for the Products Corporation and under Oregon law if there is contributory negligence, recovery cannot be made for damages.. The Commission approved abandonment of the claim, File L2722.

The Engineer brought up the matter of appointing a successor to Mr. W. W. Stiffler, Assistant Highway Engineer, whose resignation effective December 31, 1957, was accepted by the Commission earlier in the session. The Commission instructed the Engineer to submit names and data on possible successors for consideration by the Commission at the next meeting on December 5 and 6.

Chairman Reynolds inquired about the status of the Medford By-pass route of the Pacific Highway, particularly as to the City's action. The Engineer reported that the City still has the agreement relating to street crossings, closure of streets, etc., which they have not yet signed. The City, he continued, is requesting additional provisions in the agreement and negotiations are continuing.

Commissioner Reynolds inquired about the results of a test run with a 54-ft. truck and semi-trailer equipment over the Wallowa Lake Highway and the Enterprise-Lewiston Highway between LaGrande and Lewiston, Idaho. The Engineer stated that there are two places where the equipment could not negotiate without encroaching on the opposite traffic lane, one being at the Rhinehart Overcrossing which he felt could be corrected with minor shoulder widening, and the other one being the Minam underpass which is only 17 feet wide. Commissioner Reynolds commented that several firms are interested in using 55-ft. truck and semi-trailer equipment particularly for hauling wood chips from the LaGrande area to Enterprise and to Lewiston. The Chief Counsel pointed out that the Commission would be liable for suit if an action was taken which jeopardized the safety of others. The Engineer offered the suggestion that those interested in hauling might employ flagmen at Minam underpass so that two large vehicles would not be in the narrow structure at the same time, or an electrical signal might be installed to accomplish the same purpose. The Engineer was instructed to determine how much hauling is contemplated

on this road using 55-ft. truck and semi-trailer combinations, and the feasibility of installing an electrical warning signal or some other system at the Minam underpass.

Chairman Reynolds brought up the matter of allowing additional commercial access to property owned by Inland Radio Company adjoining US30 just south of LaGrande. He recalled that the matter had been considered by the Commission previously and denied. He said the access had been discussed with the former owner who sold the property with the understanding that additional access might be allowed. He read aloud a suggested letter for the Commission's signature which read in part as follows: "That the Commission is willing to release some of its restrictions with respect to the use of this access but desire to hold this matter in abeyance until such time as you furnish the Commission a copy of your proposed plans for development of your property. An estimate as to when you plan to start and complete the construction project mentioned in your letter and the number, width, location, and type of construction proposed for the approaches to the Old Oregon Trail Highway". The Engineer remarked that he is concerned in the matter because the former owner, Mrs. Marshall Cornett, on three different occasions had been refused similar access which if granted would increase the value of the property, and were the Commission to grant access now it would hardly be treating Mrs. Cornett fairly. He expressed his feeling that the additional hazard caused by the access would not be too great and he offered no particular objection to granting it if Mrs. Cornett is satisfied. Chairman Reynolds said that he would discuss the matter with Mrs. Cornett. The Commission approved the letter as prepared and gave it to the Secretary to sign and mail when instructed to do so by the Chairman.

Commissioner Chessman stated that people had remarked to him about the absence of signs on the Sunset Highway west of Portland as to how to get to the R. H. Baldock Freeway. The Engineer stated that he is quite certain the matter can be corrected by the installation of directional signs near Beaverton and other points between Beaverton and Portland.

The Commission discussed the request presented by the U.S. Highway 20 Association earlier in the session for improvement of the Lebanon-Sodaville Junction Section of the Santiam Highway in Linn County, 21 miles in length The Engineer was instructed to investigate the project and report the probable cost involved, it being the thought of the Commission that it might be able to finance it within the next ten years.

The Commission signed the following agreements and other papers:

"Indentures of Access" on the following properties:

a. Mathis-Holstad property on Valley Junction-Sheridan Section of Salmon River Highway, Yamhill County.

b. Marcus property on Beaverton-Forest Grove Section of Tualatin Valley Highway, Washington County.

"Indentures of Access" (Cont.)

c. Weaver property on Glendale Junction-Wolf Creek Section of Pacific Highway, Josephine County.

d. Weaver property on Glendale-Wolf Creek Section of Pacific Highway, Josephine County.

e. Moon property on Willowdale-Lyle Gap Unit of Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

"Bargain and Sale Deed" to Weyerhaeuser Timber Company old right of way on Millicoma Bridge Unit of Coos River Highway, Coos County.

"Bargain and Sale Deed" to deed to Mr. Brooks 0.15 acre of excess property situate on Hunter Creek-Cape Sebastian Unit of Oregon Coast Highway, Curry County, for Mr. Brooks' interests in a road easement across State right of way, which contains 0.3 acre.

"Grant of Access" to Mr. and Mrs. F. W. Triska to correct an error in the conveyance to the State of property situate on South Unit Forest Boundary-Burns Section of John Day-Burns Highway, Harney County.

"Relinquishment of Title" of a small piece of right of way lying to the east of the Butteville-Springbrook County Road at its connection with US99W because it is used as a county road. Engineer recommends approval at no cost.

"Consent to Annexation" of a portion of US99 right of way lying to the east of the present city boundary. Engineer recommends approval.

"Waiver" of the agreement with Idaho Power Company which required the Company to bear its proportionate cost, on a depreciated basis, of a powerline extension constructed by the California-Pacific Utilities Company, Baker, in December 1952, at a cost to the State of $1,701.

"Amended Agreement" with the Idaho Power Company providing for the payment of the Company's share of the cost to reconstruct state highways necessitated by the Brownlee Dam construction.

"Bargain and Sale Deed" conveying to Crown Zellerbach Corporation a one inch strip of land immediately above high water mark of the Willamette River between 9th and 15th Streets in Oregon City.

"Lease and Sale Agreement" with City of Albany for a parcel of land on the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County.

"Agreement" with Sherman County covering the Moro Junction-Monkland Section of FAS 665.

November 1, 1957

"Bargain and Sale Deed" to Ramsay Signs Inc. for a parcel of land on the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County. (Authorized October 1, 1957)

"Bargain and Sale Deed" to Ted W. Buskirk for a parcel of land on the Goshen-Divide Section of the Pacific Highway in Lane County. (Authorized October 1, 1957)

"Throughway Agreement" with Multnomah County and State Highway Commission relative to restricting the construction of county roads intersecting the Sun Dial Road-Rooster Rock Section of the Columbia River Highway.

"Amended Agreement" between the State Highway Commission, Multnomah County and the City of Portland covering the modification of agreement entered into January 25, 1949 relative to the vacation of a portion of Sun Dial Road.

"Lease and Sale of Road Materials Agreement" with Robert C. Nelson covering property on the Unity Junction-Hill Gulch Section of the Baker-Unity Highway in Baker County.

"Agreement" with Douglas County covering the use of certain real property near Winchester Bridge, owned by Highway Commission, for park purposes.

"Agreement" with U.S. Government covering the renewal of an agreement entered into on December 17, 1956 whereby State leases to Government certain property known as Shore Acres Park, in Coos County.

"Lease Agreement" with Stan Daniels and Cloyed Beam covering the property at the Astoria Ferry Terminal in Clatsop County.

"Agreement" with James H. and Irene A. Burrell covering the construction and maintenance of a dam and irrigation ditch to carry water from the point of diversion on Mill Stream to their respective lands.

"Covenant Not To Sue" entered into by Elmer C. Jordan in connection with timber trespass in Section 1, Township 40 South, Range 14 West, Curry County.

There being no further business to conduct, the meeting was declared adjourned by Chairman Reynolds at 2:15 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

November 1, 1957

EXHIBITS "A" through "G"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

October 31 and November 1, 1957

EXHIBIT "A"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25573 Ray, Robert H. et al (Grothaus)
Right of Way, Stas. 243-245
Option expires March 4, 1958

0.63 acre	$500.00	
Severance damage	800.00	
Amount to be paid owners - chrg to Right of Way		$1,300.00

As per agreement, Grantors allowed to install 1" water pipe, if necessary, in right of way.

THINGS TO BE DONE BY THE STATE

Construct 15' wide surfaced approach at access location: 244+00, N., residential

Access controlled -

29086

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

20055 Meirig, Minnie (Grothaus)
Right of Way, Stas. 0+50-13+50
Option expires March 19, 1958
.883 acre $ 800.00
Damages 1,600.00
Amount to be paid owner - chrg to Right of Way $2,400.00

THINGS TO BE DONE BY THE STATE

Surface an approach to r/w line 15' in width at 8+75.
Access: 8+75 and 10+85, 25', N., agricultural, timber and residential; 2+20, 40', and 3+82, 25', N., unrestricted.
Specimen cedar at 7+40 not to be destroyed unless in interest of public safety, or necessary for construction.
Foster and Kleiser Co. billboard at 10+70, N., not to remain later than November 30, 1957.

Access controlled -

26983 Meinig, Milton A. and Frances Tonn (Grothaus)
Right of Way, Stas. 8-15
Option expires March 18, 1958
56 acre $350.00
Damages 750.00
Amount to be paid owners - chrg to Right of Way $1,100.00

THINGS TO BE DONE BY THE STATE

Construct surfaced 25' approach at 12+62.
Access: 9+85 and 12+62, 50' wide, S., unrestricted.

Access controlled -

25566 Anderson, Olrik T. and Alice M. CORRECTION REPORT (Grothaus)
Right of Way, Stas. 233-237
Option expires March 4, 1958
0.2 acre at $1,000 per acre $200.00
3.4 MBF timber 80.00
Amount to be paid owners - chrg to Right of Way $280.00

THINGS TO BE DONE BY THE STATE

Surface 16' approach to r/w line at access location: 234+90. S., unrestricted.
This supersedes and cancels previous approval of September 12-13, 1957 for agricultural, timber, motel, trailer and public park activities and residential.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27272 Bailey, James Richard and Margaret B. (Grothaus)
Right of Way, 11030 S.W. 55th Ave., Sta. 388
Option expires March 29, 1958

11,170 sq. ft.	$ 1,965.00	
House	14,400.00	
Garage	2,800.00	
Playhouse	350.00	
Amount to be paid owners - chrg to Right of Way		$19,515.00

Grantors to vacate 45 days after notice.

Entire taking -

22768 Peterson, Juanita A. (Scott)
Right of Way, 7222 S.W. Brier Pl., Sta. 203
Option expires April 10, 1958

1,530 sq. ft.	$ 430.00	
Apple tree	200.00	
Loss of access and encroachment damage	3,750.00	
Amount to be paid owner - chrg to Right of Way		$4,380.00

Complete restriction of access -

SYLVAN SECTION - SUNSET HIGHWAY

14999 Ellis, Henry D. (Mayhew)
Timber on Easement
Letter of acceptance September 20, 1957

50% of valuation of timber	$55.00	
Amount to be paid owner - chrg to Right of Way		$55.00

WASHINGTON COUNTY LINE, HILLSDALE SECTION - BEAVERTON-HILLSDALE HIGHWAY

27278 Raymond, Oscar (Scott)
Adjustment for loss of access, Sta. 85
Letter signed October 7, 1957

Elimination of driveway access to Beaverton-Hillsdale Highway	$1,000	
Amount to be paid owner - chrg to Right of Way		$1,000

Complete restriction of access -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26522 Stevens, Alta E. (Black)
Right of Way, Sta. 228
Option expires March 19, 1958

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26522 Stevens, Alta E. (Cont.)

871 sq. ft.	$100.00	
Lawn, trees and shrubs	130.00	
Severance damage	670.00	
Amount to be paid owner - chrg to Right of Way		$900.00

Access: 228+75 (Do not construct), S., residential and
228+15 (Present driveway), S., residential and agricultural.

Access controlled -

26518 Haskin, Ralph E. and Kathleen B. (Black)
Right of Way, Stas. 217-219
Option expires April 8, 1958

0.21 acre	$420.00	
Amount to be paid owners - chrg to Right of Way		$420.00

THINGS TO BE DONE BY THE STATE

Construct asphalt surfaced approach at Sta. 217+70, 40' wide at r/w line.
Access: 217+70, 40' wide, N., unrestricted.

Access controlled -

26521 Grand Lodge A. F. & A. M. of Oregon (Smith)
Right of Way, Stas. 226-236
Option expires March 6, 1958

31,800 sq. ft. at $0.225+ per sq. ft.	$7,160.00	
Driveway, curbs and sidewalks	2,895.00	
Loss of shrubs and pond	290.00	
Amount to be paid owner - chrg to Right of Way		$10,345.00

Grantor may remove shrubs, trees, masonry and plaques; repair or remodel pond; reconstruct stopping station and access to same reserved. Grantor to have work completed 90 days after notice of acceptance.
Access: 226+70, 231+05 and 235+60, N., unrestricted.

Access controlled -

26526 Hamilton, W. E. and Anne (Black)
Right of Way, Stas. 236-238
Option expires April 7, 1958

6,534 sq. ft. at $0.155- per sq. ft.	$1,010.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$1,210.00

THINGS TO BE DONE BY THE STATE

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26526 Hamilton, W. E. and Anne (Cont)

Construct and pave two approaches 25' wide at r/w line.
Access: 236+60 and 237+40, S., unrestricted.

Access controlled -

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26401 Smith, Thomas T. (Grant)
Right of Way, Sta. 322
Option expires March 18, 1958
0.07 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Complete restriction of access -

10834 Dalton, Floyd and Doris E. (Grant)
Right of Way, Stas. 277-311
Option expires March 23, 1958
0.79 acre $150.00
Amount to be paid owners - chrg to Right of Way $150.00

Access: Stas. 307+00 and 310+00, W., to be built by Grantors at some future date, unrestricted.

Access controlled -

26429 Investment Management Corporation (Smith)
Right of Way, Stas. 231-234
Quitclaim deed signed September 27, 1957
0.41 acre $50.00
Complete restriction of access 50.00
Amount to be paid owner - chrg to Right of Way $100.00

Complete restriction of access -

SUN DIAL ROAD-ROOSTER ROCK SECTION - COLUMBIA RIVER HIGHWAY

27011 Butcher, Isaac (Grant)
Material Source, Sta. 751
Option expires March 19, 1958
0.4 acre $100.00
Amount to be paid owner - chrg to Quarry $100.00

N. JEFFERSON JCT.-LINN CO. LINE UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24531 Baumback, A. C. SUPPLEMENTAL REPORT (Benner)

N. JEFFERSON JCT.-LINN CO. LINE UNIT, N. JEFFERSON JCT.-ALBANY SECTION - PACIFIC HIGHWAY

24531 Baumback, A. C. (Cont.)
Additional payment for roadway, Stas. 549-563

Construction of approx. 200 ft. of road connection on Walter M. Bloomer property, State employee property acquired by final Judgment $200.00
Amount to be paid Baumback - chrg to Right of Way $200.00

Additional roadway found necessary after final judgment.

ALBANY-LANE CO. LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

26573 Wilkins, Herman and Rose (Friess)
Fill Material and Gravel Source
Option expires March 6, 1958
20 acres at $150 per acre $3,000.00
Amount to be paid owners - chrg to Gravel Pit $3,000.00
Grantors to vacate any time after payment upon written notice by State.
Grantors may place pipe line and pumping equip. in any remaining excavation if same does not interfere with State.

THINGS TO BE DONE BY THE STATE

Replace fencing displaced by operations and fence area finally conveyed to protect livestock on adjacent property. Reestab. any present road connecting remaining parts of property, if disturbed.

Exploratory option to be accepted if material found satisfactory.

25462 Garwood, Stanley and Clara E. (Hart)
Right of Way, Stas. 1644-1674
Option expires March 24, 1958
19.47 acres at $255+ per acre $ 5,000.00
Severance and depreciation damage 12,750.00
Amount to be paid owners - chrg to Right of Way $17,750.00
State to assume 1957-58 taxes. Estimate 150.00
GRAND TOTAL (Est.) - chrg to Right of Way Est. $17,900.00
Grantors to vacate by January 1, 1958, but may continue use of ground for farm purposes until needed for construction, not later than June 30, 1958. Grantors may salvage bridge by vacation date.

THINGS TO BE DONE BY THE STATE

Provide frontage road W., from approx. 1612+00 to 1644+50. Fence r/w with #2 sheep type fence and maintain.

ALBANY-LANE CO. LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25462 Garwood, Stanley and Clara E. (Cont.)

Construct road approach on E. opposite approx. 1655+00 and provide gate.

Complete restriction of access -

25459 Schmucker, Ezra and Martha (Hart)
Right of Way, Stas. 1613-1632
Option expires February 22, 1958
6.73 acres at $260+ per acre $1,750.00
Amount to be paid owners - chrg to Right of Way $1,750.00
State to assume 1957-58 taxes. Est. 20.00
GRAND TOTAL (Est) - chrg to Right of Way $1,770.00
Grantors to vacate by January 1, 1958, but may continue use of land for farm purposes, until construction begins, but not later than June 30, 1958. May salvage fencing by vacation date.
STATE to fence r/w with #2 sheep-type fencing and maintain.

Complete restriction of access -

DEVILS LAKE SECTION - OREGON COAST HIGHWAY

26147 Holton, J. L. and Hilda (Reeder)
Park
Option expires November 13, 1957
6.2 acres at $160+ per acre $1,000.00
Amount to be paid owners - chrg to Park $1,000.00
State to assume 1957-58 taxes. Estimate 15.00
GRAND TOTAL (Est.) - chrg to Park $1,015.00

26145 Bush, Charles S. et al (Reeder)
Park
Option expires December 11, 1957
50.2 acres at $189+ per acre $9,500.00
Amount to be paid owners - chrg to Park $9,500.00
Grantors to have 90 days to remove cut timber and no more to be cut

ECKMAN SLOUGH SECTION - ALSEA HIGHWAY

24856 Lundy, Fred M. and Jean B. (Henry)
R/W and Borrow Easement, Stas. 38-48, 72-75
Option expires March 12, 1958
0.35+ acre Gratis
10.4 acres construction easement $500.00
Amount to be paid owners - chrg to Right of Way $500.00

Access not controlled -

29092

CLOVERDALE-COAST FORK UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

26809-10 Lower, Harry — CORRECTION REPORT — (Morgan)
R/W and Temp. Ease. for Const., Stas. 269-289
Option expires February 22, 1958

0.31 acre at $950- per acre	$294.00	
0.59 acre at $200 per acre	118.00	
0.38 acre, temp. ease. at $200 per acre	76.00	
22 rods fencing at $4 per rod	88.00	
Grantor to move present gate	17.00	
Amount to be paid owner - chrg to Right of Way		$593.00

Grantor to construct fence on S. side of easement and move present gate.
This supersedes and cancels previous approval of September 12-13, 1957 of $241 and $126 on the separate transactions. .38 A. additional, now.

Access not controlled -

COQUILLE-BANDON SECTION - OREGON COAST HIGHWAY (Old Hwy.)

26982 Jenkins, Bessie E. — (Allen)
Right of Way, Stas. 118-127
Option expires March 18, 1958

0.31 acre	$ 75.00	
69.7 rods fencing at $4 per rod	278.80	
Amount to be paid owner - chrg to Right of Way		$353.80

THINGS TO BE DONE BY THE STATE

Re-establish approach at approx. Sta. 120+20.

Acess not controlled -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26103 Kruse, Fred A. et al — (Morgan)
R/W and Temp. Ease. for Const., Stas. 976-1009
Option expires March 10, 1958

5 acres at $100/ and 10.46 acres at $25/acre	$761.40	
1.34 acres construction easement	Gratis	
Timber	838.60	
Amount to be paid owners - chrg to Right of Way		$1,600.00

THINGS TO BE DONE BY THE STATE

Construct and surface a road approach from Sta. 997 to Sta. 1005+50, on E. side, and one of W. side at approx. 1005+50.

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26103 Kruse, Fred A. et al (Cont.)

Access: 1005+50, W., residential.

Access controlled -

26980 Woomer, C. S. et al (Curfman)
Temp. Ease. for Const., Stas. 813-815
Option expires March 10, 1958
0.52 acre, Temporary Ease. for construction $1.00
Amount to be paid owners - chrg to Right of Way $1.00

Access controlled -

26981 Shook, Luke (Curfman)
Temp. Ease. for Const., Stas. 901-905
Option expires March 10, 1958
3.33 acres, Temp. Ease. for Construction $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Access controlled -

26893 Coos County (Morgan)
Temp. Ease. for approach rd., Stas. 753-754
Option expires March 16, 1958
1.38 acres, construction easement $25.00
3.21 acres and 0.99 acre, construction easements Gratis
Amount to be paid owner - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE

Construct road approaches.
Access: 753+75, unrestricted county road and 814+45, E. and W., agricultural and timber.

Access controlled -

BULLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26608 Buoy, Wayland L. and Cherie Mae (Curfman)
Right of Way, Stas. 1186-1189
Option expires March 10, 1958
0.34 acre at $300 per acre $100.00
Landscaping and garden 150.00
Encroachment damage 250.00

BULLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26608 Buoy, Wayland L. and Cherie Mae (Cont.)

Amount to be paid owners - chrg to Right of Way $500.00

Complete restriction of access -

26619 Shaul, Floyd G. and Leona M. (Riley)
Right of Way, Stas. 1210-1212
Option expires March 11, 1958
11,000 sq. ft. at $0.02+ per sq. ft. $225.00
Amount to be paid owners - chrg to Right of Way $225.00

Entire taking -

26609 Coos County (Allen)
Right of Wa, Stas. 1188-1189
Option expires March 19, 1958
0.09 acre $25.00
Amount to be paid owner - chrg to Right of Way $25.00

Entire taking -

26600 Hurst, O. E. (Curfman)
Right of Way, Stas. 1173-1176
Option expires March 26, 1958
1.55 acres (0.02 A. Excess) at
$300+ per acre $475.00
Amount to be paid owner - chrg to Right of Way $475.00

Complete restriction of access -

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HWY.

26925 Cameron, Howard Lenn and Neva (Morgan)
Right of Way, Stas. 1386-1387
Option expires March 31, 1958
0.83 acre (.04 acre Excess) $850.00
Amount to be paid owners - chrg to Right of Way $850.00
Grantors to remove small bldg. 30 days after acceptance.

Entire taking -

26927 Smith, Jack et al (Morgan)
Right of Way, Stas. 1389-1393
Option expires April 1, 1958
0.39 acre at $600 per acre $234.00
Amount to be paid owners - chrg to Right of Way $234.00
Grantors present pumphouse may encroach upon r/w for

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HWY.

26927 Smith, Jack et al (Cont.)

the life of structure opp. and approx. 80' W. of 1393+00.

Complete restriction of access -

26920 Holmes, Jack J. and Lorene (Riley)
Right of Way, Stas. 1371-1372
Option expires April 1, 1958
0.07 acre $70.00
Amount to be paid owners - chrg to Right of Way $70.00

Complete restriction of access -

26924 Todd, Everett E. and Margie (Curfman)
Right of Way, Stas. 1385-1386
Option expires April 7, 1958
0.04 acre $100.00
Impairment of access to garage 900.00
Amount to be paid owners - chrg to Right of Way $1,000.00

Complete restriction of access -

26926 Hart, Rex and Ella M. (Curfman)
Right of Way, Stas. 1387-1389
Option expires April 1, 1958
1.29 acres (.48 acre Excess) $1,290.00
House, 660 sq. ft. at $4.50 per sq. ft. 2,970.00
Garage, 440 sq. ft. at $1.50-/ sq. ft. and shed 790.00
Amount to be paid owners - chrg to Right of Way $5,050.00
Grantors to vacate 30 days after notice.

Entire taking -

26931 Landers, Omer and Anna E. (Curfman)
Right of Way, Stas. 1396-1399
Option expires April 7, 1958
0.77 acre at $1,000-per acre $760.00
Damage 100.00
Amount to be paid owners - chrg to Right of Way $860.00

THINGS TO BE DONE BY THE STATE

Reconstruct access. Easterly r/w line to be west of well.
Access: 1399+50, E., residential.

Access controlled -

29096

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26928 Young, W. R. and Lillian D. (Morgan)
Right of Way, Stas. 1391-1393
Option expires April 7, 1958
0.16 acre at $1,000 per acre $160.00
Damages and moving small bldg. 940.00
Amount to be paid owners - chrg to Right of Way $1,100.00
Grantors to remove bldg. within 30 days after acceptance.

Complete restriction of access -

EAST UNIT, CAMP CREEK-PAULINA SECTION - PAULINA HIGHWAY

26896 Severance, Harry F. and Eva J. CORRECTION REPORT (Bucknum)
Right of Way, Stas. 215-217
Warranty Deed signed September 27, 1957
0.11 acre $62.50
Amount to be paid owners - chrg to Right of Way $62.50
This supersedes previous August 8-9, 1957, $25 approval.

Access not controlled -

B.P.R. Project

CHAPEN CREEK SECTION - HEPPNER-SPRAY HIGHWAY

26984 Elder, Emma P. et al (Bucknum)
Stock Pile
Option expires April 8, 1958
3.5 acres at $100 per acre $350.00
Amount to be paid owners - chrg to Stock Pile Site $350.00

B.P.R. Project

FOREST BOUNDARY-WARN SPRINGS CREEK UNIT, FOREST BOUNDARY-UNION CO. LINE SECTION - UKIAH-HILGARD HIGHWAY

26197 Pendleton Ranches, Inc. (Brainerd)
Right of Way, Stas. 244-311, 332-267
Option expires March 8, 1958
30.87 acres at $50 per acre $1,543.50
Timber 262.00
Severance damage 135.00
Amount to be paid owner - chrg to Right of Way $1,940.50

THINGS TO BE DONE BY THE STATE

Re-establish fence on S. side from Sta. 241+00 to Sta. 284+00.
Estimated cost 467 rods fencing at $3.50 per rod 1,634.50
GRAND TOTAL (Estimate) - chrg to Right of Way $3,575.00

Access not controlled -

FOREST BOUNDARY-WARM SPRINGS CREEK UNIT, FOREST BOUNDARY-UNION CO. LINE SECTION - UKIAH-HILGARD HIGHWAY

26198 Cunningham Sheep Company (Brainerd)
Borrow Area
Option expires March 8, 1958
1.08 acres $60.00
Amount to be paid owner - chrg to Right of Way $60.00

LIME-PORTER FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26588 Miglioretto, Umberto and Helen (Brainerd)
Quarry and Haul Road Easements
Option expires March 25, 1958
26.54 acres at $100 per acre $2,654.00
2.92 acres easement at $200 per acre 584.00
2.62 acres easement at $100 per acre 262.00
Amount to be paid owners - chrg to Quarry Site $3,500.00

THINGS TO BE DONE BY THE STATE

Install cattle guard on E. fence line; and on the W. fence line only if needed. Estimated cost 450.00
GRAND TOTAL (Estimated) - chrg to Quarry $3,950.00

HUNTINGTON S. JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26584 Lockett, Dwight and Gladys (Brainerd)
Right of Way, Stas. 91-111
Option expires March 4, 1958
16.1 acres R/W and 12.5 acres Excess at $26+/ acre $750.00
Amount to be paid owners - chrg to Right of Way $750.00

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.
Fence r/w and maintain said fence.

Complete restriction of access - except to W. frontage road.

26585 Grace, C. C. and Anna M. (Chatwood)
Right of Way, Stas. 163-188
Option expires February 25, 1958
17.2 acres $ 300.00
Coal mine Gratis
Hoist house, cribbed shaft and tunnel 1,200.00
Amount to be paid owners - chrg to Right of Way $1,500
Grantors will give B. & S. deed, only.

HUNTINGTON S. JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26585 Grace, C. C. and Anna M. (Cont.)

Grantors to retain mineral rights.
Access to remain at Sta. 199+00, as per transactions 23884 and 22134.

Complete restriction of access - except as set forth above -

HUNTINGTON-SLIDES SECTION, EAST UNIT - OLD OREGON TRAIL HIGHWAY

27312 Hopkins, Orin et al (Chatwood)
Right of Way, Stas. 14-24
Option expires March 26, 1958
0.5 acre at $480 per acre $240.00
Amount to be paid owners - chrg to Right of Way $240.00
Grantors to have salvage rights to old fence before construction begins.

THINGS TO BE DONE BY THE STATE

Reestablish fences, 64 rods woven wire at $3.50/rod $224.00
(Before old fence is removed)
Put in 25' access road approx. 23+50. Estimated cost 175.00
GRAND TOTAL (Est.) - chrg to Right of Way $639.00

Access not controlled -

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26907 Grace, C. C. and Anna M. (Chatwood)
Right of Way, Stas. 194-204
Option expires April 1, 1958
1.0+ acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00
Bargain and Sale Deed, only
Grantors to retain mineral rights

Entire taking-

26901 Gay, Ebba et al (Chatwood)
Right of Way, Stas. 2557+50-24+00
Option expires March 22, 1958
5.0 acres at $343.70 per acre $1,718.50
Rock masonry, 144 sq. ft. at $3/sq. ft. (root cellar) 432.00
Moving signs 150.00

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26901 Gay, Ebba et al (Cont.)

Damages	809.50	
Legal expense: Fee to Attorney	25.00	
Amount to be paid owners - chrg to Right of Way		$3,135.00

Grantors to move signs 30 days before construction begins.

THINGS TO BE DONE BY THE STATE

Re-establish fences where disturbed, approx. 391 rods type 2 fence at $3.50 per rod (Before old ones removed) est.	1,368.50
Install 18" conduit at 11+85 for future irr. pipe, Grantors retain right to install, maintain and repair pipe.	

Access not controlled -

OLDS FERRY-WEISER SECTION - OLD OREGON TRAIL HIGHWAY

26590 Speropulos, George N. and Hietho G. (Chatwood)
Stock pile site
Option expires April 3, 1958

1.43 acres	$200.00	
Amount to be paid owners - chrg to Stock Pile Site		$200 00

THINGS TO BE DONE BY THE STATE

Fence stockpile site, approx. 60 rods barb wire at $3/rod Est.	180.00
GRAND TOTAL (Est.) - chrg to Stock Pile Site	$380.00

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26733 Bennett, J. Dyer and Sadie (Chatwood)
Materials Source
Option expires March 10, 1958

12.5 acres at $300- per acre	$3,756.00	
Amount to be paid owners - chrg to Quarry Site		$3,756.00

THINGS TO BE DONE BY THE STATE

Construct approx. 70 rods fencing on property line

26734 Blower, Majel and Lester G. (Chatwood)
Materials Source
Option expires April 2, 1958

3.56 acres at $300 per acre	$1,068.00	
Amount to be paid owners - chrg to Quarry Site		$1,068.00

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26734 Blower, Majel and Lester G. (Cont.)

THINGS TO BE DONE BY THE STATE

Fence material source, but not haul road, with woven wire. Est. 26 rods fencing at $3.50 per rod Approx. 91.00
GRAND TOTAL (Est.) - chrg to Quarry Site $1,159.00

OLDS FERRY-ONTARIO SECTION - OLDS FERRY-ONTARIO HIGHWAY

26909 Turner Brothers, a co-partnership (Brainerd)
Right of Way, Stas. 220-241, 251-263
Option expires March 4, 1958
1.5 acres $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

COLUMBIA SLOUGH-INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

26989 Boden, Thomas E. and Herbert (Grothaus)
Easement for Drainage Pipe
Easement signed October 18, 1957
Drainage pipe easement, 1,400 sq. ft. $10.00
Amount to be paid owners - chrg to Right of Way $10.00

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26539 Dahl, M. W. and Alice C. CORRECTION REPORT (Black)
Right of Way, Stas. 258+56-259+43
Option expires April 9, 1958
0.01 acre $180.00
Amount to be paid owners - chrg to Right of Way $180.00
Supersedes and cancels previous $50 August 8-9, 1957 approval, optionor did not own.

Access not controlled -

WHALEHEAD CREEK-BROOKINGS UNIT; MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26918 Mullen, Iola M. and Harry W. (Riley)
Right of Way, Stas. 1362-1367
Option expires April 16, 1958
2.5 acres at $2,000 per acre (0.01 A. Excess) $5,000.00
76 acre at $500 per acre 380.00
Reduction of area 620.00
Amount to be paid owners - chrg to Right of Way $6,000.00

WHALEHEAD CREEK-BROOKINGS UNIT;MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26918 Mullen, Iola M. and Harry W. (COnt.)

THINGS TO BE DONE BY THE STATE

Construct E. approach at 1368+42.46.
Access: 1368+42.46, E., residential and agricultural.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

22770 Keswick, Mina S. and Lee A. (Scott)
Right of Way, 7200 S.W. Brier Pl., Sta. 202
Option expires April 17, 1958

513 sq. ft. at $0.28 per sq. ft.	$ 145.00	
Concrete wall, fruit trees, terracing	165.00	
Loss of access and encroachment damage	1,470.00	
Amount to be paid owners - chrg to Right of Way		$1,780.00

Complete restriction of access -

22776 King, Edgar R. and Olive B. (Scott)
Right of Way, 6930 S.W. Brier Pl., Sta. 196
Option expires April 21, 1958

2,000 sq. ft. at $0.20 per sq. ft.	$400.00	
Damage	550.00	
Amount to be paid owners - chrg to Right of Way		$950.00

Complete restriction of access -

23678 Nachand, Charles I.and May (Scott)
Right of Way, 7136 S.W. Brier Pl., Sta. 201
Option expires April 17, 1958

513 sq. ft. at $0.28 per sq. ft.	$140.00	
Wall, trees, shrubs, flowers and cyclone fence	770.00	
Loss of access	500.00	
Amount to be paid owners - chrg to Right of Way		$1,410.00

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25373 Glaser, F. T. and Mary E. (Hart)
Right of Way and Borrow Area, Stas. 2384-2437
Option expires February 5, 1958

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25373 Glaser, F. T. and Mary E. (Cont.)

182.9 acres at $200+ per acre	$36,600.00	
Land damage	1,900.00	
3 houses, machine shed and outbuildings	7,750.00	
Amount to be paid owners - chrg to Right of Way		$46,250.00

Approval subject to satisfactory soil analysis.
Grantor to pay taxes if he uses land for farm purposes until needed for construction. Earliest possession date 1-1-58.

THINGS TO BE DONE BY THE STATE

If option not exercised, premises to be restored as nearly as possible to original condition and pits and fills filled to previous ground level.
Construct road approach at Sta. 2+00 with gate provided.

Complete restriction of access -

25489 Marquis, Donna Roberta and John B. (Henry)
Right of Way, Sta. 1177
Option expires April 16, 1958

0.37 acre	$150.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$350.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access not controlled -

HUNTINGTON SOUTH JUNCTION - OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26583 Hopkins, Orin et al (Chatwood)
R/W and Temp. Easements for construction, 20-94
Option expires April 6, 1958

4 construction easements, 3.74 acres at $50 per acre	$ 187.00	
10.31 acres at $10 per acre	103.10	
27.09 acres at $350 per acre	9,481.50	
20.0 acres at $450 per acre	9,000.00	
Removing hay from r/w	580.00	
Damages: 49 trees at $10/, 16 trees at $20/, loss of value to 64.74 acres at $150/ acre, feed lots, and misc. damages	14,773.40	
Amount to be paid owners - chrg to Right of Way		$34,125.00

HUNTINGTON SOUTH JUNCTION - OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26583 Hopkins, Orin et al (Cont.)

Grantors to remove hay stacks from r/w 30 days before construction starts, and to rent the land not affected by construction until needed. May salvage fencing.

THINGS TO BE DONE BY THE STATE

Provide E. and W. frontage roads and a 60" conduit under hwy. and frontage roads at 81+70. Protect and re-establish irr. and drainage system where disturbed. Pipe waste water under hwy. where practical. Re-establish and maintain fences on r/w, needed for construction, with woven wire and steel post fence. Install cattle guard on County Road from Lockett and Tacke ranches where road crosses r/w

Approx. cost	$ 400.00
Provide underpass 10' x 10' approx 83+00.	
Approx. cost	$10,000.00
Provide stock underpass approx. 41+00, 8' x 8'	
Approx. cost	$ 6,400.00

E. frontage road not to obstruct or interfere with present road at 82+00.

Complete restriction of access -

DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

27275 Coons, Glen and Josephine G. (Allen)
Right of Way and Slide Area Easement, Stas. 418-422
Option expires April 16, 1958

.89 acre	$100.00	
5.68 acres, temporary easement for waste material	100.00	
Amount to be paid owners - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE

Leave passable roadway across easement area.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25191 Berg, Elsie et al (Morgan)
Right of Way, Stas. 63-87
Option expires April 16, 1958

7 acres at $225 per acre	$1,575.00
0.34 acre at $100 per acre	34.00
Reconstructing 1,200' of irrigation ditch	600.00

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25191 Berg, Elsie et al (Cont.)

Amount to be paid owners - chrg to Right of Way $2,209.00

THINGS TO BE DONE BY THE STATE

Install pipe at 86+50 for Grantors' irrigation system and concrete check box easterly and opp. 86+10. Water to be maintained at present ground level at check box. Fence right of way with 47" high woven wire fence.

Complete restriction of access -

WHALEHEAD CREEK-BROOKINGS UNIT; MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26919 Gardner, Alvilda (Riley)
Right of Way and Temp. Ease for rd. appr., Stas.
Option expires April 7, 1958./1367-1370, 1402-1417
13.05 acres at $500 per acre $6,525.00
Plus temp. ease. for const. pvt. rd.
appr., 0.31 A. Gratis
Amount to be paid owner - chrg to Right of Way $6,525.00

THINGS TO BE DONE BY THE STATE

Reconnect road approx. 1415+00 and reconstruct road approx. 1402+50.
Access: 1415+00, E., residential and 1368+42.46, W., and 1402+50, E., residential and production and transportation of mineral products.

Access controlled -

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26410 Bishop, Robert C. et al (Rohde)
Right of Way, Stas. 98-111
Warranty Deed signed October 25, 1957
5.29 acres, 0.62 acre constr. ease., house, trees and improvements $12,382.00
Amount to be paid owners - chrg to Right of Way $12,382.00

THINGS TO BE DONE BY THE STATE

Raise level of existing road to 3' above grade that will protect two existing culverts.
Access: 102+30, W., and 107+00, E., unrestricted.

Access controlled -

Offer of $12,382.00 approved 9-12-57

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

24639 Sherman, Walter T. and Alice M. (Rohde)
Right of Way, 7404 S.W. Brier Place, Sta. 207
Warranty Deed signed October 8, 1957

5,000 sq. ft.	$ 2,500.00	
House	10,000.00	
Amount to be paid owners - chrg to Right of Way		$12,500.00
State to assume 1957-58 taxes. Estimate		250.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$12,750.00

Grantors to vacate 10 days after acceptance.

Entire taking -

22892 Foo, Louie (Rohde)
Right of Way, N.E. corner of S.W. 1st and Calif., Sta. 193

5,000 sq. ft. (2,125 sq. ft. Excess)	$775.00	
Amount to be paid owner - chrg to Right of Way		$775.00
State to assume 1957-58 taxes. Estimate		20.00
GRAND TOTAL (Estimate) chrg to Right of Way		$795.00

Entire taking -

Confirmation of phone approval offer of October 10, 1957.

COLUMBIA SLOUGH-INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

26992 Appleman, Lloyd E. and Mary H. (Grothaus)
Easement for drainage pipe
Easement signed October 22, 1957

Drainage pipe easement, 1,800 sq. ft.	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

26991 Grant, Westley (Grothaus)
Easement for drainage pipe
Easement signed October 18, 1957

Drainage pipe easement, 336 sq. ft.	$10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

26990 Pacific First Federal Savings and Loan Association (Grothaus)
Easement for drainage pipe
Easement signed October 22, 1957

Drainage pipe easement, 300 sq. ft.	$10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

SILETZ BAY-MINER CREEK SECTION - OREGON COAST HIGHWAY

4246 Kafoury, Paul and Virginia (Henry)
Right of Way, Stas. 627-630
Option expires April 22, 1958

0.38 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Complete restriction of access -

ALBANY-LANE CO. LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25457 Cooper, Cuthbert C. and Alice H. (Henry)
Right of Way, Stas. 1588-1612
Option expires April 22, 1958

15.87 acres at $250- per acre	$3,967.00	
Barn	250.00	
Damages	6,383.00	
Amount to be paid owners - chrg to Right of Way		$10,600.00

THINGS TO BE DONE BY THE STATE

Fence Right of Way.

Complete restriction of access -

LINN CO. LINE-JUDKINS PT. UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

22565 Winn, Thomas and Leola E. (Allen)
Right of Way, Stas. 352-367
Option expires April 13, 1958

10.06 acres at $500- per acre	$5,000.00	
Severance Damage	1,950.00	
Amount to be paid owners - chrg to Right of Way		$6,950.00

THINGS TO BE DONE BY THE STATE

State to allow grantor to pass through or under drainage structure to be constructed near Sta. 356, but assumes no liability for passability. Grantor may harvest crop until 9-30-58. Construct oiled roadway over R/W from E. end of Parcel 2 to county road No. 975.

Complete restriction of access -

HUNTINGTON SOUTH JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26586 Ownes, Burton D. et al (Brainerd)
Right of Way, Stas. 110-124
Option expires April 8, 1958

10.5 acres at $400 per acre	$ 4,200.00
House, 1,235 sq.ft. at $11 per sq. ft.	13,585.00
Concrete fruit cellar, 120 sq.ft. at $2.50/sq.ft.	300.00
284 ft. dom. well at $3 per ft.	852.00
Dom. well housing, pump and system	200.00
Allow. for moving 50 tons hay at $4 per ton	200.00
Allow. for re-est. 88' irr. well, pump, dam and pole settings	800.00
Butane tank, 500 gal.	100.00

HUNTINGTON SOUTH JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

26586 Ownes, Burton D. et al (Cont.)

Storage shed, 120 sq. ft. at $2 per sq. ft.	$ 240.00	
Blacksmith shpp and saddle rm, 215 sq. ft. at $2/sq ft.	430.00	
Chicken hse., 84 sq. ft. at $1 per sq. ft.	84.00	
Lawn, 4000 sq. ft. at $0.05 per sq. ft.	200.00	
Trees: 10 at $25 each and 25 at $10 each	500.00	
Horse shed, 300 sq. ft. at $0.50 per sq. ft.	150.00	
Severance damage and loss of access	2,159.00	
Amount to be paid owners - chrg to Right of Way		$24,000.00

Grantors to vacate or rent five days after payment.
Fencing within new r/w may be salvaged before construction.

THINGS TO BE DONE BY THE STATE

Provide W. frontage road. Construct graveled access road at 110+00. Estimated cost $500.00
Fence right of way and maintain fence.

Complete restriction of access -

COLUMBIA SLOUGH-INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

26993 Froebe, Mary et al (Grothaus)
Easement for drainage pipe
Easement signed November 1, 1957

Drainage pipe easement, 1,900 sq. ft.	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

UNITY JUNCTION-MILL GULCH SECTION - BAKER-UNITY HIGHWAY

26758 Nelson, Robert C. CORRECTION REPORT (C0zad)
Material Source and Haul Road
Lease signed August 22, 1957

10 yr. Material Source and Haul Road Easement, 13.14 acres at $56+ per acre	$738.56	
Amount to be paid owners - chrg to Gravel Pit		$738.56

Previous September 12-13, 1957 approval, 8.88 acres $500. This supersedes and cancels prev. approval.

29108

EXHIBIT "B"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Unit 5 of the T. H. Banfield Expressway described as follows:

A parcel of land lying in the East half of Section 28, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon, and being a portion of that property described in those certain deeds to State of Oregon by and through its State Highway Commission, recorded in Book 1460, Page 542 and Book 1484, Page 30 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the Southeast corner of said State of Oregon property, said corner being on the Westerly line of the Northeast 102nd Avenue; thence Northerly along the Westerly line of Northeast 102nd Avenue, a distance of 75.5 feet to the Northeast corner of said property as recorded in Book 1460, Page 542: thence Northwesterly at right angles to the center line of the T. H. Banfield Expressway, a distance of 50 feet, more or less, to a line which is parallel to and 110 feet Southeasterly of said Expressway center line; thence Southwesterly parallel to and 110 feet Southeasterly of said Expressway center line a distance of 110 feet, more or less, to the Southerly line of said property; thence Easterly along said Southerly line 90 feet, more or less, to the place of beginning, containing 0.14 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes:

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property

EXHIBIT "B" (Cont.)

and the right of way of the T. H. Banfield Expressway. Access will be by way of 102nd Avenue.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 54 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

EXHIBIT "C"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4567, with A. H. Saxton and Son for constructing the Service Creek Bridge on the Service Creek-Mitchell Highway in Wheeler County, completed September 30, 1957.

"Contract No. 4586, with Birkemeier Construction Company for constructing the North Dayton Overcrossing and Lafayette Road Undercrossing on the Three Mile Lane Highway in Yamhill County, completed September 30, 1957.

"Contract No. 4658, with Warren Northwest, Inc., for grading and paving on the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, completed August 15, 1957.

"Contract No. 4741, with Tom Lillebo for constructing the Luckiamute River Bridge on the Independence-Albany Highway in Polk County, completed August 30, 1957.

"Contract No. 4776, with Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co for grading and paving on the Josephine Co., Line-Rogue River Road Section of the Pacific Highway in Jackson County, completed October 3, 1957.

"Contract No. 4811, with F. L. Somers for grading and paving on the River Banks Farm Section of the Rogue River Loop Highway in Josephine County, completed September 13, 1957.

"Contract No. 4820, with Lee Hoffman for constructing the Yamhill River (Lafayette) Bridge on the Lafayette-South Road in Yamhill County, completed October 9, 1957.

"Contract No. 4827, with Ausland Construction Company for constructing the Weaver Road Structure on the Pacific Highway in Douglas County, completed October 18, 1957.

"Contract No. 4838, with J. C. Compton Co. for grading and paving on the Ashland Undercrossing-Helman St. (Ashland) Section of the Pacific Highway in Jackson County, completed August 24, 1957.

"Contract No. 4878, with C. P. Patterson for constructing the Beaver Creek Bridge and South Fork Bridge on the Paulina Highway in Crook County, completed October 7, 1957.

EXHIBIT "C" (Cont.)

"Contract No. 4884, with Vernie Jarl for grading and oiling on the Cayuse-Thornhollow Section of the Adams-Cayuse Road in Umatilla County, completed August 12, 1957.

"Contract No. 4886, with C. J. Eldon, Contractor, for grading on the Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County, completed September 20, 1957.

"Contract No. 4917, with Quinn Bros. and Robbins, Inc. for grading and oiling on the E. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, completed September 28, 1957.

"Contract No. 4922, with Warren Northwest, Inc. for grading and paving on the Humbug Summit-Elsie Section of the Sunset Highway in Clatsop County, completed September 30, 1957.

"Contract No. 4923, with Warren Northwest, Inc., for grading and paving on the East Unit, Quartz Creek-Rock Creek Section of the Sunset Highway in Clatsop County, completed October 5, 1957.

"Contract No. 4935, with D. F. McKenzie for grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County, completed October 18, 1957.

"Contract No. 4941, with E. H. Itschner Co. for furnishing crushed material in stockpiles on the Elgin-Union Section of the Wallowa Lake and Cove Highways, in Union County, completed October 17, 1957.

"Contract No. 4959, with C. A. Lantz for constructing the Sign Department office building at the Salem Shops in Marion County, completed October 23, 1957.

"Contract No. 4977, with Warren Northwest, Inc. for grading and paving on the Four Corners-Geer Station Section of the Geer Station Road in Marion County, completed October 25, 1957.

"Contract No. 4985, with Chain Link Fence Corporation and Chicago Fence & Equipment Co. for construction metal median barrier on the Barbur Boulevard-Tualatin River Section of the Portland-Salem Expressway (R. H. Baldock Freeway) in Washington, Clackamas and Multnomah Counties, completed October 9, 1957.

"Contract No. 5001, with the Central Heating Co., Oreg. Ltd., for oiling on nine Deschutes County Roads, completed October 1, 1957.

"Contract No. 5003, with Sig Andersson for grading and oiling on the Glasgow Road Section of the Glasgow Road in Coos County, completed October 17, 1957.

EXHIBIT "C" (Cont.)

"Contract No. 5005, with Warren Northwest, Inc., for grading and paving on the Gates Truck Scale Site Section of the North Santiam Highway in Marion County, completed October 8, 1957.

"Contract No. 5017, with H. J. & H. W. Miller for grading and paving on the Nyssa Bridge Section of the Old Oregon Trail Highway in Malheur County, completed October 12, 1957.

"Contract No. 5021, with Interstate Paving Co. for grading and paving on the Prairie City (Bridge Street) City Street Section in Grant County, completed October 17, 1957.

"Contract No. 5037, with McNutt & Sons, Inc., for overnight camp expansion in Tumalo State Park in Deschutes County, completed October 15, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 67 shall be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

EXHIBIT "D-1"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the relocated Hopewell Section of the Bellevue-Hopewell Highway No. 153 located in Yamhill County, the westerly terminus of which is at Highway Engineer's Survey Station 0+00 and the easterly terminus of which is at Highway Engineer's Survey Station 15+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Yamhill County and the State Highway Commission entered into an agreement on the 22nd day of March, 1957, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A", and

WHEREAS, said agreement provided that Unit "A" would be eliminated to County by State, as part of the Bellevue-Hopewell Highway by formal resolution; and that Unit "A" would be maintained thereafter by County as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right of way which by reason of the relocation of the Hopewell Section of the Bellevue-Hopewell Highway is no longer needed as part of the new right of way, is identified as Unit "A" and described as follows:

Unit "A":

Most of the land situated within the right of way boundaries of the Bellevue-Hopewell Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 3+00 of said highway as relocated in the northeast quarter of the northeast quarter (NE 1/4-NE 1/4), Section 31, Township 5 South, Range 3 West, W.M.; thence southerly and easterly via said highway as formerly routed to the southerly right of way line opposite Highway

Engineer's Survey Station 12+35 of said highway as relocated in the northwest quarter of the northwest quarter (NW 1/4-NW 1/4), Section 32, Township 5 South, Range 3 West, W. M.

2. Pursuant to the agreement entered into with Yamhill County on the 22nd day of March, 1957, Unit "A", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is hereby duly eliminated as part of the Bellevue-Hopewell Highway and the state highway system; and all right, title and interest which State has in the right of way of Unit "A" herein described, pass to and vest in said Yamhill county. *

3. The right of way of the former and of the relocated Hopewell Section of the Bellevue-Hopewell Highway, together with the real property acquired by State for roadway right of way and other public purposes, as indicated on Exhibit "A" attached hereto, shall be retained and held by State. *

4. This Abandonment and Retention Resolution, No. 326, be entered in the minutes and records of the Oregon State Highway Commission as of the 31 day of October, 1957, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Yamhill County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem said resolution being File No. 326, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Exhibit "D-2"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway, or any section thereof, and by reason of said relocation or realignment there is eliminated from the original route of the highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon or for a community served thereby, be maintained by the Commission at State expense, or by the County, or by the State and County on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the McKenzie Highway, State Primary Highway No. 15, known as the Deep Canyon Section, in Deschutes County, the westerly terminus of which is at Highway Engineer's Centerline Survey Station 0+00, and the easterly terminus of which is at Highway Engineer's Centerline Survey Station 192+50 on the said relocated highway, and said relocated section of the highway has now been completed and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid sections, certain portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the said relocated McKenzie Highway, which sections are designated as units "A", "B", "C" and "D"; and

WHEREAS, units "A", "B", "C" and "D" are not needed for the persons living thereon or the communities served thereby; and

WHEREAS, in the judgment of the Commission said units "A", "B", "C" and "D" are not needed nor are they valuable for any public use; and

WHEREAS, in the judgment of the Commission, certain other sections of the right of way of the former and of the relocated Deep Canyon Section of the McKenzie Highway, State Primary Highway No. 15, together with real property acquired by State for roadway and other public purposes, are needed and are valuable for public use, and that title should remain in the

public. The sections in which title is retained by State are shown colored in green on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof.

NOW, THEREFORE, be it and it hereby is resolved by this Commission:

1. That by reason of the relocation of the Deep Canyon Section of the McKenzie Highway, State Primary Highway No. 15, in Deschutes County, Oregon, certain sections of the former right of way of the former Deep Canyon Section of the said McKenzie Highway are no longer needed by the State of Oregon and are no longer required for the part of the said new right of way of the said relocated McKenzie Highway, State Primary Highway No. 15, which said sections are identified as units "A", "B", "C" and "D", and are described as follows:

Unit "A"
All the land situated within the right of way boundaries of the McKenzie Highway as formerly routed, beginning on the northerly right of way line opposite Highway Engineer's Centerline Survey Station 8+30 of said highway as relocated in the northwest quarter of the northeast quarter (NW¼ NE¼), Section 19, Township 15 South, Range 11 East, W. M.; thence easterly and southeasterly via said highway as formerly routed to the northerly right of way line, opposite Highway Engineer's Centerline Survey Station 22+40 of said highway as formerly routed in the northeast quarter of the northeast quarter (NE¼ NE¼), Section 19, Township 15 South, Range 11 East, W. M.

Unit "B"
All the land situated within the right of way boundaries of the McKenzie Highway as formerly routed, beginning on the southerly right of way line opposite Highway Engineer's Centerline Survey Station 62+00 of said highway as formerly routed in the southeast quarter of the southwest quarter (SE¼ SW¼), Section 3, Township 15 South, Range 11 East, W. M.; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Centerline Survey Station 90+60 of said highway as relocated in the southeast quarter of the southeast quarter (SE¼ SE¼), Section 3, Township 15 South, Range 11 East, W. M.

UNIT "C"
All the land situated within the right of way boundaries of the McKenzie Highway as formerly routed beginning at the northerly right of way line opposite Highway

EXHIBIT "D-2" (Cont)

Engineer's Centerline Survey Station 95+50 of said highway as relocated in the northwest quarter of the southwest quarter (NW¼ SW¼) of Section 2, Township 15 South, Range 11 East, W.M.; thence easterly via said highway as relocated to the northerly right of way line opposite Highway Engineer's Centerline Survey Station 101+50 of the relocated highway in the northwest quarter of the southwest quarter (NW¼ SW¼), Section 2, Township 15 South, Range 11 East, W.M.

Unit "D"

All the land situated within the former right of way boundaries of the McKenzie Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Centerline Survey Station 105+00 of said highway as relocated in the southwest quarter of the southwest quarter (SW¼ SW¼), Section 2, Township 15 South, Range 11 East, W.M.; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Centerline Survey Station 166+70 of said highway as formerly routed in the southeast quarter of the southwest quarter (SE¼ SW¼), Section 1, Township 15 South, Range 11 East, W.M.

2. That units "A", "B", "C" and "D", as heretofore described, and as shown colored in brown on the attached sheet, marked "Exhibit A", are hereby eliminated as part of the McKenzie Highway, State Primary Highway No. 15 and the state highway system, and that all right, title and interest which the State has in units "A", "B", "C" and "D" hereby passes to and vests in the owner or owners of the abutting property. *

3. That title shall remain in State to the right of way of the former and of the said relocated section of the McKenzie Highway, State Primary Highway No. 15, known as the Deep Canyon Section, in Deschutes County, Oregon, together with the real property acquired by State for roadway, right of way and other public use as shown colored in green on Exhibit A attached hereto. *

4. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 340, this 31 day of October, 1957, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Deschutes County.

EXHIBIT "D-2" (Cont)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 340, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-3"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway, or any section thereof, by reason of said relocation or realignment there is eliminated from the original route of the highway a section thereof, the eliminated section shall:

a. If needed for the sevices of persons living thereon or for communities served thereby, be maintained by the Commission at state expense, or by the county, or by the state and county, on such terms and conditions as may be agreed upon;

b. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the Coos River Highway, State Secondary Highway No. 241, known as Millicoma Bridge Section, in Coos County, the southerly terminus of which is at Highway Engineer's Centerline Survey Station 8+50 and the northerly terminus of which is at Highway Engineer's Centerline Survey Station 22+63 on the said relocated highway, and said relocated section of highway has now been completed and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the said original Coos River Highway, and which said section is herein referred to as Unit "A"; and

WHEREAS, Unit "A" as hereinafter referred to is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Unit "A" is not needed for the service of persons living thereon or for communities served thereby; and

WHEREAS, in the judgment of the Commission, said Unit "A" is not needed nor is it valuable for any public use; and

WHEREAS, in the judgment of the Commission, certain other sections of the right of way of the former and of the relocated Millicoma Bridge Section of the Coos River Highway, State Secondary Highway No 241, together with the real property acquired by the State for roadway and other public uses, are needed and are valuable for public use, and that title should

EXHIBIT "D-3" (Cont)

remain in the public. The sections in which title is to be retained by the State are as indicated on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That by reason of the relocation of the Millicoma Bridge Section of the Coos River Highway, State Secondary Highway No. 241, in Coos County, Oregon, a section of the former right of way of the former Millicoma Bridge Section of the Coos River Highway is no longer needed by the State of Oregon and is no longer required for a part of said new right of way of the said relocated Coos River Highway, which said section is identified as Unit "A" and is described as follows:

Unit "A"
All the land situated within the right of way boundaries of the Coos River Highway as formerly routed, beginning on the westerly right of way line opposite Highway Engineer's Centerline Survey Station 13+85 of said highway as relocated in Lot 13, Section 8, Township 25 South, Range 11 West, W.M.; thence northwesterly and northerly via said highway as formerly routed to the westerly right of way line, opposite Highway Engineer's Centerline Survey Station 19+65 of said highway as relocated in the southeast quarter of the southwest quarter ($SE\frac{1}{4}$ - $SW\frac{1}{4}$), Section 5, Township 25 South, Range 11 West, W.M.

2. That Unit "A", as heretofore described, and as indicated on the attached map, marked "Exhibit A" is hereby eliminated as part of the Coos River Highway, State Secondary Highway No. 241, and the state highway system, and that all the right, title and interest which the State has in Unit "A" passes to and vests in the owner or owners of the abutting property.

3. That title shall remain in the State to the right of way of the former and of the said relocated section of the Coos River Highway, State Secondary Highway No. 241, known as the Millicoma Bridge Section, in Coos County, together with the real property acquired by State for roadway, right of way, and other public uses, as indicated on the map attached hereto and marked "Exhibit A".

4. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 339, this 31 day of October, 1957, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Coos County, Oregon.

EXHIBIT "D-3" (Cont)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 339, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29122

EXHIBIT "D-4"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate that section of the Wilson River Primary Highway No. 37 known as the Tillamook-Donaldson Creek Section, the westerly terminus of which is at Highway Engineer's Survey Station 0+00 and the easterly terminus of which is at Highway Engineer's Survey Station 231+50 on the relocated highway; and,

WHEREAS, as a consequence of the relocation of said section of highway a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and,

WHEREAS, Tillamook County and the State Highway Commission entered into an agreement on the date of March 1, 1956, relating to the disposition to be made of the eliminated portion, therein and hereinafter referred to as Unit "A"; and,

WHEREAS, the said agreement provided that after the relocation was completed and open to public travel Unit "A" would be abandoned as part of the Wilson River Highway to Tillamook County by the State Highway Commission to be maintained thereafter by said County as part of the county road system; and,

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Tillamook-Donaldson Creek Section of the Wilson River Highway, together with other real property acquired by the State for roadway right of way and other public purposes, are needed and are valuable for right of way purposes and public use; and,

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of that portion of the former right of way of said highway referred to herein as Unit "A", as well as the property affected by reason of the said relocation; and,

WHEREAS, that section of the Wilson River Primary Highway No. 37 located in Tillamook County and known as the Tillamook-Donaldson Creek Section, the westerly terminus of which is at Highway Engineer's Survey Station 0+00 and the easterly terminus of which is at Highway Engineer's Survey Station 231+50 on the relocated highway, has been completed and opened to public travel;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "D-4" (Cont)

1. The portion or unit of the old right of way which by reason of the relocation of the said section of highway is no longer within the boundaries of the new right of way and which is identified as Unit "A" as shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof, is more particularly described as follows: *

Unit "A"

All the land situated within the right of way boundaries of the Wilson River Highway as formerly routed beginning at the intersection of said highway as formerly routed and the easterly city limits of the City of Tillamook; thence easterly via said former highway to the southerly right of way line opposite Highway Engineer's Survey Station 223+70 of said highway as relocated on the East-West center line of the southwest quarter of Section 23, Township 1 South, Range 9 West, W. M.

2. That pursuant to the aforesaid agreement entered into with Tillamook County on the 1st day of March, 1956, Unit "A" is hereby duly abandoned as part of the Wilson River Highway and the State highway system, and all right, title and interest which the State had in the right of way of Unit "A" herein described is hereby vested in the said Tillamook County effective October 31, 1957.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway. It also includes some parts or areas of the old right of way not now incorporated with the boundaries of the right of way proper. In connection with area colored in green, it is the judgment and finding of the Commission that all of the said area is, and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all the land or areas shown colored in green on said Exhibit "A" shall be retained and held by the State. *

4. This Abandonment and Retention Resolution, No. 315, be entered in the minutes and records of the Oregon State Highway Commission as of the 31st day of October, 1957, and the Secretary is hereby directed to mail a duly certified copy hereof to the Tillamook County Court. *

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 315, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29124

EXHIBIT "E-1"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference

EXHIBIT "E-1" (Cont)

hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 876.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem being Resolution No. 876, under the heading "Real Property Condemnation Resolutions, and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29126

EXHIBIT "E-2"

Minutes of October 31 amd November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreements, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State

EXHIBIT "E-2" (Cont)

are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real

EXHIBIT "E-2" (Cont)

property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 877.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 877, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-3"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "E-3" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway, including the Sundial-Troutdale traffic interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening, improvement and maintenance of said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 878.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 878, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29132

EXHIBIT "E-4"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

EXHIBIT "E-4" (Cont)

immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of

EXHIBIT "E-4" (Cont)

real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 879.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 879, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-5"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "E-5" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property, except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked "Exhibit A". *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 880.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 880, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29138

EXHIBIT "E-6"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road, or street, quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "E-6" (Cont)

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 881.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 881, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29140

EXHIBIT "E-7"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads; highway drainage, drainage tunnels; or for the elimination or prevention of hazardous or undesirable points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be relocated, constructed, reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, for the purpose of relocating, constructing, reconstructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and

EXHIBIT "E-7" (Cont)

that access to and from the said highway should be controlled; and

WHEREAS, the State Highway Commission did find, declare and resolve on March 2, 1956, that there was needed and required for right of way purposes for the construction, reconstruction, improvement and maintenance of the Columbia River Highway as a throughway the parcels hereinafter described as Parcel No. 1 and Parcel No. 2; and

WHEREAS, said resolution of March 2, 1956, was supplemented by resolution dated June 4, 1956, and amended by resolutions dated March 28, 1957, May 16, 1957 and September 12, 1957.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that said resolution of March 2, 1956, and resolutions supplementary and amendatory thereto are further supplemented and amended as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for right of way purposes for the construction, reconstruction, improvement and maintenance of the Columbia River Highway as a throughway, including its use for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange, which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the said Columbia River Highway and the Crown Point Secondary Highway, the following described real property, to wit:

File No. R-24183
Owners: Paul Martin and Verla Martin

Parcel No. 1:

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being 686 feet West and 191.52 North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract; thence South along said West line 110 feet to the point of beginning.

EXHIBIT "E-7" (Cont)

The parcel of land to which this description applies contains 0.22 acre.

Parcel No. 2:

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Northeast quarter (NE¼) of the Northeast quarter (NE¼) thence North 40° 40' East 153.5 feet; thence North 3.72 feet to the Southeast corner of that tract conveyed to Paul Martin and Verla Martin by deed recorded in Book 1523, Page 418 of Multnomah County Deed Records, said corner being the true point of beginning of the parcel herein described; thence South 84° 17' East parallel to and 200 feet northerly from the relocated center line of the Columbia River Highway 535.1 feet to a point opposite Station 537+00 on said relocated highway center line; thence North 62° 28' 55" West 538.52 feet to a point opposite and 400 feet northerly from Engineer's centerline Station 532+00; thence North 84° 17' West parallel to and 400 feet northerly from said relocated highway center line 55.1 feet to the East line of said Martin tract; thence South along said East line 201 feet to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

2. That it is necessary to acquire and remove all of that certain farm structure located partially upon the real property hereinabove described as Parcel No. 2 and partially upon the owners' remaining real property approximately opposite Highway Engineer's centerline Station 534+00 and northerly of the said Columbia River Highway, and in connection therewith, it is necessary to acquire a right of entry to go upon the owners' remaining real property contiguous to the real property hereinabove described as Parcel No. 2 for the purpose of removing, dismantling or otherwise disposing of said structure.

3. That it is necessary that there shall be no rights of access of any nature between the right of way of the Columbia River Highway and all real property of the owners easterly of the Sandy River in Section 25, Township 1 North, Range 3 East, Willamette Meridian, and Sections 29 and 30, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, abutting on the said Columbia River Highway remaining after the appropriation of the above-described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, the following:

EXHIBIT "E-7" (Cont)

Rights of access to a frontage road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway on the northerly side of the main-traveled way thereof between approximately Engineer's Station 531+50 and Engineer's Station 537+00 at all places thereon easterly of Engineer's Station 532+00.

Rights of access to a connection road to be constructed by the State Highway Commission upon the right of way of the Columbia River Highway between the existing underpass under said Columbia River Highway at approximately Highway Engineer's centerline Station 521+25 and the Crown Point Secondary Highway at any place thereon southerly of Highway Engineer's centerline Station 27+60.

4. The State Highway Commission does hereby find and declare that there is needed and required for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, the following described real property, to wit:

File No. R-26577
Owners: Paul Martin and Verla Martin

Parcel No. 3:

A parcel of land lying in Lot 1 of Section 25, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being that portion of said Lot 1 lying northerly of the following described line:

Beginning at a point opposite and 200 feet northerly of Station 511+00 on the center line of the Columbia River Highway, said point being 1016 feet South and 639.9 feet West of the North quarter corner of said Section 25, thence South 84° 17' East parallel to said center line 1050 feet to a point opposite Station 521+50 on said center line, thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 707.11 feet to a point opposite and 400 feet northerly of Station 530+00 on said center line: thence South 84° 17' East parallel to and 400 feet northerly of said center line 40 feet, more or less, to the East line of Lot 1 of said Section 25

Parcel No. 4:

That portion of Government Lot 6, Section 24, Township 1 North, Range 3 East, Willamette Meridian, Multnomah County, Oregon, which is South of the westerly extension of the South line of Government Lot 7 in said Section.

EXHIBIT "E-7" (Cont)

5. That the construction, reconstruction, improvement and maintenance of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

6. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

7. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

8 That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No 882.

EXHIBIT "E-8"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Olds Ferry-Ontario Secondary Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Olds Ferry-Ontario Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening, improvement and maintenance of said Olds Ferry-Ontario Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and

EXHIBIT "E-8" (Cont)

is being taking is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 883.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 883, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-9"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provision and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "E-9" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway including the Green Springs Highway Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 884.

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*FOOTNOTE

The name of the property owner and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 884, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29150

EXHIBIT "E-10"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Finn Rock-Elk Creek Section of the McKenzie Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Finn Rock-Elk Creek Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "E-10" (Cont)

2. That it is necessary that there shall be, and there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said existing and relocated McKenzie Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Finn Rock-Elk Creek Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 885.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 885, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29152

EXHIBIT "E-11"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and,

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper, and,

EXHIBIT "E-11" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A:, no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Pendleton-Deadman's Pass Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 886.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 886, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-12"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS the State Highway Commission on the 8th day of August, 1957, by resolution declared the necessity for the acquisition of real property owned by John W. Shaw, et al., File No. L-2851, situated in Polk County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Valley Junction-Sheridan Section of the Salmon River Highway, including the Wallace Bridge Interchange; and

WHEREAS, the said State Highway Commission has never intended to control access between the Wallace Bridge Interchange and the owners' remaining real property at the point hereinafter set forth, and the construction plans for the construction and maintenance of said Wallace Bridge Interchange so indicated; and

WHEREAS, said resolution of August 8, 1957, does not clearly express the said intent of the Commission and the Commission desires to clarify its records so that said intent will be so expressed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access provisions of that certain resolution made and entered in full in the minutes and records of the Commission on the 8th day of August, 1957, be and the same hereby is amended by adding to the accesses reserved unto the owners, their heirs and assigns for service of their remaining land, the following:

> A right of access to the "Ma" line of the said Wallace Bridge Interchange, said right of access to be of a width of 20 feet and said right of access to be at the westerly termination of said "Ma" line at Station "Ma" 9+40.45 P.T.

2. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 887.

29156

EXHIBIT "E-13"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road, or street, quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "E-13" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 888.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 888, under the heading, "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29158

EXHIBIT "E-14"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access; deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "E-14" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 889.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 889, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-15"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreements, donation, or by the exercise of the power of eminent domain fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "E-15" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcelsof real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "E-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 890.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 890, under the heading "Real Property Comdemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29164

EXHIBIT "E-16"

Minutes of October 31 and November 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "E-16" (Cont)

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the said Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of November, 1957, as Condemnation Resolution No. 937.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 937, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29166

EXHIBIT "F-1"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Silver Creek Falls Secondary Highway

Highway number 163 Route number ORE 214

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
1.13 (east city limits of Salem)	1.45 (50 feet east of Airport Road)	40

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 256 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29168

EXHIBIT "F-2"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Cascade Secondary Highway

Highway number 160 Route number State 211

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
24.14 (100 feet north of road to Mulino Sash & Door Co.)	25.82 (0.11 mi. south of Passmore Road)	35

Except that between a point 300 feet north of the road to Canby (M.P. 25.57) and a point 300 feet south of Passmore Road (M.P. 25.77) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "F-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Resolution No. 236 approved November 8, 1956.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 257 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

EXHIBIT "F-3"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of Highway: Clackamas Secondary Highway

Highway Number: 171 Route Number: none

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.95 (for eastbound traffic from the westerly east city limits of Milwaukie)	1.14 (easterly east city limits of Milwaukie)	25
1.14 (easterly east city limits of Milwaukie)	3.92 (Cascade Secdy. Hwy.	45

EXHIBIT "F-3" (Cont)

Except that between a point 700 feet northwesterly of Webster Road (M.P. 3.84) and a point 500 feet easterly of Webster Road (M.P. 3.08) the indicated speed shall be 20 miles per hour during the hours of school crossings.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 258 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29172

EXHIBIT "F-4"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Oregon-Washington Highway

Highway Number: 8 Route Number: 11

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.06 (east city limits of Pendleton)	0.53 (0.20 mi. north of Riverside Avenue)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-4" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 259 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29174

EXHIBIT "F-5"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Albany-Corvallis Highway

Highway Number: 31 Route Number: US20

Location of Termini		Established Speed
M.P.	TO M.P.	M.P.H.
8.50 (200 feet west of Scenic Drive)	10.46 (north city limits of Albany)	50

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-5" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 260 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29176

EXHIBIT "F-6"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Tualatin Valley Highway

Highway Number: 29 Route Number: Oregon 8

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
Westbound on N.W. and N.E. First Street and Connections:		
15.99 (east end of couplet)	16.14 (east city limits of Cornelius)	45
17.22 (west city limits of Cornelius)	17.51 (West Baseline Street)	45
Eastbound on West and East Baseline Street:		
15.99E (east end of couplet)	16.07E (east city limits of Cornelius)	40
17.22E (west city limits of Cornelius)	17.88 (Martin Road	45

EXHIBIT "F-6" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 261 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29178

EXHIBIT "F-7"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Beaverton-Tualatin Highway

Highway Number: 141 Route Number: none

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.78 (south city limits of Beaverton)	0.89 (0.11 mi. south of S. city limits of Beaverton)	35
0.89	2.56 (0.23 mi. west of ORE 210)	45
2.56	2.86 (0.07 mi. east of ORE 210)	40
2.86	3.67 (200 ft. north of Washington Ave.)	45

EXHIBIT "F-7" (Cont)

3.67	4.92 (Jct. with US99W	40

Except that between a point 0.11 mile north of Locust Street and a point 500 feet south of Locust Street the indicated speed shall be 20 miles per hour during the hours of school crossings.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 248 adopted March 28, 1957.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 262 be entered in the minutes and records of the Commission as of the 31st day of October, 1957.

29180

EXHIBIT "F-8"

Minutes of October 31 and November 1, 1957

RESOLUTION

WHEREAS, the Beaverton-Tualatin Secondary Highway No. 141 is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway in the vicinity of a tavern and grocery store at the junction of the Beaverton-Tualatin and Scholls Highways; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by reason of restricting sight distance; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Beaverton-Tualatin Highway, between a point 100 feet west of the Scholls Highway, M.P. 2.77, and a point 200 feet east of the Scholls Highway, M.P. 2.83, on the north side, and 100 feet east of the Scholls Highway, M.P. 2.81, on the south side, creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles at said location on said Beaverton-Tualatin Highway 141 should be prohibited except that permission is granted for establishment of a loading zone on the south side of said highway between a point 200 feet and a point 300 feet east of the Scholls Highway (M.P. 2.81 to M.P. 2.83).

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "F-8" (Cont)

6. That this "No Parking" Resolution No. 170 be entered in the minutes and records of the State Highway Commission as of the 31st day of October, 1957.

EXHIBIT "G"

Minutes of October 31 November 1, 1957

RESOLUTION

WHEREAS, the Oregon Legislature in 1953 and 1955, and the Washington Legislature in 1953, authorized the sale of bonds to finance an additional bridge between Portland, Oregon and Vancouver, Washington; and

WHEREAS, an agreement was entered into on August 9, 1954, between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority, said agreement detailing the obligations of the parties as to the construction and financing of said bridge; and

WHEREAS, pursuant to said agreement, the Washington Toll Bridge Authority on March 27, 1956, sold bonds in the amount of $9,300,000 face value; and

WHEREAS, pursuant to said agreement, the Oregon State Highway Commission on March 27, 1956, awarded the contract for the construction of said bridge (said contract not including, however, the work for the entire project); and

WHEREAS, within three months of the awarding of the aforesaid contract, the Federal Highway and Highway Revenue Acts of 1956 were signed into law by the President of the United States; and

WHEREAS, the aforesaid congressional acts generally provided for heavy Federal contributions to the several states for future construction of highways and highway facilities which are designated as part of the National System of Interstate and Defense Highways; and

WHEREAS, the aforesaid Federal acts did not provide for Federal contributions to the states for highway construction which had already been undertaken or completed at the time the said acts became law, except that said acts declared an intent and policy to "equitably reimburse those states for any portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957, and such highway meets the standards required by this title for the Interstate System"; and

WHEREAS, said acts directed the Secretary of Commerce to study and collect all facts relevant to the problem and to report said facts to the Federal Congress not later than January 12, 1958; and

EXHIBIT "G" (Cont)

WHEREAS, said acts "declared the policy and intent of the Congress to provide funds necessary to make such reimbursements to the States as may be determined"; and

WHEREAS, the said Portland-Vancouver bridge will be and is an integral portion of the Interstate Highway System; and

WHEREAS, a toll bridge charge will be imposed at the time of the completion of the Portland-Vancouver Interstate Bridge System unless early action is taken by the Congress to provide for Federal financial participation in the cost of said bridge project; and

WHEREAS, it is the opinion of the Oregon State Highway Commission that the said Portland-Vancouver Interstate Bridge System should be operated as a toll free facility;

NOW, THEREFORE, BE IT RESOLVED:

1. That the said Highway Commission strongly favors Federal action toward the end that the Portland-Vancouver Interstate Bridge System be, and continue to be, operated as a toll free facility.

2. That the said Commission does recommend and does respectfully petition the Congress of the United States and the Secretary of Commerce to take steps necessary to the passage of legislation which would allow the Portland-Vancouver Interstate Bridge System to be, and to continue to be, operated as a toll free facility.

3. That copies of this resolution be forwarded to the Secretary of Commerce of the United States and to the members of the Congressional delegations of Washington and Oregon.

4. That this be entered in full in the minutes and records of the Commission this 31st day of October, 1957, as Miscellaneous Resolution No. 209.

Portland, Oregon
December 5, 1957

The Oregon State Highway Commission met in regular session at 9:00 a. m. in the Queens Room of the Imperial Hotel. Present were:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Prior to opening of bids for highway construction, Chairman Reynolds expressed to the contractors and others assembled, best wishes for a Merry Christmas and a happy and prosperous New Year. He added that Mr. Ben R. Chandler, former Chairman of the Commission, had asked him to express his good wishes to the contractors, members of the Highway Department, and others.

Bids as follows were then opened and readaloud by the Secretary, who stated that the Commission would announce awards of contracts at 4:30 p. m. in the same room:

BAKER COUNTY
GRADING AND OILING WINGVILLE SECTION OF THE WINGVILLE LANE ROAD

Arthur Simonsen & Company, Baker	$ 93,736.50
Hamson & Myers, Oswego	93,976.50
Cartwright Construction Company, Durkee	94,395.00
Babler Brothers, Inc., Portland	94,818.00
K. C. Dack Construction Company, Pendleton	97,236.00
A. L. Harding, Inc., Stayton	98,768.50
Richard Beshey, Pendleton	98,838.50
Ray Kizer, Portland	100,630.24
Harbert Brothers, Estacada	101,976.00
Leslie Harris, Pendleton	108,645.50
Parker-Fuhrman, Portland	118,021.00
Rogers Construction, Inc., Portland	124,945.50
McNutt & Sons, Eugene	130,935.70
C. E. Leseberg, Nyssa	134,142.00

CLACKAMAS COUNTY
MILWAUKIE MAINTENANCE BUILDING AT 9200 S. E. MCLOUGHLIN BOULEVARD, NORTH OF MILWAUKIE

Lorentz Bruun Company, Portland	$ 43,152.00
Engineering Construction Company, Inc., Portland	45,064.00
St. Pierre & Vermilyea, Inc., Portland	46,935.00
John A. Schrag, Portland	47,852.00
H G. Wirtz, Grants Pass	48,967.00
Walker & Green, Oregon City	50,228.00
Chas. S. Camplan, Portland	50,905.00
Chas. R. Schmiedeskamp, Portland	53,840.00
Fred J. Stubbert, Springfield	53,887.50
R. L. Greene, Portland	54,387.60
A. D. Ford & Son, Portland	54,399.71
Enoch I. Maerz, Salem	54,955.00
Adolph C. Bardi, Portland	55,942.00
Bennette & Hickey, Burns	66,465.00

CLACKAMAS COUNTY
ALDER CREEK BRIDGE SECTION OF MT. HOOD LOOP HIGHWAY

Rogers Construction Company, Portland	$120,386.00
Tom Lillebo Construction Company, Reedsport	124,270.50
Orlando C. Bennard, Portland*	124,958.50
Workman & Wilson, Canby	131,619.00
Inland Construction Company, Milwaukie	131,780.50
Hannan Brothers Company, Portland	133,937.55
Hamilton & Thoms, Eugene	134,743.00
S & D Construction Company, Portland	134,837.25
Marshall Const. Co. & E S. Schnell & Co., Hermiston	135,180.50
C. J. Montag & Son, Portland	137,246.00
Pacific Concrete Company, Portland	137,649.00
Babler Brothers, Inc., Portland	138,425.00
R & M Construction Company, Central Point*	138,845.00
Hodges & Barger & Robert L. Kyle, The Dalles	140,196.00
P. S. Lord Mechanical Contractors, Portland	143,219.00
Schrader Construction Company, Portland	145,316 00

*Bidder will accept award of only one project at this letting.

CLATSOP COUNTY
NECANICUM ROCK PRODUCTION PROJECT

C. C. Meisel, McMinnville	$ 29,880.00
E. C. Swaggert, Eugene	30,591.00
Vernie Jarl, Gresham	39,525.00
Dolan Construction Company, Tillamook	44,625.00
Calkins Crushing Company, Oceanlake	45,720.00
Roseburg Sand & Gravel Company, Roseburg	52,530.00
J. C. Compton Company, McMinnville	53,512.50

CURRY COUNTY
CAPE FERRELO-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

Peter Kiewit Sons' Company, Medford	$1,056,025.00
Fred H. Slate & E. C. Hall Company, Portland	1,146,864.00
C. R. O'Neil, Creswell	1,152,048.10
Earl L. McNutt Company, Eugene	1,166,481.00
Kuckenberg Construction Company, Portland	1,434,095.00
R. A. Heintz Construction Company, Portland	1,450,877.00
J. N. Conley, Portland	1,468,793.00
G. D. Dennis and Sons, Portland	1,530,568.50
Coos Bay Dredging, Inc., Coos Bay	1,552,219.00
Morrison-Knudsen Company, Seattle, Washington	1,596,223.00
McCammon Wunderlick, Palo Alto, California	1,661,473.00
Babler Brothers, Inc., Portland	1,767,112.00
Erland & Blickle, Portland	1,678,583.00

DOUGLAS COUNTY
WEAVER OVERCROSSING OF SPRR, NEAR MYRTLE CREEK

Sig Andersson, North Bend	$ 77,741.00
Tom Lillebo Construction Company, Reedsport	82,189.75
Babler Brothers, Inc., Portland	83,603.00
Pacific Concrete Company, Portland	88,306.25
Glenn Snook, Eugene	88,310.25
Central Paving Company, Independence	88,505.50
R & M Construction Company, Central Point*	89,785.00
Hamilton & Thoms, Eugene	89,930.25
H. G. Carl Construction Company, Salem	91,322.25
Hannan Brothers Company, Portland	91,987.75
Ausland Construction Company, Grants Pass	97,725.50
Schrader Construction Company, Portland	109,218.00
Orlando C. Bennard, Portland	112,218.50
Lee Hoffman, Beaverton	112,290.00

*Bidder will accept only one project at this letting.

DOUGLAS COUNTY
GRADING AND OILING DOMPIER CREEK SECTION OF THE FOREST BOUNDARY-TILLER ROAD

Earl L. McNutt Company, Eugene	$ 146,440.00
McNutt & Sons, Inc., Eugene	171,198.20
White Brothers Construction Co., Walla Walla, Wn.	171,519.50
Max Slate, Jr., Albany	174,689.50
F. L. Somers, Medford	176,086.00
Funderburk Construction Company, Sutherlin	176,143.00
E. A. Kruse, Yoncalla	178,592.50
Durbin Brothers, Eugene	178,872.50
Commercial Iron Works, Inc., Portland*	179,407.50
Babler Brothers, Inc., Portland	182,163.00
C. H. Strong Engr. & Const., Eugene	182,379.00

Dompier Creek Section (Cont.)

J. M. Arenz, Portland	$ 196,094.00
G. D. Dennis & Sons, Portland	210,248.50
Fred H. Slate Company, Oregon Ltd., Portland	213,400.50
Parker & Fuhrman, Portland	226,834.00
J. Bacaloff Company, Portland	229,997.50
C. J. Eldon, Portland	277,797.60

*Bidder will accept award of only one project at this letting.

GILLIAM COUNTY
GRADING AND OILING JOHN DAY RIVER-HAY CREEK SECTION OF THE WASCO-HEPPNER HIGHWAY

Rogers Construction Company, Portland	$ 417,487.00
J. C. Compton Company, McMinnville	434,440.00
Vernie Jarl, Gresham	442,834.00
Porter W. Yett, Portland	477,707.30
K. C. Dack Construction Company, Pendleton	479,720.70
Calkins Crushing Company, Oceanlake	484,766.50
J. N. Conley, Portland	487,229.50
E. C. Hall Company, Portland	490,323.00
E. A. Kruse, Yoncalla	507,511.30
Babler Brothers, Inc., Portland	511,139.00
McNutt & Sons, Inc., Eugene	534,596.00
Newport Construction Company, Portland	568,448.50

JACKSON COUNTY
GRADING AND PAVING ELM ST.-FRONT ST. (MEDFORD) SECTION OF THE MEDFORD-PROVOLT HIGHWAY (EASTBOUND) IN MEDFORD

M. C. Lininger & Sons, Medford	$ 106,850.00
Hughes & Dodd Company & Tru-Mix Equipment Co., Medford	113,213.50
R & M Construction Company, Central Point	113,235.50
F. L. Somers, Medford	128,622.00
Peter Kiewit Sons' Company	149,439.50

JACKSON COUNTY
ASHLAND TRAFFIC SIGNAL INSTALLATION

Steeck Electric Company, Medford	$ 7,119.00
L. H. Morris Electric, Eugene	7,583.50
Trowbridge Electric, Roseburg	8,180.00
Olson Electric Company, Vancouver, Washington	14,318.00

MULTNOMAH COUNTY
GRADING HARBOR DRIVE-WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY (R. H. BALDOCK FREEWAY) IN PORTLAND

Kuckenberg Construction Company, Portland	$ 1,142,973.50

Harbor Drive-Washington County Line Section (Cont.)

Peter Kiewit Sons' Company, Vancouver, Washington	$ 1,180,146.50
G. D. Dennis & Sons, Portland*	1,195,504.50
Parker-Schram Company, Portland	1,271,348.50
Natt McDougall Company, Portland	1,314,292.50
Carl M. Halvorson, Inc., Portland	1,454,431.50
Gibbons & Reed Company, Portland	1,461,993.00
Fred H. Slate Co. & E. C. Hall Co., Portland	1,593,956.00
J. N. Conley, Portland	1,644,956.50
R. A. Heintz Construction Company, Portland	1,659,391.00

*Bidder will not accept more than $1,850,000 at this letting.

MULTNOMAH COUNTY
UNION AVENUE-42nd AVENUE ILLUMINATION

W. R. Grasle Company, Portland	$ 10,470.00
Rochat Electric Company, Portland	10,775.00
Olson Electric Company, Vancouver, Washington	11,130.00
Huenergard Electric Company, Portland	11,150.00
Trowbridge Electric Company, Roseburg	11,200.00
Emory & BohmElectric Company, Portland	11,720.40

MULTNOMAH COUNTY
SUNDIAL-ROOSTER ROCK STRUCTURES NEAR TROUTDALE

Inland Construction Company, Milwaukie	$ 127,684.50
McClay Const. Co., Ltd., Vancouver, B. C.	132,069.90
Hannan Brothers Company, Portland	139,470.25
C. J. Montag & Sons, Portland	139,823.00
Babler Brothers, Inc., Portland	139,861.50
Lockyear & White, Inc., Longview, Washington	140,469.50
Johnston & Bryant, Newberg	141,087.75
Marshall Const. Co. & E. S. Schnell & Co., Hermiston	142,116.00
Hamilton & Thoms, Eugene	142,932.75
S & D Construction Company, Portland	144,350.40
Pacific Concrete Company	144,659.88
Charles R. Schmiedeskamp, Portland	145,181.00
Manson Const. & Engr. Co., Seattle, Washington	148,098.75
Valley Construction Company, Portland	148,646.75
Glenn Snook, Eugene	149,268.00
Hodges & Barger & Robert L. Kyle, The Dalles	152,766.75
Workman & Wilson, Canby	153,838.50
Lord Brothers, Contractors, Portland	154,696.50
Orlando C. Bennard, Portland*	155,257.00
Kuckenberg Construction Company, Portland	158,077.95
Erick Enquist, Inc., Troutdale	159,899.50
General Construction Company, Portland	162,833.75
Schrader Construction Company, Portland	164,854.50

*Bidder will accept only one project at this letting.

December 5, 1957

SHERMAN COUNTY
GRADING AND OILING HAY CANYON-JOHN DAY RIVER SECTION OF THE WASCO-HEPPNER HIGHWAY

Earl L. McNutt Company, Eugene	$	292,886.00
Rogers Construction Company, Portland		295,188.00
G. D. Dennis & Sons, Portland**		309,488.50
Vernie Jarl, Gresham		313,389.00
Durbin Brothers, Eugene		317,453.00
Babler Brothers, Inc., Portland		327,078.00
J. M. Arenz, Portland		340,270.00
J. N. Conley		346,617.20
Commercial Iron Works, Inc., Portland*		353,539.00
Fred H. Slate Co. & E. C. Hall Co., Portland		359,861.50
Hudspeth Pine, Inc., Prineville		361,905.00
Geo. E. Blaisdell & Sons Construction Co., Portland		365,798.50
Natt McDougall Company, Portland		371,924.90
McNutt & Sons, Inc., Eugene		374,121.40
Shirley G. Stone Co. & Walton Const. Co., Oswego		383,444.00
E. A. Kruse, Yoncalla		389,592.30
Newport Construction Company, Portland		393,072.00
A. L. Harding, Inc., Stayton***		393,109.00

*Bidder will accept only one project at this letting.
**Bidder will not accept more than $1,850,000.00 at this letting.
***Bidder will not accept more than $400,000.00 at this letting.

TILLAMOOK COUNTY
HEBO-DOLPH-NESKOWIN ROCK PRODUCTION PROJECT

Burch Gravel Company, Sheridan	$	31,750.00
E. C. Swaggert Company, Eugene		34,787.50
C. C. Meisel, McMinnville		38,425.00
Varakan Sand & Gravel Company, Forest Grove		41,070.00
Calkins Crushing Company, Oceanlake		47,200.00
Dolan Construction Company, Tillamook		47,937 50
Roseburg Sand & Gravel Company, Roseburg		53,425.00
J. C. Compton Company, McMinnville		59,125.00

UMATILLA COUNTY
HERMISTON ROCK PRODUCTION PROJECT

Cartwright Construction Company, Durkee	$	36,362.00
Barney Helser Rock Production, Beaverton		38,430.00
Arthur Simonsen & Company, Baker		39,564.00
Interstate Paving Company, The Dalles		40,950.00
J. B. Redwine Construction Company		42,840.00
Vernie Jarl, Gresham		44,360.00
C. C. Meisel, McMinnville		44,730.00
Jones Scott Company, Walla Walla, Washington		46,620.00
E. C. Hall Company, Portland		49,392.00
Richard Beshey, Pendleton		54,920.00

December 5, 1957

Hermiston Rock Production Project (Cont.)

Roseburg Sand & Gravel Company, Roseburg	$	55,560.00
McNutt & Sons, Inc., Eugene		57,220.00
The Central Heating Co., Oregon Ltd., Eugene		62,370.00
E. H. Itschner Company, Molalla		66,150.00
Dolan Construction Company, Tillamook		75,600.00

WASHINGTON COUNTY
BEAVERTON TRAFFIC SIGNALS

Trowbridge Electric Company, Roseburg		3,490.00
W. R. Grasle Company, Portland		3,564.00
Rochat Electric, Portland		3,667.00
Olson Electric Company, Vancouver, Washington		5,943.00

WASHINGTON COUNTY
GRADING, PAVING, AND OILING FOREST GROVE-HILLSBORO SECTION OF THE TUALATIN VALLEY HIGHWAY

Warren Northwest, Inc., Portland	$	260,759.60
Porter W. Yett, Portland		289,268.00
Parker-Schram Company, Portland		293,205.90
Dolan Construction Company, Tillamook		297,897.10

The Parks Superintendent reported on the following parks matters:

Request of Mr. and Mrs. J. L. Campbell for renewal of their concession lease at Silver Falls State Park: The Parks Superintendent stated that the Campbells have been operating the Lodge for the past several years and their services to sell food, souvenirs, etc., have been satisfactory. Income for the current year, he added, will be slightly in excess of $600. The Commission approved his recommendation that the lease be extended for one year beginning January 1, 1958.

Proposed names for State Park areas at Devils Lake near the Oregon Coast Highway in Lincoln County: The history of the Park was reviewed briefly by the Parks Superintendent, who pointed out that the City of Delake donated approximately 20 acres on the north and west side of Devils Lake for an overnight camping area, and that the State is purchasing an approximate 70-acre area on the south and east side of the lake for day or picnic use. The name of the Lake he said, is well established and it was his thought that the park area should be named "Devils Lake State Park". He also recommended that the overnight camping area be named "Devils Lake Overnight Camping Area" and that the day use area be named "Devils Lake Day Use Area." He presented a map showing the location of the park and the two areas mentioned. The Commission approved the names as recommended.

29191

Request of Legislative Committee to install a bronze marker on the right-of-way of the Oregon Coast Highway at Neah-Kah-Nie Mountain in Tillamook County in honor of Ex-Governor Oswald West: The Parks Superintendent explained that the Legislative Committee has been authorized to provide a plaque in honor of Ex-Governor West who was instrumental in setting aside the Oregon beaches as publicly owned recreational areas as well as public highways. A number of sites were considered and the Committee finally decided on a widened place on the highway at Neah-Kah-Nie Mountain. He presented the following wording approved by the Committee and recommended that the plaque be placed as recommended by the Committee:

IF SIGHT OF SAND AND SKY AND SEA
HAS GIVEN RESPITE FROM YOUR DAILY CARES

THEN PAUSE TO THANK OSWALD WEST
FORMER GOVERNOR OF OREGON (1911-1915)

BY HIS FORESIGHT
NEARLY 400 MILES OF THE OCEAN SHORE
WAS SET ASIDE FOR PUBLIC USE
FROM THE COLUMBIA RIVER ON THE NORTH
TO THE CALIFORNIA BORDER ON THE SOUTH

THIS MARKER IS ERECTED AND DEDICATED
BY THE GRATEFUL CITIZENS OF OREGON
TO COMMEMORATE
THIS OUTSTANDING ACHIEVEMENT
IN THE CONSERVATION OF NATURAL RESOURCES

The Commission approved the plaque, the location thereof, and the wording as recommended.

Proposed purchase of 30 acres of land on the Redwood Highway in Josephine County from the U. S. Bureau of Land Management: The Parks Superintendent explained that an area of 70 acres south and west of Cave Junction has been under lease for 20 years but the lease will soon expire. Thirty acres of this land he said, is public domain property and the remainder is O & C land. The 40 acres of O & C land cannot now be leased or purchased but the 30 acres of public domain land in Sec. 18 can be acquired under the Recreation Act which requires payment of approximately 30% of the appraised value of the land plus the full value of any timber on it. The value of the land for park purposes, he stated, is the early season wild flowers and the evergreen trees on the property. Although no specific figure can be given, it was his opinion that the value of the land would be nominal and that the cost of acquiring the timber would not be great. The

Commission approved his recommendation that the 30-acre tract of public domain land be acquired at this time.

Request of Bonneville Power Administration for a supplementary easement agreement to maintain power line guy anchors in Cove State Park, Jefferson County: The Parks Superintendent explained that the Power Administration has an easement for a power line across a portion of the Park but now finds it necessary to secure three small additional areas for the placing of guy-lines and anchors. The use of additional Park property, he said, will not be detrimental to the Park and he recommended that the easement agreement be granted. The Commission accepted his recommendation.

Request of C. H. Young and S. O. Newhouse for a change in location of access from their property across Cape Sebastian State Park in Curry County to the existing Oregon Coast Highway: An easement previously granted, the Parks Superintendent stated, has now been determined to be in the wrong location and cannot be used. He recommended that the access be changed to provide access at Engineer's Station 413+56.0. The Commission approved the revised location.

Out-of-State travel for the Assistant Parks Superintendent and the Parks Superintendent: The Commission authorized the Assistant Parks Superintendent to attend a meeting of the Columbia Basin Inter-Agency Subcommittee on Recreation at Missoula, Montana, on December 10, 1957, at an estimated cost of $80. The Commission also authorized the Parks Superintendent to attend a meeting of the Board Of Directors of the National Conference on State Parks in Washington, D. C., during January 23 and 24, 1958, at an estimated cost of $315.00.

Proposed uniforms for Parks employees: The Parks Superintendent stated that in compliance with previous instructions from the Commission, further study has been given to the matter of providing uniform clothing for certain Parks personnel. He presented two samples of cloth, one of wool and one of cotton, being of a light and dark gray, and also a design for a shoulder patch to be worn on coats and shirts. He pointed out that in the specifications for the uniforms the principal consideration had been given to the color of cloth, and the matching shirts, hats, ties, and shoes. It was his thought that this would give employees some choice in clothing which could be purchased at most stores and still provide uniformity He recalled that when the matter of uniforms was discussed previously, it was with the thought that the State would pay $15 for the first year for cotton uniforms and $25 per year when wool uniforms are required. Also, that the State would pay for the shoulder patch which he estimated would cost about 30 cents per patch. The Commission accepted and approved the Parks Superintendent's report, including specifications and the design for the shoulder patch with the understanding that changes could be made if necessary. (For details concerning the cloth samples, specifications, and the draft of the shoulder patch, see the Parks Superintendent's letter dated December 2 in the General Files.)

In discussing the design of the shoulder patch, some thought was given

to including reference to the Highway Department in the wording on the patch, however, no action was taken. It was also suggested that wording be placed on signs at park entrances to indicate that the parks are operated by the State Highway Commission. The Parks Superintendent was instructed to study this suggestion.

Proposed vacation of nine streets in the Townsite of Harborton adjacent to South Beach State Park in Lincoln County: The Parks Superintendent stated that the vacation of these streets would not be harmful to the State Park but rather would be an advantage. He recommended approval of the "notice of application to vacate" and the petition directed to the Lincoln County Court on the same matter. The Commission approved the vacation of the streets as recommended.

The Parks Superintendent brought up for discussion a request from Mr. Jack Flaucher, who operates the concession in the Depoe Bay Park building for permission to close the building during the months of January, February, and March, except on weekends. He pointed out that gross income in January, 1957, was $369.00, in February $298.00, and in March $496.00 and that most of the visitors came on weekends. From these amounts it would be necessary to deduct the cost of materials sold, labor and other expenses which undoubtedly would result in a considerable deficit. It was his thought that if the building is closed there will probably be some criticism from the public and if closure is approved it should be on a trial basis. The Chief Counsel pointed out that under the terms of the contract for operation of the concession, the building cannot be closed without modifying the contract or entering into a new one. Commissioner McIver inquired if much opposition to closing is anticipated from the people of Depoe Bay. The Parks Superintendent replied that most private businesses are closed in Depoe Bay during the winter months but there might be some local objections. Commissioner McIver then observed that to him it appeared reasonable to permit the closing of the building during the winter months if such action can be taken legally. Action on this matter was deferred pending Mr. Flaucher's appearance on the following day.

(When Mr. Flaucher appeared before the Commission he was requested to contact the Chief Counsel concerning modification of the existing contract to allow closure of the building in January, February, and March, except on Saturdays, Sundays, and holidays. See additional entry ahead.)

The Parks Superintendent mentioned a letter that he has prepared to the State Water Resources Board, dated December 4, 1957, relative to recreational use and possibilities in the McKenzie River Basin. The Commission deferred action on the matter until the following day for study. (The letter was approved by the Commission on the following day.)

The Engineer announced that the Bureau of Public Roads and the U. S. Forest Service officials have requested a conference at 1:30 p.m. on the following day to discuss the programming for new Forest Highway Funds. The Commission approved such conference at the time stated. (See ahead for program.)

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options presented, the Right of Way Engineer called attention to a proposed settlement with Mohawk Carpet Company, on Harbor Drive at the foot of Montgomery Street in Portland. One appraisal is for $168,750 and the other $200,000. The proposed settlement is for $192,000. He pointed out that the proposed settlement is in excess of the amount that it appears the U.S. Bureau of Public Roads will participate in. He recommended the proposed settlement but he requested authority for the Chief Counsel to condemn the property if a settlement cannot be reached which will meet the approval of the Bureau of Public Roads. Commissioner McIver expressed concern that there might be criticism of the Highway Commission if a settlement was approved for an amount larger than would be approved by the Bureau of Public Roads. Mr. C G. Polk, Division Engineer for the Bureau of Public Roads who was present objected to the wide variation in appraised amounts and suggested that another appraisal be made. Chairman Reynolds observed that the prime objective should be securing the property for the lowest reasonable figure, even though participated in by the Federal Government to the extent of 90 per cent. Upon the suggestion of Commissioner McIver, the Commission authorized settlement for $192,000 as recommended by the Right of Way Engineer provided the settlement is approved by the Bureau of Public Roads; otherwise, the property is to be acquired by condemnation. The Right of Way Engineer was instructed to secure another appraisal of the property.

The Right of Way Engineer also brought up for discussion the option taken from the Jackson County Federal Savings and Loan Association, File No. 27036, for right of way that is needed for the Columbus Avenue-Riverside Avenue (Medford) Section of the Medford-Provolt Highway. He asked that this item be deleted from the list of options and that he be authorized to re-negotiate this settlement because it appears that "special benefits" was not taken into account in the previous negotiations and if such benefits do exist they will have quite a bearing on the amount of the settlement. He also requested authority for the Chief Counsel to condemn the property if it is found that such special benefits do exist and the re-negotiations prove unsuccessful. The Commission approved the request and authorized condemnation of the property if that appears necessary. The Commission also approved settlement of this case on the basis of the option already obtained if it is found that no special benefits accrue to the property.

The meeting recessed at 12:00 noon and reconvened at 1.30 p.m in the same room, with the same persons present and participating.

A report was presented by the Right of Way Engineer showing the Property Manager's monthly statement covering miscellaneous properties sold in the amount of $4,296.30 and changes in status of rental properties showing terminations and new rentals for the period from October 17, 1957 to November 25, 1957. Rental receipts for the month of October, 1957, were reported in the amount of $11,437.36. The Commission accepted the report.

(For details concerning miscellaneous sales and property rentals, see the Right of Way Engineer's letter, dated November 26, 1957, in the General Files.)

Authority was requested by the Right of Way Engineer to offer at public sale certain parcels of property which are no longer required for highway purposes, as follows:

1. Glatt property, File No. 20359, on the Willamette River-Gervais Section of the Pacific Highway in Marion County - 4.7 acres, at a minimum price of $705.00, with no access to the Freeway.

2. McCall property, File No. 22361, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County - 9.21 acres for a minimum price of $6,500, with the provision that if a cash sale cannot be made, a down payment of $650.00 shall be accepted, the balance to be payable at the rate of $75.00 per month with interest at the rate of 5½ percent, the contract to run for a period of ten years. (See Exhibit B-1).

3. Dunlop property, File No. 17449, on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County - 0.3 acre, opposite Station 2198+00, for a minimum price of $3,500 and without access to the Columbia River Highway except by frontage road. See Exhibit B-2).

The Commission authorized sale of the properties as reported and thereupon adopted the attached resolutions relative thereto, marked Exhibit "B-1" and Exhibit "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein

Changes in points of access at three locations were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted but a change in location is recommended for the safety of the traveling public and the convenience of the land owners. The Commission approved the following indentures of access to accomplish these changes, as follows:

1 Haggard-Alcorn property, File No. 25506, on the Gold Beach-Hunter Creek Unit of the Oregon Coast Highway in Curry County.

2. Bolter-Wood property, File No. 21848, on the Sherman Junction-Willowdale Section of The Dalles-California Highway in Jefferson County.

3. Lively property, File No. 16478, on the Mehama-Mill City Section of the North Santiam Highway in Marion County.

Attention was given by the Commission to a claim submitted by Bonneville Power Administration in the amount of $2,891.55 for additional cost to move its facilities on the Chenoweth Creek-The Dalles Section of the Upper Columbia River Highway in Wasco County. The Right of Way Engineer stated that the cost to move the Bonneville facilities in connection with highway construction was higher than originally estimated and

the additional amount represents costs over and above the amount previously deposited by the Highway Department for this purpose. The Commission approved the payment.

Consideration was given to a claim submitted by Douglas Electric Cooperative, Inc., in the amount of $559.27 for relocating its poles on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County. The Right of Way Engineer advised that the claim is a legitimate one and he recommended that it be paid. The Commission approved the payment.

Consideration was given to the granting of an easement to the Portland General Electric Company to maintain a pole line over highway property on the Salem By-pass Section of the Pacific Highway. The Right of Way Engineer explained that the power line crosses excess highway property that is for sale, and that the consideration involved is $1.00. The Commission approved the easement.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway)

R-19388 - Daniel F. Creary
Right of Way (Multnomah County)
34,472 square feet

R-22065 - Harry D. Suding
Multnomah County
Parcel No. 1: 7,800 square feet for Right of Way
Parcel No. 2: 9,350 square feet for Right of Way

R-22485 - Carl N. Burgard and Lucille A. Burgard
Multnomah County
Parcel No. 1: 10,000 square feet for Right of Way
Parcel No. 2: 10,000 square feet for Excess Taking

R-22766 - Evan T. Phillips and Frances A. Phillips
Right of Way (Multnomah County)
2,300 square feet

R-22771 - H. Gordon Green and Betty Jane Green
Right of Way (Multnomah County)
1,875 square feet

R-22775 - James A. Thompson and L. Francelle Thompson
Right of Way (Multnomah County)
21,250 square feet

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway) (Cont.)

R-22893 - Howard D. Hoops and B. Phyllis Hoops
Multnomah County
Parcel No. 1: 14,260 square feet for Right of Way
Parcel No. 2: 1,750 square feet for Excess Taking

R-22898 - Loren Harry Russell and Carolyn Russell
Right of Way (Multnomah County)
4,866 square feet

R-22899 - George Kolias
Right of Way (Multnomah County)
4,250 square feet

R-22902 - D. J. McClure and Kate McClure
Right of Way (Multnomah County)
5,000 square feet

R-22907 - Ronald B. Gustaff
Multnomah County
Parcel No. 1: 5,000 square feet for Right of Way
Parcel No. 2: 2,000 square feet for Right of Way

R-23679 - H. A. Robertson
Right of Way (Multnomah County)
25,000 square feet

R-23680 - T. M. Thorsen and Harriett Thorsen
Right of Way (Multnomah County)
5,000 square feet

R-24072 - Inga Howe
Multnomah County
Parcel No. 1: 4,875 square feet for Right of Way
Parcel No. 2: 2,350 square feet for Excess Taking

R-24841 - Lars Haugen and Joan Haugen
Right of Way (Multnomah County)
3,780 square feet

R-24842 - Lorne M. Snow and Edna J. Snow
Right of Way (Multnomah County)
6,750 square feet

R-24848 - Lawrence R. Sefton and Mildred C. Sefton
Right of Way (Multnomah County)
10,200 square feet

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY
(formerly Portland-Salem Expressway) (Cont.)

R-24990 - Don B. Card and Martha T. Card
Multnomah County
Parcel No. 1: 83,500 square feet for Right of Way
Parcel No. 2: 70,070 square feet for Right of Way
Parcel No. 3: 9,260 square feet for Right of Way

R-24991 - Don B. Card and Martha T. Card
Right of Way (Multnomah County)
11,750 square feet

R-24994 - T. M. Thorsen, et al.
Right of Way (Multnomah County)
11,250 square feet

R-24995 - T. M. Thorsen
Right of Way (Multnomah County)
15,000 square feet

R-24997 - Walter Neimy and Marvis Neimy
Multnomah County
Parcel No. 1: 1,875 square feet for Right of Way
Parcel No. 2: 1,150 square feet for Right of Way

R-24998 - Janos Istvan Flaschner and Margit Flaschner
Multnomah County
Parcel No. 1: 7,863 square feet for Right of Way
Parcel No. 2: 1,487 square feet for Excess Taking

R-24999 - Elva D. Cofer, et al.
Right of Way (Multnomah County)
3,000 square feet

R-25003 - Theodore F. Wauthers and Marg Wauthers, et al.
Right of Way (Multnomah County)
694 square feet

R-26724 - Robert W. Spencer and Goldie Spencer, et al.
Right of Way (Multnomah County)
180 square feet

R-26725 - T. M. Thorsen and Harriett Thorsen
Right of Way (Multnomah County)
1,906 square feet

R-26994 - Samuel K. Azar and Norma Azar
Right of Way (Multnomah County)
4,000 square feet

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway) (Cont.)

R-26995 - Charles F. Duffy and Blanche L. Duffy
Right of Way (Multnomah County)
1,014 square feet

R-26996 - M. K. Allen and Georgia L. Allen
Right of Way (Multnomah County)
187.5 square feet

R-27001 - Carl J. Crouse and Frances O. Crouse
Right of Way (Multnomah County)
3,600 square feet

R-27004 - Wayne E. Kain and Annabelle G. Kain
Multnomah County
Acquisition of Access Privileges

R-27006 - Na'Vaire Jerrine Cartozian, A. S. Vaughan and Mildred Vaughan
Multnomah County
Acquisition of Access Privileges

R-27007 - John Sullivan Wiley and Grace Popejoy Wiley
Multnomah County
Parcel No. 1: 1,700 square feet for Right of Way
Parcel No. 2: 3,300 square feet for Right of Way

R-27008 - O. E. Powell and Grace M. Powell
Multnomah County
Acquisition of Access Privileges

R-27009 - School District No. 1 of County of Multnomah, Oregon
Right of Way (Multnomah County)
2,325 square feet

R-27029 - Fred B. Claussen and Mary D. Claussen
Right of Way (Multnomah County)
425 square feet

R-27030 - Robert Bitar and Mabel Bitar, et al.
Right of Way (Multnomah County)
813 square feet

R-27037 - Addie H. DeJournette
Right of Way (Multnomah County)
6,275 square feet

R-27040 - Robert E. Bollinger
Multnomah County
Parcel No. 1: 1,330 square feet for Right of Way
Parcel No. 2: 1,330 square feet for Excess Taking

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway) (Cont.)

R-27041 - Mary E. Schnavely
Multnomah County
Parcel No. 1: 375 square feet for Right of Way
Parcel No. 2: 105 square feet for a Temporary Construction Easement

R-27046 - Lois B. Hansen
Right of Way (Multnomah County)
50 square feet

R-27048 - Harry F. Travis and Luella G. Travis
Right of Way (Multnomah County)
1,300 square feet

R-27110 - S. B. Gustaff
Right of Way (Multnomah County)
8,260 square feet

R-27266 - A. H. Edwards and Louise Edwards
Right of Way (Multnomah County)
4,188 square feet

R-27267 - Mike Karaman and Eva Karaman
Right of Way (Multnomah County)
13,500 square feet

R-27269 - Harold Collins and Julia Collins
Right of Way (Multnomah County)
4,000 square feet

R-27310 - Marialice Malarkey, Jane Ann Costello and Ellen Costello
Right of Way (Multnomah County)
7,600 square feet

R-27344 - Albert R. Carocci and June M. Carocci
Right of Way (Multnomah County)
1,165 square feet

R-27345 - Edmond H. Verdurmen and Elodie M. Verdurmen
Right of Way (Multnomah County)
275 square feet

R-27435 - Howard J. DeVeny
Easement for Storm Sewer (Multnomah County)
112 square feet

HAY CANYON-JOHN DAY RIVER SECTION OF THE WASCO HEPPNER HIGHWAY

R-26842 - William H. Ragsdale and Lida H. Ragsdale
Sherman County
Parcel No. 1: 4.56 acres for Right of Way
Parcel No. 2: 1.86 acres for Right of Way

R-26843 - Hansine C. Hansen
Right of Way (Sherman County)
3.32 acres

R-26971 - Eunice L. Henkle
Sherman County
Parcel No. 1: 5.7 acres for Right of Way
Parcel No. 2: 5.8 acres for Material Source

R-27446 - Moro Grain Growers Association
Right of Way (Sherman County)
0.1 acre

SANDY-FOREST BOUNDARY SECTION OF THE MT. HOOD HIGHWAY

R-27366 - E. W. Morlan and Evelyn Morlan
Right of Way (Clackamas County)
3.6 acres

MAIN STREET-8th STREET SECTION OF THE MEDFORD-PROVOLT HIGHWAY

R-27027 - John P. Hartsook and Lydia Jane Hartsook
Right of Way (Jackson County)
50 square feet

R-27028 - LaVetta A. Gibson
Right of Way (Jackson County)
112 square feet

R-27032 - County of Jackson
Right of Way (Jackson County)
0.03 acre

R-27034 - Myron Root and Company, Inc.
Jackson County
Parcel No. 1: 0.25 acre for Right of Way
Parcel No. 2: 900 square feet

FOREST GROVE-HILLSBORO SECTION OF THE TUALATIN VALLEY HIGHWAY

R-26534 - P. A. Thompson and Onolia F. Thompson
Washington County
Parcel No. 1: 0.23 acre for Right of Way
Parcel No. 2: 0.01 acre for Excess Taking
Amended resolution to eliminate access control language

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY (formerly Pacific Highway East)

R-25458 - W. C. Cooper and Sadie J. Cooper
Right of Way (Linn County)
0.7 acre
Amended resolution to include permit of entry

R-25486 - Earl W. Kennel and Bernice Kennel
Right of Way (Linn County)
17.83 acres

R-25488 - Percy Heyerly and Mildred Heyerly
Linn County
Parcel No. 1: 21.3 acres (net) for Right of Way
Parcel No. 2: 3.0 acres (net) for Right of Way

R-25602 - Pierce Jenks and Elida Jenks
Linn County
Parcel No. 1: 18.32 acres for Right of Way
Parcel No. 2: 110.7 acres for Material Source

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

L-2704 (R-20205) - Byrthae M. Bennett
Right of Way (Lane County)
7,360 square feet
Amended resolution to increase area of taking

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-20481 - Derwinna Kimball Bauch
Right of Way (Lane County)
805 square feet

R-20560 - H. A. Sunday and Margaret P. Sunday
Right of Way (Lane County)
1,152 square feet

R-27443 - Joseph R. Kalisky and Gladys J. Kalisky
Right of Way (Lane County)
6,128 square feet

R-27494 - O. D. Rhoads and Floyd Rhoads
Right of Way (Lane County)
1,800 square feet

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-26914 - William H. Brady
Right of Way (Curry County)
19.5 acres

December 5, 1957

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-26915 - Maude Mosier Longacre
Right of Way (Curry County)
10.0 acres

R-26916 - Lloyd D. Mosier, Sr.
Curry County
Parcel No. 1: 2.2 acres for Right of Way
Parcel No. 2: 0.03 acre for Excess Taking
Parcel No. 3: 0.2 acre for Drainage Ditch Easement

R-26917 - Verloise Upp
Curry County
Parcel No. 1: 2.0 acres for Right of Way
Parcel No. 2: 0.46 acre for Excess Taking

R-26919 - Alvilda H. Gardner
Curry County
Parcel No. 1: 3.15 acres for Right of Way
Parcel No. 2: 1.6 acres for Right of Way
Parcel No. 3: 7.18 acres for Right of Way
Parcel No. 4: 1.8 acres for Right of Way
Parcel No. 5: 0.31 acre for a permanent easement for an approach road

R-26921 - E. B. Salmon and Edith R. Salmon
Curry County
Parcel No. 1: 6.05 acres for Right of Way
Parcel No. 2: 0.4 acre for Excess Taking

R-26922 - L. H. Strid and Alma M. Strid
Right of Way (Curry County)
1.26 acres

R-26923 - Charles V. Ames and C. L. Fallert
Curry County
Parcel No. 1: 3.92 acres for Right of Way
Parcel No. 2: 1.2 acres for Excess Taking

R-27263 - Consolidated Borax, Inc.
Curry County
Parcel No. 1: 26.5 acres for Right of Way
Parcel No. 2: 13.66 acres for Material Source
Parcel No. 3: 8.23 acres for Easement for a Channel Change
Parcel No. 4: 1.72 acres for an Easement for a Waste Area

R-26933 - Gunnar Hedberg and Elmer Hedberg
Right of Way (Curry County)
1.2 acres

December 5, 1957

SAMUEL H. BOARDMAN STATE PARK (Curry County)

R-27263 - Consolidated Borax, Inc.
Park Purposes (Curry County)
12.0 acres

DAVIS SLOUGH-BANDON SECTION OF THE OREGON COAST HIGHWAY

R-27262 - David R. Philpott and Alfred E. Maneely, et al.
Coos County
Parcel No. 1: 9.2 acres for Right of Way
Parcel No. 2: 10.7 acres for a Material Source
Amended resolution to change access control language

R-26097 - David R. Philpott and Ruth J. Philpott
Coos County
Parcel No. 1: 15.1 acres for Right of Way
Parcel No. 2: 0.15 acre for an Easement for Approach Road
Amended resolution to change access control language

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY (formerly Portland-Salem Expressway)

L-2689 (R-20998) - George A. Edwards and Alice Ruth Edwards, et al.
Resolution to rescind taking. Property no longer deemed necessary.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

L-2719 (R-20120) - Martin E. Hill and Edna R. Hill, et al.
Resolution to rescind taking. Property no longer deemed necessary.

GRAND AVENUE-UNION AVENUE ONE-WAY COUPLET SECTION OF THE PACIFIC HIGHWAY EAST

L-2871 (R-26871) - Morehouse Holding Company
Multnomah County
Parcel No. 1: 1,797 square feet for Right of Way
Parcel No. 2: 767 square feet for an Easement
Amended resolution designating use of Parcel No. 2 and reducing the area of the taking of Parcel No. 2.

PORTLAND-BONNEVILLE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-26555 - Beatrice A. Maxwell
Right of Way (Multnomah County)
0.56 acre
Amended resolution to change access control language

WILLOWDALE-LYLE GAP UNIT, WILLOWDALE-MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY

L-2744 (R-25853) - J. Lester Horigan, Alma F. Horigan and Henry W. Lever
Right of way (Jefferson County)
44.72 acres (net)
Amended resolution to change access control language

TILLAMOOK-DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY

R-27495 - Joseph Donaldson
Right of Way (Tillamook County)
0.05 acre

PLEASANT HILL-CRESSWELL SECTION OF THE SPRINGFIELD-CRESWELL HIGHWAY

L-2876 (R-26804) - Vernon Chitwood and Hedwig Martha Chitwood
(Lane County)
Parcel No. 1: 5.04 acres (net) for Right of Way
Parcel No. 2: 0.69 acre for a Channel Change Easement
Amended resolution to change access control language

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY

R-27448 - Costello Heirs
Right of Way (Multnomah County)
5,000 square feet

R-27517 - Nick A. Notos and Bertha A. Notos
Right of Way (Multnomah County)
365 square feet

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After carefully considering the proposed condemnations and in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission approved the condemnations by adopting the attached resolutions relative thereto marked Exhibits "K-1" through "K-19", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

In discussing the condemnations the Chief Counsel pointed out that of the 90 condemnations requested 53 are located along the R. H. Baldock Freeway in the Portland area, and he felt that it would be

necessary to take a large number of them to court because of failure to agree with the owners on amounts to be paid. He also pointed out that more condemnations are anticipated because of the necessity of collaborating with the U. S. Bureau of Public Roads in acquisition of right of way. Chairman Reynolds stated that the Commission wishes to keep the number of condemnations at a minimum and inquired if all efforts at negotiations are being made. The Chief Counsel replied in the affirmative.

The Chief Counsel presented and the Commission accepted a report of one condemnation case that was tried during the period of November 1, 1957 to December 5, 1957, in which the details are summarized as follows:

REPORT OF CONDEMNATION CASE TRIED - JANUARY 1 TO DECEMBER 5, 1957

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Anderson, et al R-24791	Lane	Oregon Coast	Florence Douglas County Line	$345.00	Default	Judgment Default $345.00

(For additional details, see Chief Counsel's letter regarding condemnation case tried, dated November 29, 1957, in the General Files).

The Chief Counsel also presented and the Commission accepted a report of cases that have been settled out of court since the last Commission meeting, details of which are summarized below:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Mollner S. A. and Bernice G. R-25438	Clackamas	Mt. Hood	Sandy-Forest Boundary	$185.00	$400.00
Dustan, et al R-25132	Lane	McKenzie	Finn Rock-Elk Creek	$600.00	$900.00
Schofield, et al R-23102	Klamath	The Dalles-California	Klamath Falls West Side Bypass	$425 00	$600.00

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Verdict or Judgment
L-2715	State Highway Comm.	Blue Mountain Mills Co.	Grant	Damages to highway by water leaking from defendant's reservoir	$2,700.00	$1,375.00
R-21199	State Highway Comm.	Gourley, et al	Douglas	Specific performance of option	$100.00	$162.50
L-2742	State Highway Comm.	Favell-Utley Realty Co., et al	Lake	Suit for injunction and damages	(Easement and $1000 payment received and case dismissed previously approved 9-12-57)	

(For additional details see the Chief Counsel's letter regarding report of cases settled, dated November 29, 1957, in the General Files).

In conformity with a resolution adopted by the Commission December 20, 1951, the Chief Counsel presented offers that were tendered for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Portland-Bonneville Section of the Columbia River Highway

R-26555 - Beatrice A. Keeler, et al. 0.56 acre for right of way purposes. Offer of $750.00 approved by Mr. McIver, November 22, 1957.

R-27005 - Alvin Kinney, et ux. 1.35 acres for material source. Offer of $800.00 approved by Mr. McIver, November 12, 1957.

R-27012 - Jean P. Roberts, et al. 0.25 acre for material source. Offer of $100.00 approved by Mr. McIver, November 27, 1957.

R-27155 - George E. Barkdoll, et al. 4.2 acres for right of way purposes. Offer of $3,500.00 approved by Mr. McIver, November 13, 1957.

R-27157 - John E. Erickson, et al. 6.01 acres for right of way purposes. Offer of $6,500.00 approved by Mr. McIver, November 18, 1957.

R-27158 - Russell C. Wilson, et al. 3.44 acres for right of way and acquisition of easement interest. Offer of $5,600.00, approved by Mr. McIver, November 21. 1957.

R-27159 - M. A. Cerruti, et al. 2.9 acres for right of way purposes. Offer of $5,500.00 approved by Mr. McIver, November 21, 1957.

Portland-Bonneville Section of the Columbia River Highway (Cont.)

R-27160 - Charles Richard Knarr, et al. 1.6 acres for right of way purposes. Offer of $1,600.00 approved by Mr. McIver, November 15, 1957.

R-27161 - William Wallace Spence, et al. 0.44 acre for right of way purposes. Offer of $440.00 approved by Mr. McIver, November 21, 1957.

R-27162 - Chas. L. Abbott. 2.4 acres for right of way purposes. Offer of $5,400.00 approved by Mr. McIver, November 26, 1957.

R-27163 - Theodore J. Schulte, et al. 0.25 acre for right of way purposes. Offer of $450.00 approved by Mr. McIver, November 27, 1957.

R-27175 - Frank H. Reed, et ux. Acquisition of easement interest Offer of $12,200.00 approved by Mr. McIver, November 14, 1957.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-26515 - Archdiocese of Portland in Oregon. 0.33 acre for right of way purposes. Offer of $2,600.00 approved by Mr. McIver, November 27, 1957.

R-26516 - Ray H. Franck, et al. 0.17 acre for right of way purposes. Offer of $4,600.00 approved by Mr. McIver, November 13, 1957.

R-26517 - Vergil D. Brannock, et ux. 0.20 acre for right of way purposes. Offer of $4,600.00 approved by Mr. McIver, November 4, 1957.

R-26519 - Margaret Young and Benjamin Yantti. 0.58 acre for right of way purposes. Offer of $6,100.00 approved by Mr. McIver, November 27, 1957.

R-26525 - Grace E. Priest, et al. 0.13 acre for right of way purposes. Offer of $5,060.00 approved by Mr. McIver, November 18, 1957.

R-26534 - Lucile Davidge, et al. 0.23 acre for right of way purposes and 0.01 acre for excess taking. Offer of $1,700.00 approved by Mr. McIver, November 27, 1957.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-22520 - Laura A. Moore, et al. 6,200 square feet for right of way purposes. Offer of $450.00 approved by Mr. McIver, November 14, 1957.

R-23681 - Theodore F. Wauters, et ux. 31,750 square feet for right of way purposes. Offer of $9,680.00 approved by Mr. McIver, November 20, 1957.

R-26479 - Eldon O. Urbigkeit. 6,425 square feet for right of way purposes. Offer of $710.00 approved by Mr. McIver, November 21, 1957.

R-26998 - James O. Chappell, et ux. 150 square feet for right of way purposes. Offer of $300.00 approved by Mr. McIver, November 12, 1957.

Klamath Falls-Green Springs Highway Junction Section of The Dalles-California Highway

R-26792 - Hazel N. Gass. 2.38 acres for right of way purposes. Offer of $40,000 approved by Mr. Reynolds, November 12, 1957.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26098 - E. R. Stillwell, et al. 8.1 acres for right of way purposes and 4.4 acres for Excess Taking. Offer of $625.00 approved by Mr. McIver, November 14, 1957.

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East)

R-25458 - W. C. Cooper, et ux. 0.7 acre for right of way purposes. Offer of $4,845.00 approved by Mr. McIver, November 8, 1957.

Portland-Bonneville Section of the Columbia River Highway

R-26348 - Troutdale Farms, Inc. 4.6 acres for material source, $690.00

R-27496 - Troutdale Farms, Inc. 16.4 acres for material source, $2,460.00

The Commission accepted a report submitted by the Chief Counsel concerning matters that have been before the Public Utilities Commissioner in which the State has been made a party, summarized as follows:

PUX 232: South Sixth Street Crossing Signals at intersections with the tracks of Southern Pacific Company in the city of Corvallis. The only crossing in which the Highway Commission has any interest is Western Avenue or "A" Street. The order denied the application as to three of the city streets and ordered further studies with reference to the crossing at Western Avenue or "A" Street, which is the route of the Corvallis-Newport Highway.

PUX 234: Southern Pacific Train Speeds within the limits of the city of Medford. It was ordered that train speeds at Main Street and 8th Street be fixed at a maximum of 15 miles per hour.

PUX 240: Overcrossings of the Tallman Branch of Southern Pacific Company in Linn County. This matter arose upon application of the State Highway Commission for construction of two overcrossing structures on the revised location of the Pacific Highway. The order authorized construction in accordance with the petition.

PUX 241: Crossings of the Woodburn-Springfield Branch of the Southern Pacific Company in Linn County. This matter arose upon application

of the Highway Commission for construction of two overcrossing structures on the revised location of the Pacific Highway. The order authorized construction in accordance with the petition.

PUX 242: Crossings of the Woodburn-Springfield Branch of Southern Pacific Company in Lane County. This matter arose upon application of the Highway Commission for construction of two overcrossing structures on the revised location of the Pacific Highway. The order authorized construction of the structures in accordance with the petition.

PUX 248: County Road Grade Crossing of the tracks of Southern Pacific Company near Oakland in Douglas County. This matter arose upon the application of Douglas County and the order authorizes construction of the grade crossing.

PUX 249: McKinley Street Grade Crossing by tracks of Southern Pacific Company in Eugene. This matter arose upon application of Southern Pacific Company and the order authorizes construction in accordance with the petition.

A report was submitted by the Chief Counsel concerning a compromised claim against Richard Devereux, CAO-57-7. The Chief Counsel reported that on December 20, 1956, Mr. Devereux damaged a curb and right-of-way fence at M. P. 232.5 on the Oregon Coast Highway, in the amount of $256.84. The Oregon Automobile Insurance Company, insurer of Mr. Devereux, denied the claim. It appears that in the event of a trial there would be a conflict of testimony as to where signs and flagmen were located, and in view of the difficulty of proof of liability and the expense of the trial, he recommended approval of a compromise settlement in the sum of $128.42. The Commission approved settlement as recommended.

A written report on abandonment of claims was presented by the Chief Counsel. He pointed out that it had been deemed expedient to abandon the claims because in some instances the defendants either had left the State or could not be located, and because of lack of witnesses and insufficient evidence to properly prosecute the cases. With the exception of State Motors case all of them involve relatively minor amounts. In the State Motors case it appears that the license number reported as belonging to State Motors had been stolen a few days prior to the accident. He recommended that the following claims be abandoned:

1. CAO-57-197: State Motors, 517 E. 4th, Olympia - $600.00
2. CAO-57-158: Benjamin T. Chacon, King Avenue, Route 1 Ontario - $10.00
3. CAO-57-182: E. G. Huston, Portland - $29.29
4. CAO-57-202: Wallace W. Hockema, 105 Tripp Street, Medford - $239.14
5. CAO-57-9: Lewis O. Petrie - $95.49

6. CAO-57-48: Lyle M. Modin, Newport - $50.25

7. CAO-57-88: Leslie Moug - $7.43

8. CAO-57-152: June Kinsey, 660 E Street, Salem - $49.80

The Commission approved abandonment of the claims as reported. (For additional details, see the Chief Counsel's letter regarding abandoned claims, dated November 25, 1957, in the General Files).

The Chief Counsel requested authority to dismiss court action against Oscar W. Francis. Jr. He explained that the institution of suit was based upon a collision with Johnson Creek Bridge at the intersection of 82nd and S. E. Harney Street in Portland, causing damages in the amount of $399.16. Complaint was filed on October 15, 1956, and numerous attempts have been made to serve the defendant, with no results, and it appears that the defendant has left the State. Chairman Reynolds inquired if all possible reasonable means had been used to locate the defendant. The Chief Counsel replied that diligent efforts had been made, without success. He also remarked that his office had been successful in collecting approximately $40,000 in claims filed against others. The Commission approved dismissal of the case against Mr. Francis without prejudices and without costs, however, ordered the case revived if Mr. Francis returns to the state.

Attention was given by the Commission to a report from the Chief Counsel concerning a suit filed by Alderman Trucking Company against the State Highway Commission and several of its employees. The Chief Counsel explained that the case was filed in the Marion County Circuit Court on November 19, 1957. The Alderman Trucking Company alleges that defendants placed a truck crosswise of the eastbound lane on Highway 222, without flagmen. The Chief Counsel advised that Mr. L. V. Nuttman, an attorney on his staff, made a personal investigation of the accident and it was his feeling that the State has a very good case. Chairman Reynolds stated that the Commission wants to be sure that the State is not at fault for the sake of good public relations. The Commission accepted the report.

Consideration was given to a claim submitted by J. C. Anderson for damages to his service station property at 37th and N. E. Sandy Boulevard in Portland. The Chief Counsel explained that the State in acquiring a portion of the property by condemnation also purchased a leasehold interest in the remaining property for use as a detour to the Banfield Expressway. While the detour was in use considerable damage was done to Mr. Anderson's gas pump, toilet building and service station building. Mr. Anderson, he added, originally made claim for the sum or $2,200 to restore the premises. Following an investigation and after further consultation with Mr. Anderson he agreed to accept the sum of $800 in payment in full for all of the damage that occurred, and he also agreed to furnish a release from future claims. The Chief Counsel pointed out that there was no disputing that damage had been done, and that the State had been unable to obtain facts which would constitute a clear defense to the claim. He recommended that the compromise settlement be approved. The Commission approved the settlement as recommended.

The Chief Counsel requested authority to dismiss three pending condemnation cases, one of which is the case against Byrthae M. Bennett, et al., File L-2704, on the Judkins Point-Goshen Section of the Pacific Highway, in connection with which it has been determined that all of the defendant's property should be acquired rather than a part of it as stipulated in the original condemnation proceedings. He recommended that the pending condemnation case be dismissed and that an attempt be made to negotiate for the entire property, and if such negotiations fail, that a new condemnation complaint be filed. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked Exhibit "K-7" which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Another case is that against George A. Edwards, File L-2689, for property on Harbor Drive-Barber Boulevard Section of the Portland-Salem Expressway. In this case it has been determined, because of changes in construction plans, that the property is not required. The Chief Counsel recommended in view thereof, that the condemnation case be dismissed. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked Exhibit "K-12", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The third case is that against Martin E. Hill, File L-2719, for property on the Judkins Point-Goshen Section of the Pacific Highway. The Chief Counsel explained that it is not necessary to acquire the property due to a change in drainage plans. He recommended, therefore, that the condemnation case be dismissed. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked Exhibit "K-13", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission approved the Chief Counsel's request for authority to institute legal proceedings to collect damage claims as follows:

CAO 57-50, Horace B. Whetstone, for damage to the bulkhead protecting the southwest gate on the west approach to the Steel Bridge on the Pacific Highway West, in the amount of $106.62.

CAO 57-41, Charles F. Thiele, for damage to state highway equipment No. 56-214 on the McKenzie Highway, six miles east of Springfield, in the amount of $122.08.

Both of these cases, the Chief Counsel added, have been personally investigated by Mr. L. V. Nuttman, a member of his staff, who advises that they are legitimate claims against the defendants.

An oral report was rendered by the Chief Counsel on three pending cases against the state. The Coos Bay Oyster Cooperative, he stated, has filed another suit against the state. The court, he said, has approved the State's demurrer so that individual suits will now have to be instituted.

Concerning the Mitchell flood cases, he stated that a proposed settlement had been received from the plaintiffs attorney but in view of the publicity on the two cases which are now underway or soon will be underway, it was his thought that no action should be taken on the proposed settlement until these other two cases have been settled. The Commission approved his suggestion.

The third case, he said, is that known as the "Stumbo Case" concerning property valued by the square inch on the Pacific Highway in Douglas County which case is to be tried in January, 1958.

The Engineer reported that under authority previously granted him by the Commission, he has awarded contracts referred to him to award when certain conditions have been satisfied. These conditions, he said, have been met and the following contracts have been awarded:

(1) Widening overcrossings of Silverton Branch and Main Line SPRR on the Salem By-pass Section of Pacific Highway, Marion County. Bids received October 31, 1957. Contract awarded November 7, 1957, to Tom Lillebo Construction Company, Reedsport, low bidder.

(2) Grading and construction of two reinforced concrete deck-girder bridges over Knowles Creek on East Unit, Knowles Creek Section of Mapleton-Richardson County Road, Lane County. Bids received October 31, 1957. Contract awarded November 7, 1957, to Durbin Brothers, Eugene, low bidder.

(3) Channel Change and construction of a span bridge of precast concrete sections on treated pile trestle on Thomas Creek Bridge Section of Klamath Falls-Lakeview Highway, Lake County. Bids received October 31, 1957. Contract awarded November 8, 1957, to Inter City Sand & Gravel Company, Inc., Eugene, low bidder.

(4) Grading and oiling and construction of one reinforced concrete bridge on Moro Junction-Monkland Section of Monkland County Road, Sherman County. Bids received October 31, 1957. Contract awarded November 8, 1957, to Greene & Buick, Inc., Salem, low bidder.

(5) Grading on Beaver Lookout-Bullards Bridge Section of Oregon Coast Highway, Coos County. Bids received October 3, 1957, and accepted October 31, 1957. Contract awarded November 15, 1957, to C. R. O'Neil, Myrtle Creek, low bidder.

The Commission confirmed the award of contracts as reported.

The Engineer requested confirmation of his action in placing a

25-mile speed zone on Barbur Boulevard from M.P. 4.90 to M.P. 5.30, and a 20-mile-per-hour speed zone from M. P. 6.08 to M. P. 6.50 in the City of Portland. In constructing the Baldock Freeway, he explained, interchange structures are being erected at Capitol Highway and S. W. 19th Avenue to carry traffic under Barbur Boulevard. These projects require detours and it is advisable that speed on Barbur Boulevard be reduced until the structures are complete and traffic can move normally. The Commission confirmed his action.

A tabulation was presented by the Engineer showing the high bids received in Salem on November 25 for the sale of used equipment and scrap materials located at Salem, Klamath Falls, and Coquille. He pointed out that all bids were rejected on five items where the bids were considered too low but that all other items were sold to the high bidder in each instance as shown on the tabulation. The total amount of high bids, he added, was $22,178.27, whereas the estimated value of the material was $18,248.50. The Commission approved the sales as presented.

The Engineer presented a written resume of a public hearing that was held in Klamath Falls on October 17, 1957, concerning the proposed West Side Klamath Falls By-pass route for US 97. He reported that there were approximately 75 persons in attendance at the meeting, of whom about 15 opposed the proposed by-pass and about 60 favored it. Those favoring the project were mainly the more prominent people of Klamath Falls, including the present and past mayors, city councilmen, chief of police, and a number of business property owners. Those opposing the by-pass were mainly people who reside or own property in the vicinity of the by-pass, and their main concern was on three items: noise, possible hazards, and possibility of depreciation of their property values. It was his opinion that sentiment at the hearing was preponderantly in favor of constructing the by-pass as it is now planned and he therefore recommended that the Commission confirm the action taken on January 18, 1955, adopting the survey for this project (Survey Resolution #113) and approve for immediate construction the West Side By-pass route southerly from the northerly junction with existing US 97 near the north corporate limits of Klamath Falls to the intersection with Main Street at Link River in Klamath Falls. The Commission accepted the report and the Engineer's recommendation. (For further details concerning the hearing, see the resume mentioned by the Engineer and the court reporter's verbatim transcript in the General Files in Salem.)

A written resume was also presented by the Engineer concerning a public hearing that was held in Brookings on October 23, 1957, concerning the proposed relocation of the Oregon Coast Highway between Gold Beach and Brookings. He pointed out that the hearing in Brookings was conducted by the Deputy State Highway Engineer, Mr. Forrest Cooper, and that only nine people, other than highway personnel, were present. None of those present objected to the proposed relocation and their main purpose in attending the hearing appeared to be the securing of information relative to access to the highway, how their individual properties might be affected, and other personal matters. Inasmuch as there was no opposition to the proposed relocation, he recommended that the Commission approve the

survey on the Myers Creek-Brookings Section, which extends from a point a short distance north of Pistol River to Brookings. The Commission accepted the report on the hearing and thereupon approved the survey of the Myers Creek-Brookings Section of the Oregon Coast Highway by adopting the attached resolution thereto marked Exhibit "O" which resolution by this reference is made a part hereof with like effect as though extended in full herein (For further details concerning the Brookings hearing, see transcript in the General Files in Salem. The hearing was recorded on a dictaphone recording machine and later transcribed.)

The Commission considered an agreement with Lane County whereby the County agrees to furnish the state without charge, 10,000 cubic yards of rock from a mutually acceptable source in exchange for property owned by the state adjacent to the Willamette River a short distance down stream from the Springfield bridge on the McKenzie Highway. The Engineer pointed out that the Willamalane Park and Recreation District is very desirous of securing the property for park purposes. He stated that the State will suffer no loss in the exchange of properties and he recommended that the agreement be approved. The Commission approved the agreement by adopting the attached resolution relative thereto marked Exhibit "H" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A report was presented by the Engineer concerning items of unfinished business appearing on the Secretary's Summary dated November 1, 1957, summarized as follows:

1. Request of Heppner-Morrow Chamber of Commerce that a state park be developed on Route 207 at confluence of Chapin and Rock Creeks approximately 25 miles south of Heppner: The Parks Superintendent stated that his investigation of this matter is not yet complete. The Commission ordered the item retained on the list of unfinished business.

2. Request of the Department of Motor Vehicles and the State Police that the Highway Department finance construction of buildings near the State Highway Shops in Salem: The Engineer reported that there has been a change in thinking by those who desire to construct the building and it now appears that housing for the Department of Motor Vehicles is desired within the limits of the Capitol Mall in Salem. There still remains the possibility that the request for construction of a State Police Building near the Salem Shops may be repeated but he recommended that the item be deleted from the list of unfinished business and that it be considered as new business should it again arise. The Commission ordered the item removed from the list of unfinished business.

3. Request of Seaside City Council that construction of Roosevelt Drive as a route for US101 in Seaside be expedited: The Engineer reported that Commissioner Chessman and he contacted Seaside City officials concerning construction of a 2-lane facility on Roosevelt Drive. The City officials, he said were pleased with the proposal and have passed the necessary ordinance pertaining to its construction. City officials, he continued, did not feel that a hearing would be necessary, but under the law it is necessary that notice be given. Funds for construction of the project are available in reserves for Division No. 2. It was his opinion that 1960 federal funds might be available by July, 1958, but there is a possibility

that such funds may not be available until December, 1958. He recommended that the route be approved although the survey is not yet complete. Commissioner Chessman moved that the Roosevelt Drive route be approved for 2-lane construction in 1958, using reserve monies available. Commissioner McIver seconded the motion and it was declared unanimous by Chairman Reynolds. The Secretary was instructed to inform the City of the Commission's plan for this project in conformity with legal requirements.

4. Request of Jack Flaucher to close the Depoe Bay concession building during the winter months except on weekends: Action on this item was deferred until Mr. Flaucher's appearance before the Commission on the following day. The item was ordered deleted from the list of unfinished business. (See additional entry ahead).

5. Offer of Mr. A. West Johnson, Eugene, to deed 140 acres of land at Hug Point for State park purposes subject to certain conditions: The Parks Superintendent advised that his report on this matter is not yet ready. The item was ordered retained on the list of unfinished business.

6. Renewal of rental agreements for use of privately owned buildings by the Department of Motor Vehicles throughout the State: The Engineer stated that as previously instructed, he had made a study of all these offices in the State pertaining to cost of construction, maintenance, and other pertinent matters. He pointed out that the State is paying an average of 18 cents to 20 cents per square foot per month for rental of these buildings which comes out of the highway fund. He called attention to the building which had been constructed by the State in Eugene, in which the rental is 11.8 cents per square foot per month and which rate will amortize the cost of the building in 20 years. It was his opinion that on the 40 buildings which are used by the Department of Motor Vehicles it would be possible through State construction and ownership, to save $2,000 per month in rentals and at the same time amortize the cost of the buildings in 20 years. He pointed out that the existing leases for use of these buildings begin to expire in 1960. The Commission took no action on the matter at this time. The item was ordered deleted from the list of unfinished business.

7. Statement of action taken and the policy of the Commission regarding operation of the new Interstate Bridge between Portland and Vancouver, Washington, as a toll-free facility: The Commission confirmed the resolution that was adopted at the previous meeting and ordered the item removed from the list of unfinished business.

8. US 99W By-pass route south of McMinnville: The Engineer exhibited a map showing the proposed route and pointed out the sections already constructed, sections proposed for construction, and the section on which right-of-way is yet to be acquired. The question at this time, he stated, is whether or not the right-of-way should be acquired now. He felt that the matter could be approached from two angles; one would be to make a survey, program the work, acquire the right-of-way and construct as a federal project within 5 years. The alternative would be to perform the work, including the acquisition of right-of-way, with State funds whenever such monies are available. Commissioner McIver called attention to the extremely

heavy traffic on US 99W during the summer months which frequently exceeds 15,000 vehicles per day on weekends. It was his feeling that the right-of-way should be acquired now as a step to relieve traffic congestion in McMinnville and while the land is still undeveloped. After some further discussion, the Commission authorized the Engineer to make a survey of the route, purchase right-of-way when the survey has been approved, with the plan of starting actual construction within five years as a Federal Aid project. The Commission also ordered that notification of the plan be given to the City to satisfy the legal requirements. This item is to be deleted from the list of unfinished business.

9. Request of School District No. 552C, Linn County, for construction of a grade separation structure at the crossing of the Southern Pacific Railroad tracks on the Halsey-Sweet Home Secondary Highway between Halsey and Bonneville: The Engineer reported that his report on this subject is not yet complete but the investigation indicates that the structure may be unwarranted. The item is to remain on the list of unfinished business pending a report at the next meeting.

10. Proposed exchange of roads with Umatilla County: The Engineer stated that an agreement has been consummated with Umatilla County providing for the exchange of roads as authorized at the last Commission meeting. The agreement provides that Umatilla County shall take over and maintain as a county road the Stanfield-Pendleton Highway No. 337 from its junction with US30 near Stanfield easterly to a junction with US30 in Pendleton. In exchange the state is to take over as a state secondary highway the North and South Mission Roads, to be known as Umatilla-Mission Secondary Highway No. 331, extending southerly from a junction with the Oregon-Washington Highway northeast of Pendleton through the town of Mission to a junction with US30 south and east of Pendleton, The Commission approved the agreement and to facilitate the exchange of highways adopted two resolutions relative thereto marked Exhibits "D-1" and "D-2" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

11. Proposed Interstate highway extending from a junction with US 10 at Ellensburg, Washington, to a junction with US30 at Pendleton, Oregon: The Engineer stated that an inquiry has been received from the U. S. Bureau of Public Roads as to when the Oregon Highway Commission might take action on approval of this route. He suggested that action on this matter be deferred until more information has been secured on the subject. Chairman Reynolds stated that in talking with Mr. Tallamy in Chicago recently, it appeared that there is no reason to hurry the matter. As a result of the discussion that followed the Commission instructed the Engineer to make a thorough economic study of the project and to render a report at the next meeting on the effect of the proposed highway on the State of Oregon. In the discussion of this matter Commissioner Chessman inquired if use of the Umatilla Bridge across the Columbia River had been discussed as a crossing for the proposed highway. The Engineer replied that Mr. Tallamy is of the opinion that the bridge can be used as a temporary part of the highway for a considerable number of years. He also remarked that federal officials had requested the State of Oregon to furnish a schedule of proposed construction

on the Interstate System. It was his thought that if the States propose not to construct the Ellensburg to Pendleton highway for 10 or 15 years, the possibility exists that it may not be placed on the Interstate System. Chairman Reynolds commented that Mr. Tallamy also pointed out that in approving interstate highways, it was not intended to hurt the economy of any section of the country. It was his feeling that construction of the proposed highway would be several years in the future, possibly 10 years or more. This item is to remain on the list of unfinished business.

12. Designation as a Group 1 Highway of the highway between LaGrande, Oregon, and Lewiston, Idaho: The Engineer stated that his report on this subject is not yet complete but will be presented at the next Commission meeting. The item is to remain on the list of unfinished business.

13. Request of U. S. Highway 20 Association for improvement of the Santiam Highway between Lebanon and Sodaville: Investigation in this matter, the Engineer stated, is not yet complete, but a report will be presented at the next meeting. The item is to remain on the list of unfinished business.

The Engineer reported that he has given careful consideration to the appointment of a successor to Mr. W. W. Stiffler, Assistant State Highway Engineer whose resignation becomes effective January 1, 1958, and in his estimation there are three Engineers in the Highway Department who are well qualified and capable of filling this position viz: P. M. Stephenson, Bridge Engineer; Tom Edwards, Construction Engineer; and R. L. Porter, Right of Way Engineer. He recommended the appointment of P. M. Stephenson. After discussion motion was made by Commissioner McIver that Mr. Stephenson be appointed as Assistant State Highway Engineer to succeed Mr. Stiffler, effective January 1, 1958. Commissioner Chessman seconded the motion and it was declared unanimous by Chairman Reynolds. The Commission thereupon unanimously adopted a resolution appointing Mr. Stephenson as Assistant State Highway Engineer, which resolution marked Exhibit "I", is attached hereto and by this reference is made a part hereof, with like effect as though extended in full herein. Mr Stephenson was called into the session and advised of his appointment. He responded with a few appropriate words of thanks.

Consideration was given by the Commission to a request from the City of Stanfield for construction of a sidewalk on Stage Gulch Bridge on the Umatilla-Stanfield Highway within the City. The Engineer reported that a traffic engineering investigation revealed a low volume of vehicular traffic on the bridge as well as the low pedestrian volume. He recommended that the request be denied. The Commission accepted his recommendation.

The Commission gave attention to a resolution adopted by the Salem City Council requesting aid in widening State Street between 12th Street and the east city limits of Salem. The Engineer pointed out that State Street is the designated route of the Silver Creek Falls and North Santiam Highways. The average daily traffic on this street at 17th Street, he said, is 12,000 vehicles and at the east city limits the volume is 9,000 vehicles. At peak

hours, 8:00 a.m. and 5:00 p.m., traffic congestion is very bad and the present two-lane street is totally inadequate. He recalled that the widening had been the subject of numerous conferences during the past four or five years but until now the City has not had funds to cooperate; however, the City now states by its resolution that it will pay 25 per cent of the total cost, which he estimated at $100,000, which means that the City would contribute $25,000 as its share and the State would pay $75,000. He recommended approval of the project on such basis, the State's share to be paid with funds from the urban reserve in Division 2 in the one-year program adopted October 31, 1957. The Commission approved the project as recommended.

The Commission discussed with the Engineer letters from the Coos County Court and others, requesting improvement of the Coos Bay-Roseburg Highway between Rink Creek and the junction with US99 near Roseburg. The Engineer recited briefly a summary of expenditures made in Coos County during the past five years and exhibited a map showing statewide expenditures of highway funds by divisions. He pointed out that no substantial amount of funds is available for development of the Coos Bay-Roseburg Highway until 1959 at the earliest unless money is diverted from the Oregon Coast Highway. The matter was discussed at considerable length from various standpoints but the Commission decided to take no action until listening to the delegation from Coos County that was scheduled to appear before the Commission on the following day.

(The delegation was informed that the Commission recognizes the need for improvement of the Coos Bay-Roseburg Highway but has no funds available to finance the work in 1958. However, a careful review will be made as to funds that may be available in 1959 or later.) (See additional entry ahead).

Consideration was given to an offer from the Deschutes County Court for a cooperative project to improve a 0.6 mile section of a county road near Lapine. This road, the Engineer explained, extends easterly from the town of Lapine and is known as the old Shevlin Road. The State Highway Department uses the road in hauling cinders from Finley Butte to a stock-pile site near Lapine for winter sanding purposes. Considerable complaint has been raised by residents along the road because of the dust nuisance, and the County has proposed to prepare the base, install culverts and construct an oil-mat surface, estimated to cost $2,688.00 provided the State will bear 50 per cent of the cost of the oil mat which would be about $1,344.00. In view of the considerable use made of the road by State Highway Department equipment, he recommended that the State cooperate on the basis offered by the County. The Commission approved the project as presented.

The Commission discussed a program for the 1958 special city allotment funds amounting to $250,000. The Engineer presented a list of projects with his recommendation. He explained the manner in which allocations are determined, pointing out that all projects recommended meet legal requirements as to excessive wear caused by increases in population in the area or heavy and unusual industrial traffic. He advised that sixty-

three applications were received but only fifteen were approved. A considerable number of the rejected applications, he continued, were projects for outright improvement of city streets rather than to take care of unusual traffic or population. In instances where priorities between towns appeared equal, preference was given to the town or city not having had a previous project. He recommended and the Commission approved the following city projects:

Application Number	City	Division	1958 FUND Estimated Cost State	Total	City
2	Gladstone	I	$ 20,000	$ 24,900	$ 4,900
4	Powers	III	18,500	18,500	---
12	Ontario	V	20,000	29,900	9,900
15	Hermiston	V	20,000	23,950	3,950
18	Heppner	V	20,000	21,600	1,600
21	Willamina	II	10,600	10,600	---
26	Union	V	16,200	16,200	---
32	Sheridan	II	20,000	20,000	---
34	Coquille	III	16,800	16,800	---
37	Carlton	I	15,800	17,800	2,000
38	Condon	V	15,300	15,300	---
43	Haines	V	16,000	16,000	---
54	Athena	V	20,000	21,500	1,500
55	Monmouth	II	20,000	21,600	1,600
57	Chiloquin	IV	15,800	15,800	---
15	Recommended for Approval.....		$265,000	$ 290,450	$ 25,450
	Estimated Transfer from 1957 Fund		10,000		
	Estimated Total 1958 Fund.....		$275,000		

NOTE: After actual costs have been determined, all State costs in excess of $250,000 will be transferred to the 1959 fund. (For details of the respective projects see copy of approved program in General Files)

A request from the City of Silverton was considered for installation of a flashing beacon at the intersection of Main and Water Streets in Silverton. Water Street, the Engineer commented, is the route of the Silver Creek Falls State Secondary Highway. Investigation disclosed that difficulty is being experienced at this intersection in that some drivers from Water Street fail to stop before entering. It was his belief that conditions could be improved by the installation of a flashing beacon that would flash red on all four approaches. The installation cost he estimated at $600 and he recommended approval of the installation with the cost to be borne entirely by the State provided the City of Silverton will maintain the beacon and pay for electrical energy used in its operation. The Commission approved the project on such basis.

The Commission gave attention to a request from the City of Salem for installation of traffic signals at six street intersections in Salem. Investigation indicates, the Engineer stated, that signals are warranted at the six intersections, two of which invclve a state highway; one being at Chemeketa and 12th Street and the other at Court and 12th Street. The other four are entirely on city streets. He recommended that the signals be installed in accord with previously established policy, by which the State and the City share equally in the cost of installing signals at the two intersections on the state highway, (12th Street), and the City to pay the entire cost of signals at the other four intersections. He estimated the State's share at $5,440 and the City's share at $27,200. The Commission approved the signal installations as recommended. The arrangement is to be covered by an appropriate agreement with the City and with the understanding that the City shall maintain all of the signals and provide electrical energy to operate them at no expense to the State.

The Commission considered the installation of an interconnected progressive signal system on the Tualatin Valley Highway in the City of Forest Grove. The Engineer reported that in development of the one-way couplet on Pacific Avenue and 19th Avenue it has been considered advisable to install such interconnected signal system including the following intersections:

Pacific Avenue and Hawthorne Street

Pacific Avenue and Elm Street

Pacific Avenue and Cedar Street

Pacific Avenue and College Way

19th Avenue and Main Street

19th Avenue and Cedar Street

19th Avenue and Elm Street

19th Avenue and Hawthorne Street

19th Avenue and "B" Street (flashing beacon)

He estimated the total cost of the project at $36,000 and advised that the City has agreed to pay one-half the expense. The Commission approved the project which is to be covered by an appropriate agreement to include provision that the City shall assume the costs to maintain the signals and to furnish electrical energy to operate them at no cost to the State.

A request from the City of Eugene for installation of traffic signals on the Pacific Highway couplet (6th Street and 7th Street) at Lincoln Street was considered by the Commission. A traffic engineering investigation, the Engineer stated, indicates that the signals are warranted. He therefore recommended that the State enter into a cooperative agreement with the City

of Eugene under which the City agrees to pay one-half the estimated cost of $8,000 for installation of the signals, and also agrees to maintain the signals and furnish electrical energy for their operation. The Commission approved the installation on such basis.

Attention was given to an agreement with the U. S. Bureau of Public Roads concerning a map to be used jointly by the Bureau and the State for a study of possible future highway revisions between Otis Junction and the Siletz River on the Oregon Coast Highway. The Engineer stated that the map has been completed at a cost slightly in excess of $2,000, and he recommended that the cost be shared equally by the Bureau of Public Roads and the State Highway Department. The Commission approved the agreement.

The Commission discussed a request from the Tigard Chamber of Commerce for improvement of two sections of the Beaverton-Wilsonville Secondary Highway to eliminate hazards. The first of these sections, the Engineer stated, extends from US99W in Tigard southerly a distance of approximately 1,400 feet to Hunziker Road. The other section, approximately 1,200 feet in length, is in the vicinity of Bonita Road, about a mile south of Tigard. Both sections are badly in need of improvement as the roadway is only 18 feet wide and has narrow shoulders and poor vertical alignment. He recommended that these two units be contracted in 1958 at an estimated cost of $80,000 if funds are available to finance them. The Commission approved the project as presented. (See also delegation on December 6, 1957).

The Commission considered and upon recommendation of the Engineer granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. C. R. O'Neil, Contract No. 4845, for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time of 25 workdays. The Commission approved an extension of 19 workdays.

2. Valley Construction Company, Contract No. 4885, for Mohawk River Bridge construction on the Eugene-Marcola Highway in Lane County, requested an extension of time of 53 workdays. Approved as requested.

3. Inland Construction Company, Contract No. 4640, for grading and paving the Rooster Rock Park Interchange Section of the Columbia River Highway in Multnomah County, requested an extension of time from September 30, 1956 to October 3, 1957. Approved as requested.

4. Fred H. Slate Company, Oregon Ltd., and E. C. Hall Company, Contract No. 4657, for construction of two undercrossing structures, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, requested an extension of time from August 15, 1957 to October 31, 1957. Approved as requested.

5. Rochat Electric, Contract No. 4952, for traffic signals and highway illumination at Tigard on the Pacific Highway West in Washington County, requested an extension of time of 18 workdays. Approved as requested.

6. Tom Lillebo, Contract No. 4652, for Yaquina River Bridge construction on the Toledo-Elk City Highway in Lincoln County, requested an extension of time October 31, 1957 to July 15, 1958. Approved as requested.

7. Greene & Buick, Inc., Contract No. 4720, for grading and oiling the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County, requested an extension of time from September 15, 1956 to October 25, 1957. Approved as requested.

8. Gibbons & Reed Company, Contract No. 4587, for grading the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson County Road in Lane County, requested an extension of time from July 31, 1957 to November 30, 1957. Approved to November 8, 1957, the actual completion date.

9. Parker-Schram Company, Contract No. 4032, for structure, grading and paving on the Barbur Boulevard Junction Unit of West Portland-Hubbard (Portland-Salem Expressway) in Multnomah County, requested an extension of time from August 31, 1954 to November 30, 1955. Approved as requested.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's Office.

The Engineer reported that contract Nos. 4032, 4504, 4536, 4587, 4657, 4673, 4701, 4720, 4762, 4766, 4808, 4810, 4823, 4835, 4851, 4854, 4864, 4890, 4916, 4920, 4951, 4955, 4963, 4970, 4974, 4976, 4990, 4994, 5008, 5010, 5014, 5035, 5036, 5039, for highway construction have been completed according to the requirements of the contracts or modifications hereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that a hazardous condition exists on the Pacific Highway south of Roseburg at the northerly end of the Roberts Mountain Section, where there is a 1.74 mile section of two-lane pavement, adjoined at either end by four-lane sections. This condition, he said, has created a bad accident pattern, and he recommended that the section be widened to four lanes at an estimated cost of $450,000. The Commission approved the

project for construction in 1958.

The Engineer presented plans of certain cities and towns for expenditure of State Tax Street Fund allocations which accrued to them during 1956 and the first six-month period of 1957 and recommended approval of the same. The Commission approved the plans as presented and thereupon adopted the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given by the Commission to a request from the Principal of Mari-Linn School, Lyons, Oregon, that the existing 25 miles per hour speed zone on the Mehama-Mill City Highway in the community of Lyons be extended past their school. The Engineer stated that an investigation had been made and from the facts disclosed it is his recommendation that a 45 mile-per-hour speed zone be established on the Mill City-Mehama Highway between the south end of the North Santiam River Bridge, at M.P. 0.24, and a point of 0.11 mile north of the junction of the Albany-Lyons Highway No. 211, at M. P. 1.08, except that between a point of 0.12 mile north of the Mari-Linn School, and a point 0.13 mile south of the Mari-Linn School, the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted his recommendation by adoption of the attached resolution relative thereto marked Exhibit "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Also considered was a request from George Alexander of Salem for an investigation of traffic hazards on the Scholls Highway between Raleigh Hills and Progress. An investigation was made by the Traffic Engineer, the Engineer stated, and based on the conditions that were found it is his recommendation that a 45 miles-per-hour speed zone be established on the Scholls Secondary Highway, No. 143, between Progress, at M.P. 9.60, and Raleigh Hills, at M.P. 12.40, except that the indicated speed shall be 20 miles per hour during the hours of school crossings at the following locations: (1) between a point 50 feet north of S. W. Eagle Lane and a point 0.13 mile south of Denny Road; (2) between a point 150 feet east of Laurelwood Drive and a point 0.11 mile east of Montclair Street. The Commission approved his recommendation by adopting the attached resolution relative thereto marked Exhibit "J-2" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Engineer advised that the investigation disclosed that a hazardous situation was created by reason of the fact that patrons of the Portland Golf Club park their cars on the highway shoulders near the mid-point of the section concerned. This condition, he said, restricts sight distance for vehicles entering the highway from the golf club and restricts the maneuvering room of vehicles traveling on the highway. As the golf club has provided ample off-street parking space, he recommended that shoulder parking be prohibited on the Scholls Secondary Highway No. 143 in the vicinity of the Portland Golf Club between a point 0.15 mile north of S. W. 86th Avenue, at M.P. 11.41, and the

junction with the old Scholls Ferry Road, at M.P. 11.57. The Commission approved the recommendation by adopting the attached resolution relative thereto marked Exhibit "J-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Department of State Police through Sergeant John C. Williams of the Astoria office, has called to his attention the need to correct traffic difficulties at the junction of the Oregon Coast and Sunset Highways at Cannon Beach Junction. This matter, he stated, was investigated by the Traffic Engineer and from the facts disclosed it is his recommendation that a 45 miles per-hour speed zone be established on the Oregon Coast Highway between a point 0.24 miles northerly from the Sunset Highway, at M.P. 24.72, and the Sunset Highway Junction at M.P. 24.96. The Commission approved such speed zone designation by adopting the attached resolution relative thereto marked Exhibit "J-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also recommended the establishment of a 45 miles-per-hour speed zone on the Sunset Highway from its junction with the Oregon Coast Highway at M.P. 0.00 to a point 0.10 mile southerly from the junction at M. P. 0.10. The Commission approved such speed zone restriction by adopting the attached resolution relative thereto marked Exhibit "J-5" , which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the course of the investigation in this area, the Engineer stated, it was found that there is a considerable amount of shoulder parking of vehicles in the vicinity of a large restaurant located at the highway intersection. The restaurant, he said, has provided off-street parking for approximately 50 vehicles and in view thereof he recommended that shoulder parking in the vicinity of the restaurant be prohibited on both sides of the Oregon Coast Highway between M.P. 24.74 and M.P. 24.90. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "J-6" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a petition from property owners of South Beach on the Oregon Coast Highway south of Newport requesting a 35 miles-per-hour speed zone on the Oregon Coast Highway through the townsite of South Beach. The Engineer reported that a traffic engineering investigation had been made and it was found that the lack of roadside culture, the good width of pavement and shoulders, the not unusual traffic volume and the relatively low accident rate does not warrant the establishment of a reduced speed zone at this location. He recommended in view of the findings that the request be denied. He did, however, recommend that the road to South Beach be bracketed with crossroad symbol signs as the road leads to the South Beach postoffice and at certain times is quite extensively traveled. The Commission approved his recommendations.

The Commission considered a request from Dr. Girard C. Baker of the Evergreen Veterinary Hospital in Portland, for remedial action on

traffic difficulties caused by parking of vehicles on the shoulders of the Pacific Highway in the vicinity of his hospital which is located on the west side of the highway north of Jennings Lodge. The traffic engineering investigation which was conducted, the Engineer stated, disclosed that restaurant patrons park their cars on the easterly shoulder of the highway, obstructing the driveways to Dr. Baker's establishment and to the drive-in restaurant. Such parking also makes entering the highway hazardous because of restriction of sight distance. In view of these facts, he recommended that shoulder parking be prohibited on both sides of Pacific Highway East between M.P. 9.20 and M.P. 9.33. The Commission approved such no parking zone by adopting the attached resolution relative thereto marked Exhibit "L-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also called to the Commission's attention difficulties encountered by existing and potential shoulder parking of vehicles on the new section of the Mt. Hood Highway which bypasses Government Camp. He pointed out that there is no roadside culture on the bypass section and it is desired to keep all parking off the bypass and to concentrate it in the Government Camp area. He therefore recommended that shoulder parking be prohibited on both sides of the new Mt. Hood Highway Section between a point 100 feet east of the westerly connection to Government Camp, at M.P. 53.08, and a point 150 west of the easterly connection to Government Camp, at M.P. 54.29. Chairman Reynolds inquired if there is room on the old highway parking area in Government Camp for the vehicles. The Engineer replied in the affirmative, stating that some of the parking area provided is some distance from the recreation area so people have been parking on the new highway which is closer. The Commission approved his recommendation by adopting the attached resolution relative thereto marked Exhibit "L-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that negotiations recently were conducted with abutting property owners in the community of Rufus on the Columbia River Highway relative to the installation of concrete curbs to control the parking of vehicles on the highway at this location. Construction of the curbs, he said, was recently completed at the expense of the abutting property owners. As a part of the over-all project, he said, it was anticipated that it would be necessary to prohibit parking between the curbs so large trucks and other equipment would not park on the highway shoulders adjacent to the access points thereby restricting sight distance. He recommended that shoulder parking be prohibited on both sides of the Columbia River Highway between M. P. 108.17 and M.P. 108.28. The Chief Counsel commented that a delegation is scheduled to appear before the Commission on the following day concerning this matter. The Commission took no action at this time pending the appearance of the delegation. (Following the appearance of the delegation, the Commission instructed the Engineer to contact the people who are concerned and submit a further report.) (See additional entry ahead:)

Upon the Engineer's favorable recommendation the Commission approved out-of-state travel for the following Highway personnel: R. B. Sip-

prell, Director of Permits, to attend a meeting of the Washington Joint Legislative Fact Finding Committee in Seattle on November 18, 1957, at an estimated cost of $39.30 (confirmation only); Carl Jordan, Director of Travel Information Division, to attend annual meeting of the Board of Directors of the Pacific Northwest Travel Association in Missoula, Montana, during January 18 and 19, 1958, at an estimated cost of $95.00; R. B. Sipprell, Director of Permits, to go to Phoenix, Arizona, February 3 to 9, 1958, to assist Hon. Al Flegel, Chairman of the Legislative Highway Interim Committee in his study of the Arizona law, methods, and procedures concerning gasoline sold for off-highway use at an estimated cost of $350.00; W. C. Williams, State Highway Engineer, to attend meeting of A.A.S.H.O. Transport Subcommittee in Chicago on January 30, 1958, at an estimated cost of $300.00.

Receipt of an assessment in the amount of $1776.75 against State property in the city of Woodburn was reported by the Engineer. He advised that the highway department maintenance headquarters are located on Blaine Street and that the City proposes to grade, surface, and install concrete curbs on this street. The type of improvement proposed, the Engineer stated, will enhance the value of the State property and the assessment has been made on the same basis as on private property abutting Blaine Street. He recommended payment of the assessment. The Commission approved the payment as recommended.

Consideration was given to a claim submitted by Paul N. Gibson of Siletz, in the amount of $500.00, for alleged damage to his blueberry field due to highway crews brush spraying operation on the right of way in June, 1956. The Engineer stated that a thorough investigation was made by agronomists of the Highway Department and specialists of the Department of Agriculture and of Oregon State College whose reports disclosed no apparent damage or loss of crop; moreover, there is no proof that any permanent injury occurred or that Mr. Gibson suffered a monetary loss. He remarked that some apprehension existed during 1956 that damage might be apparent in 1957 but the 1957 crop was larger than the 1956 crop. In view of this evidence he recommended that the claim be denied. The Commission accepted his recommendation.

Attention was given to a claim submitted by Oregon Automobile Insurance Company in behalf of Donald M. Green for paint damage to Mr. Green's automobile in the amount of $24.00 allegedly resulting from the State's operations in painting the Coquille Bridge. The Engineer reported that a careful investigation was made of this matter and that it was determined that no painting had been performed on the Coquille Bridge within three weeks from the date on which the damage was claimed to have occurred. Upon his adverse recommendation, the Commission denied the claim.

The Engineer reported that on August 12, 1957, a State paving crew was laying asphalt concrete patches on 9th Street in Klamath Falls near Pine Street Smoke from the hot asphalt was carried by a gust of wind speckling with asphalt several cars which were parked in Stone's Signal Service Station. The Maintenance Superintendent and the Paving

Plant Foreman identified nine cars as being damaged. Arrangements were made with Stone's Service Station to clean the cars for $15.00 per car. Five cars were cleaned and claims have been made. No claim has been filed to date for cars owned by E. M. Bubb and by Dr. Merle H. Swanson, which cars were also cleaned by Stone's Service Station. The Engineer recommended that payment be made at $15.00 per car for cleaning the five cars on which claims have been presented, and that authority be granted to pay at the same rate other claims for cars which were involved in the same incident. The Commission approved the recommendation.

The Commission considered a statement submitted by John W. Shuler in the amount of $6,000 for services rendered the Commission in connection with the sale of $20,600,000 Oregon Highway Bonds on October 1, 1957. The Engineer pointed out that Mr. Snuler's fee for this bond sale is at the rate of 30 cents per thousand whereas on previous sales he had charged 40 cents per thousand. The Commission approved the payment of $6,000 to Mr. Shuler.

Attention was given to an agreement with Southern Pacific Company granting to the State permission to install two pipes to carry water under the Southern Pacific railroad tracks in Klamath Falls. The pipes, the Engineer explained, are being installed to provide water for irrigating landscape project which is under contract as a part of the South Sixth Street project in Klamath Falls. The Commission approved the agreement.

The Commission considered a proposed installation of a receiving unit on the State Highway Department's teletypewriter circuit G-443 at the Salem Weather Bureau Station so that the Weather Bureau can transmit road reports and weather conditions direct to the public by means of radio, newspapers and television. The Engineer advised that in 1955 a request was made by newspaper and radio interests for this service but at that time the Highway Department did not have a teletypewriter system. The expense of a receiving unit on the Highway Department's circuit installed at the Airport Station would consist of an installation charge of $15.00 plus a monthly service charge of $40.50. He recommended that the installation be made on the basis that it would be in operation for a minimum of six months during each year. The Commission approved the installation, with the understanding that it could be operated on a year-round basis, if necessary, or for as many months during the year as the service is usable.

A letter was discussed from Mr. Gordon Wilson, City Attorney for John Day, Oregon, in behalf of the City Council, requesting that a portion of a highway department material storage site be conveyed to the City for use as a city street. The Engineer stated that the City wishes to acquire a 60-foot strip at the southerly end of the State's property for the purpose of opening up a street extending westerly from US395 across Canyon Creek to Humbolt Street. The City, he said, is willing to level and prepare an area suitable for storage of crushed rock equal to the area required by the City and further agrees to move the material now stock piled on the area that the City desires. The entire tract of 20 acres, he continued, was acquired 20 years ago for only $350.00 and he recommended that the strip

desired by the City be deeded to it without cost. The Commission accepted his recommendation.

The Commission approved the Secretary's written report on papers signed by him in behalf of the Commission during the period of October 28 through November 29, 1957.

January 16 and 17, 1958 was set by the Commission as the date for its next regular meeting to be held in the Imperial Hotel in Portland. February 27 and 28, 1958 was set as a tentative date for the next following meeting. The Commission also authorized the Engineer to open bids for highway projects in the Highway Commission Office in Salem about three weeks following the January meeting.

The Commission discussed with the Engineer a letter from the South Tillamook Coast Road Committee calling attention to hazard that is created by people fishing from the bridge over the Little Nestucca River on US101 south of Cloverdale. The Engineer stated that although there is a hazard involved two attempts were made during the 1957 Legislative Session to secure legislation that would prohibit fishing from any highway bridge but in both instances the measures had failed. It was his opinion that inasmuch as the Legislature specifically refused to prohibit fishing from bridges, the Commission would not have authority to do so. The Commission ordered that the South Tillamook Coast Road Committee be advised that the Commission does not have legal authority to do what it asks in view of the Legislature's action.

The Engineer presented a resolution covering a one-block extension of the Three Mile Lane Secondary Highway in the city of McMinnville. He explained that upon completion of the one-way couplet section for US99W in the city it is necessary to extend the intersecting secondary highway one block in order to connect with the couplet. The Commission approved the extension by adopting the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also presented an abandonment resolution covering a portion of the old Siletz Secondary Highway which has been replaced by the Siletz-Camp 12 Section. The new highway section, he said, has been opened to public travel and the resolution is to formally transfer the old section of highway to the jurisdiction of Lincoln County, as provided in a previously approved agreement. The Commission adopted the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that a request has been received from the city of Grants Pass for a public hearing in Grants Pass concerning the traffic interchange that is proposed at the junction of the Redwood Highway with the present Pacific Highway near Grants Pass. He recalled that a hearing has already been scheduled in Grants Pass on December 18, 1957, relating to the relocation of the Pacific Highway that will by pass the city, and he suggested that the hearing concerning the interchange be held at the

same time.

The Commission adopted the suggestion unanimously and authorized the Engineer to conduct the hearing in the event it is not possible for the members of the Commission to be present.

The Commission discussed with the Engineer a proposed highway construction program for forest highways for year 1958. The Engineer called attention to a proposed program which he had sent to the Commission previously, pointing out that the Bureau of Public Roads had subsequently suggested a number of changes. He explained in detail the changes suggested which are to be discussed with representatives of the U. S. Forest Service and the Bureau of Public Roads at 1:30 p.m. on the following day. (See ahead for program adopted at the conference).

The advisability of purchasing a film entitled "I'll Take the High Road", as prepared by the American Road Builders Association, was discussed. The Engineer commented that the film is available on a purchase or loan basis from the Association who showed it at the recent AASHO Convention in Chicago. He inquired if the Commission wishes to purchase a copy of the film which, he said, will cost $200.00. Commissioner McIver remarked that he had seen the film and that, in his opinion, it would be a very good presentation at certain types of hearings as a sobering influence in the use of highways. The Commission took no action on the matter.

The problems to be presented by delegations scheduled to appear on the following day were discussed with the Engineer who outlined briefly the nature of the matters to be presented. Action on such matters was deferred pending the appearance of the delegations.

The Commission considered two resolutions adopted by the Port of Umatilla Commission, both dated December 4, 1957, in one of which the Commission is urged to approve the routing of the proposed Interstate Highway from Ellensburg, Washington to Pendleton, Oregon, over the Umatilla Bridge across the Columbia River. In the other resolution the Port of Umatilla Commission expresses its preference to the Juniper Canyon Route rather than the Vansycle Canyon Route for a new highway connecting the states of Oregon and Washington as it was felt that the Vansycle Route would divert products out of Umatilla County and the State of Oregon. Both resolutions were discussed briefly but no action was taken on them.

A letter dated December 4, 1957, and a resolution adopted by the Oregon School Board Association were presented and discussed. The resolution urges the Highway Commission "to use every means available to provide safe school crossings at convenient locations to facilitate the crossing of these highways and railroad tracks by children and school buses in proceeding to and from school." The Commission instructed the Secretary to reply to the letter and resolution, advising that the Commission within the limits of funds available is attempting and has been attempting for many years to carry out the ideas suggested in the resolution.

Disposition of the Howard Cooper Building, located on the T. H. Banfield Expressway, near 60th Street in Portland, was discussed. The Engineer recalled that it was necessary to acquire a portion of the property in connection with construction of the Expressway and that in the negotiations for purchase the owners insisted that the state purchase their entire holding, which was done at a cost of $500,000. Construction was completed and the remaining property was then rented back to the Howard Cooper Company at $1,600 per month under terms of a six months revocable lease until they had time to relocate their business. The State Motor Vehicle Division's lease for their office in Portland, for approximately 10,000 square feet, requires that they pay $2,100 per month. The Motor Vehicle Division, he continued, is faced with expiration of its existing lease and a considerable increase in rent cost. It appears that the Howard Cooper Building is ideally suited to their requirements. He pointed out that the Motor Vehicle Division would require only about one-third of the space available in the Howard Cooper Building, and on the basis of the rental they are now required to pay, they would pay the cost of the building in approximately 20 years. It was his opinion that the State should retain possession of the Howard Cooper Building. Chairman Reynolds inquired if the building and its location fits the needs of the Motor Vehicle Division. The Engineer replied that the location and type of building is ideally suited. The matter was discussed at some length but action was deferred until the following day to give Chairman Reynolds opportunity to discuss the situation with Governor Holmes by telephone.

(Chairman Reynolds discussed the matter with Governor Holmes by telephone on the following morning and as a result thereof the Engineer was instructed to order the Howard Cooper Company to vacate the premises at once so that it can be used by State agencies.)

The Chief Counsel advised that, in the vacation of a portion of N. E. 91st Avenue and N. E. Wasco Street, the City of Portland transferred to the State a parcel of property to permit the moving of the Union Pacific Railroad tracks. To replace this property, he said, the City now requests that the State deed to the City a 25-foot strip of property now required for highway construction along 92nd Avenue and Wasco Street connection to 91st Avenue. The Commission approved the transfer and thereupon adopted the attached resolution relative thereto, marked Exhibit "M", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission discussed with the Engineer bids received at the morning session and at 4:30 p. m. Commissioner McIver announced awards of contracts as follows:

"Grading and oiling the Wingville Section of the Wingville Lane Road in Baker County. The Commission elects to accept the bid of Arthur Simonsen & Company, Baker, in the sum of $93,736.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of $21,100.00 is deposited by the County.

"Milwaukie Maintenance Building at 9200 S. E. McLoughlin Boulevard north of Milwaukie, in Clackamas County. The Commission awarded the contract to Lorentz Bruun Company, Portland, at $43,152.00.

"Construct bridge, highway connections, stone base and shoulders, and asphaltic paving on the Alder Creek Bridge Section of Mt. Hood Loop Highway in Clackamas County. The Commission awarded the contract to Rogers Construction Company, Portland, at $120,336.00.

"Necanicum Rock Production Project on three highways in Clatsop County. The Commission awarded the contract to C. C. Meisel at $29,880.00

"Grading the Cape Ferrelo-Brookings Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the bid of Peter Kiewit Sons' Company, Medford, in the sum of $1,056,025.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Weaver Overcrossing of SPRR near Myrtle Creek on Pacific Highway in Douglas County. The Commission awarded the contract to Sig Andersson, North Bend, at $77,741.00.

"Grading and oiling the Dompier Creek Section of the Forest Boundary-Tiller Road in Douglas County. The Commission elects to accept the bid of Earl L. McNutt Company, Eugene, in the sum of $146,440.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $33,200.00 is deposited by the County.

"Grading, stone base and oiling the John Day River-Hay Creek Section of the Wasco-Heppner Highway in Gilliam County The Commission awarded the contract to Rogers Construction Company, Portland, at $417,487.00.

"Grading and paving Elm Street-Front Street in Medford in Jackson County. The Commission elects to accept the bid of M. C. Lininger & Sons, Medford, in the sum of $106,850.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received and the sum of $56,800 00 is deposited by the City of Medford.

"Traffic Signal Installation on Pacific Highway at Siskiyou Boulevard and Wightman in Ashland, Jackson County. The Commission elects to accept the bid of Steeck Electric Company, Medford, in the sum of $7,119.00 and directs the State Highway Engineer to award the contract to said bidder as soon as a deposit of $3,000.00 is received from the State Board of Higher Education.

"Grading Lowell Street-21st Avenue Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Portland, in Multnomah County. The Commission elects to accept the bid of Kuckenberg Construction Company, Portland, in the sum of $1,142,973.50 and

directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Install illumination on Columbia River Highway (Banfield Expressway) in Portland at Grand Avenue, N. E. 33rd Avenue, and N. E. 39th Avenue, in Multnomah County. The Commission awarded the contract to W. R. Grasle Company, Portland, at $10,470.00.

"Sundial-Rooster Rock structures on the Columbia River Highway at Sundial, Troutdale and Jordan traffic interchanges in Multnomah County. The Commission elects to accept the bid of Inland Construction Company, Milwaukie, in the sum of $127,684.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling the Hay Canyon-John Day River Section of the Wasco-Heppner Highway in Sherman County. The Commission elects to accept the bid of Earl L. McNutt Company, Eugene, in the sum of $292,886.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Hebo-Dolph-Neskowin Rock Production Project on the Oregon Coast, Three Rivers and Little Nestucca Highway in Tillamook County. The Commission awarded the contract to Burch Gravel Company, Sheridan, at $31,750.00.

"Hermiston Rock Production Project on three highways near Hermiston, in Umatilla County. The Commission awarded the contract to Cartwright Construction Company, Durkee, at $36,362.00.

"Install traffic signals on Beaverton-Hillsdale Highway at Hall Street and Broadway Avenue in Beaverton, in Washington County. The Commission awarded the contract to Trowbridge Electric Company, Roseburg, at $3,490.00.

"Grading, paving and shoulder oiling on the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, in Washington County. The Commission elects to accept the bid of Warren Northwest, Inc., in the sum of $260,759.60 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The meeting adjourned at 4:45 p.m., to reconvene on the following day at 9:00 a.m.

Portland, Oregon
December 6, 1957

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Parks Superintendent called attention to a letter which he had prepared, addressed to the State Water Resources Board concerning the State's point of view on water resources of the Upper McKenzie River Basin. This matter, he recalled, had been discussed briefly on the previous day. The letter pointed out that the recreational resources of the Upper McKenzie River Basin contribute materially to the economic livelihood of the surrounding region. It was his opinion that sufficient stream flow during the summer is vital from a recreational viewpoint as well as an important segment of the economy of this region. A public hearing was held recently by the Water Resources Board concerning a coordinated program for the use and control of water resources in the Upper McKenzie River Basin, aimed at conserving water and determining present and future needs for water. The Commission authorized the Parks Superintendent to submit the letter to the Water Resources Board over his own signature. (For additional details see the Parks Superintendent's letter, dated December 4, 1957, in the General Files).

Mr. M. D. Van Valkenburgh, Attorney, The Dalles, representing a Dr. Logh and a Mr. Loren Miller, owner and lessee respectively, of the John Day Cafe and Cocktail Lounge in Rufus was present and objected to curbing which is to be installed in front of this property. He exhibited a map of the property and pointed out that if the curbs are installed as outlined, eastbound traffic would be discouraged from patronizing the cafe. He called attention to similar business establishments in the town of Biggs, five miles to the west, who have not been required to install curbs. He felt that the business in Rufus, being at a competitive disadvantage, would suffer economically because of the curb installation. He estimated that construction of the curbing would cost $300.00 or more. Chairman Reynolds stated that one of the Highway Engineers would contact him in the near future and that a report will be made to the Commission by the Engineer.

Mr. W. J. Kvarsten, Director of the Mid-Willamette Valley Planning Council, and Mr. Walter Wirth, Superintendent of the Salem City Parks, were present concerning acquisition of 1.4 acres of State-owned land adjacent to the Salem By-pass Section of US99 to be used for Park purposes. Mr. Kvarsten stated that the matter has been given careful consideration and he asked that the property be deeded to Marion County, to be used for Park purposes. The Salem Parks Advisory Board, he said, has recommended that an attempt be made to acquire the land, and the Marion County Court has agreed to accept the land if deeded to the County. He exhibited a map showing the location of the area under discussion. Mr. Wirth pointed out that the land lies in a rapidly growing residential area not presently served by park facilities; further, that the land is well suited for playground and day use facilities and being outside of the present city limits, it was considered advisable to turn the property over to Marion County. However, the City Parks Commission has recommended that the area be made a part of the City Parks system when it is annexed to the City. Mr. Wirth also stated that nearby residents are much in favor of the park development as they fear commercial development if the property is sold to private parties. Chairman Reynolds pointed out that the property has value and that the Commission is faced with the problem of giving away property that was purchased with gas tax money. Also, experience has shown that difficulties may develop as to who is to maintain the area for park purposes. It was suggested by Commissioner McIver that the property might be sold to the City or to the County at cost, thus recovering the gas tax funds invested in it. The delegation was advised by Chairman Reynolds that the matter would be given careful consideration and that an answer could probably be given at the January Commission meeting. The Engineer was instructed to study the matter and render a report at that time.

Mr. H. P. Vermilye of the Tigard Chamber of Commerce, and Mr. Charles Stearns, Chairman of the Roads Committee of the Tigard Chamber of Commerce, came before the Commission concerning improvement of the Beaverton-Wilsonville Secondary Highway between Tigard and Hunziker Road and a section south of Tigard near Bonita Road. Mr. Vermilye pointed out that these two highway sections are very narrow, being somewhat less than 18 feet in width with practically no shoulders, thereby causing considerable hazard to the traveling public and to school busses. Mr. Stearns emphasized the need for improvement for the safety of school children transported over the road in school busses. Chairman Reynolds advised that the Commission considered this request on the preceding day and had approved both projects for construction in 1958.

A delegation from Harney County was present regarding plans for improvement on several highway sections in Harney County. The following people were present: Hon. C. W. Craddock, County Judge; M. O. Timms, Highway Committee; Lan Grover, Secretary of Chamber of Commerce; and Les Swarthout, Director, 395 Association, all of Burns. Judge Craddock introduced the members of the group and inquired if the State has any plans for extending the Paulina Secondary Highway east of Paulina to Suplee. Chairman Reynolds replied that the Paulina Secondary Highway now extends easterly from Prineville to Paulina and that the Commission has no plans to extend it further east which is under County control. The Engineer remarked

that the road east of Paulina is designated as a Federal Aid County Road Secondary Highway and that a construction project of approximately $127,000 has been authorized for it. Mr. Timms urged improvements to the Central Oregon Highway between Harper and Juntura, and to US395 from Silver Creek "Y" south to the Squaw Butte "turn off". The Chamber of Commerce, he continued, supports the Harney County Court in its request for improvement of the Burns-French Glen Section as their number one secondary project. The number one Primary project, he said, is improvement of the section between Harper and Juntura. The Engineer commented that approximately $1,500,000 is programmed for construction between Juntura and Vale Federal Oddie-Colton money, he said, amounts to only a small sum, nation wide, and Oregon's share is only $120,000 which will be spent on US 95 between McDermitt and Rome Junction. Mr. Timms stated that people in Burns would like to see more traffic diverted over US20 at its junction with US30, near the Idaho line. The Commission took no action.

A group of people representing the Siletz Highway Improvement Association was present and urged the Commission to straighten and construct an asphalt surface on a section of the Siletz Secondary Highway northerly from the end of the existing oil pavement at Siletz to the south end of the oiled section on the north end of the highway. The following people were present: D. M. Mitchell, Taft; Gus Ketola, Mr. and Mrs. Alvah Strome, Mrs. Frank Ketola, Mrs. C. J Villerup, Mildred Zahnle, Mary Toberer, Viola Duvall, and Mary Copeland, all of Kernville; Mr. and Mrs. Charles Parker, Mr. and Mrs. Edward Ketola, and Robert J. Neave, all of Siletz; Mrs. Jim Sutton of Cutler City; and Mr. and Mrs. Ed Parker of South Beach; all of the Siletz Highway Improvement Association. Mr. Mitchell, who acted as spokesman, urged straightening and paving of the crushed rock section to accommodate increased travel including a large number of winter fishermen. The Engineer explained that it will cost about $800,000 to complete the 10 mile gap to modern standards and although no funds are available in 1958, approximately $300,000 will be expended in 1959 and 1960 which will make a start on this project Mr. Mitchell then mentioned that several logs which had been deposited on the highway right-of-way by high water had been moved by State Maintenance forces onto private property and the owners of the property have requested that the logs be removed. Chairman Reynolds stated that the matter would be investigated and proper action taken.

Mr. Alfred O. Jaroff, owner of the Dorchester House at Oceanlake, and Mr. S. K. Tworoger, owner of Surf Tides Apartments at Oceanlake, came before the Commission as representatives of the Oregon Coast Ad Club concerning the signing of highways between Portland and the Lincoln County beaches. Mr. Jaroff stated that although a number of improvements have been made in the signing at highway junctions since they last appeared before the Commission on this matter, there still remain a number of intersections where the signing is partial to Tillamook and Tillamook County. He mentioned that at Grand Ronde there is no sign mentioning Oceanlake, that the signing south of McMinnville at the junction of US99W and ORE18 confuses motorists by lack of reference to the Lincoln beaches, and at the junction north of McMinnville, Tillamook is mentioned but not

the Lincoln beaches. In the City of McMinnville, signs indicate Tillamook but not the Lincoln County area. He also complained that signing within the City of Portland tends to direct traffic to the more northerly beaches. He requested that at points where traffic can go to either the Tillamook or Lincoln beaches, that equal signing be given, and also that signs be installed at Rickreall junction concerning Lincoln beach areas. He presented a folder showing pictures of the signs mentioned, and others, which he asked to be returned to him when they have served their purpose. Mr. Tworoger remarked that a tourist from the East who wanted to go to one of the Lincoln County Beaches got confused in Portland and was half way to Seaside before he became aware that he was on the wrong road. Chairman Reynolds remarked that the Commission does not intentionally discriminate among communities in signing highways and if errors have been made, they will be corrected. The Signing Department, he stated, will be requested to review the matter carefully and make corrections as may be necessary.

A delegation from Fossil, Spray, Mitchell and Prineville was present and asked the Commission to improve the Service Creek-Mitchell Secondary Highway. The following people formed the group: Arthur R. Robinson; W. H. Steiwer; Waldo Demoy, President of Fossil Community Club; O. E. Matthews, Wheeler County Judge; and M. E. Keys, Sheriff of Wheeler County, all of Fossil: R. W. Keys, stockman, Spray; W. L. Jackson, stockman, and C. M. Dollarhide, both of Mitchell; James B. Minturn, attorney; Ivan Chappell, Chamber of Commerce; and Kenneth B. Conroy, President of Crook County Chamber of Commerce, all of Prineville. Mr. Steiwer, who acted as spokesman, introduced the members of the delegation and urged improvement of the highway as a connecting and access road to the Bend area. Improvement on the John Day Highway now underway he felt would increase the amount of traffic on the Service Creek-Mitchell Highway, which if improved would be of considerable economic value to the County. The narrow, crooked road on Donnelly grade, he remarked, prohibits the use of the larger type of trucks and trailers, thereby increasing the cost of hauling livestock to market. It was his recollection that no improvement has been made on this road since it was taken over from Market Road status many years ago. Mr. Demoy observed that business and prosperity follow good roads and one is needed in this area. Mr. Keys criticised maintenance of the existing road, stating that it probably is in the worst condition that it has ever been. Mr. Conroy pointed out that a better highway would reduce costs in transporting livestock. Mr. Chappell reiterated this point of view. Mr. Jackson observed that it is difficult for ranchers in this area to compete with communities having good roads. It was Mr. Dollarhide's opinion that a considerable number of travellers on US26 at the junction near Mitchell would like to turn north but are prevented from doing so by the poor road. The element of poor competitive conditions for stock raisers was emphasized by Mr. Steiwer. Chairman Reynolds pointed out that many requests have been received for highway improvements within this general area and he mentioned improvement of the John Day Highway and the Wasco-Heppner Highway, on which highway bids were received for improvement the preceding day. Funds, he said, are not available to finance all of the work that has been requested and the Commission, he continued, has endeavored to improve

the roads in the priority order in which the people request them. He added that a check will be made relative to the maintenance of the existing road but no encouragement as to construction can be given at this time, although the project will not be forgotten. At Mr. Steiwer's request, he stated that the most recent construction program would be forwarded to him so that location of the projects and the amount of money to be expended could be more clearly determined.

Mr. Jack Flaucher, operator of the concession in the Depoe Bay State Park Building on the Oregon Coast Highway at Depoe Bay came before the Commission and renewed his request that he be allowed to close the concession building during the winter months except on weekends and holidays as approximately 90% of the visitors come on those days. He pointed out that sales during these months were very low during the preceding year and he advised that if he is allowed to close the building during the winter season it would help reduce the amount of his losses. Chairman Reynolds said that the matter was considered on the previous day and it was determined that if a change is made, it would be necessary to modify the existing contract. It was agreed among the Commission that closure during January and February except on Saturdays, Sundays and holidays would be agreeable. In reply to Chairman Reynold's inquiry as to when Mr. Flaucher wishes to close the building, Mr. Flaucher stated that it would be agreeable with him to close down after January 1, 1958. He was instructed by the Commission to contact the Chief Counsel concerning details of modified agreement with the understanding that the building could be closed under stipulated terms as of this present date if that can be done legally.

A delegation composed of approximately 150 women from Coos and Douglas Counties, known as "Housewives for 42", appeared before the Comission and urged improvement of the Coos Bay-Roseburg Highway, Oregon Route 42 between Rink Creek in Coos County and Winston in Douglas County. Mrs. Robert Powrie of Myrtle Point headed the group and acted as spokesman. She recalled that the group recently visited Governor Holmes concerning improvement of this highway and that the governor had referred the group to the State Highway Engineer who conducted a hearing in Salem lasting about two hours. It was her opinion that improvement of Highway 42 should have top priority in the highway program as very little major improvement has been performed on it in the last 30 years She pointed out that towns and cities are jealous of each other in highway matters and it appears necessary to concentrate on one project, attend Commission meetings and learn about highways. She called attention to a dress she was wearing, styled about 30 years ago and compared it to Highway 42. She introduced the following women: Mrs. Ralph Stuller, Coquille; Mrs. Carl Wimberly, Roseburg; Mrs. Waneva Johnson, Coos Bay; and Mrs. Reed Gurney, Myrtle Point.

Mrs. Ralph Stuller called attention to the large amount of forest products consisting of logs and manufactured articles which are transported over the highway as well as a considerable amount of dairy products, cattle and sheep. The lumbering industry, she said, involves the use of many large trucks which, on this narrow, crooked road are a hazard to

other traffic. She pointed out that because of the depressed lumber market as of this time, the high costs of hauling products over the road because of its condition have reduced profits to the mills to a very thin margin and the poor road places the entire area at an economic disadvantage.

Mrs. Gurney emphasized the safety angle, particularly in the transportation of children to and from school, and to and from school activities in which a school bus may meet as many as 40 log trucks. School bus drivers, she said, have commented on the increased danger, particularly in the last few years. This she attributed largely to the increased size and speed of the log trucks which use the highway. She referred to the road as "ridiculous" and completely inadequate.

Mrs. Lela Wimberly of Roseburg spoke on the recreation angle pointing out that many people in Roseburg and vicinity will not use Highway 42 to get to the beaches because of its unsafe condition, so many of them go to California or to more northern beaches. She also pointed out that a great number of high school athletic teams use the road in travelling to and from games, and the parents are always in fear of accidents in transit.

Mrs. Waneva Johnson of Coos Bay emphasized the need for a better road by pointing out that high school athletic teams in Coos Bay travel over the Umpqua Highway via Drain to reach the Roseburg area rather than use the dangerous Coos Bay-Roseburg Highway. Mrs. Powrie remarked that 35 years is a long time for people who use this highway to contribute gas tax funds without any material returns. Mrs. Brody presented a petition containing the names of 10,400 signers who demand improvement of the highway. Mrs. Powrie read aloud a telegram from the Coos County Court, wishing the delegation good luck in securing its project.

Chairman Reynolds, speaking in behalf of the Commission, stated that he would not present any arguments but would try to explain the Commission's position and the problems they face. He outlined the length of service put in by each of the Commissioners and pointed out that they serve without pay. All of the money for construction and maintenance of highways, he said, comes from the road users and equitable allocation over the State must be made of those funds. He asked the State Highway Engineer to explain to the delegation how the money is allocated to the various sections of the State.

The Engineer, using a map on the wall, pointed out the five highway divisions in the State. Division I is the Portland area and because of its heavy population, receives 25.17% of available construction revenues. Division II, which lies west of the Cascade Mountains and roughly in the central part of that area, receives 19.38%. Division III, which encompasses southwestern Oregon and includes the Coos Bay-Roseburg Highway, receives 21.38%. The Central Oregon Division east of the Cascades received 15.04% and Division V in far eastern Oregon receives 19.03%. Approximately $20,000,000 a year, he said, is available for highway construction on highways other than the Interstate system. The allocation for Division III of 21.38% would mean approximately $4,000,000 a year to be used in this

Division. During the past five years, expenditure of this money has been concentrated on US101, and the Legislature at the 1957 session authorized the issuance of $12,600,000 of highway bonds to finance construction of the section in Curry County. He pointed out that expenditures of about $1,000,000 had been made on the Siuslaw highway and about the same amount on the McKenzie Highway and that allocation of future monies within the Division will depend on the showing of need of the various highways. However, no funds are available for construction on the Coos Bay-Roseburg Highway during the year 1958 as all of the available money has been allocated. At the Chairman's suggestion, the Engineer remarked that there is very little construction going on in Division III other than on the Oregon Coast Highway in which bond monies are being used, and on the Pacific Highway, which is financed from Federal Interstate Highway funds. He explained that improvements between Scottsburg and Reedsport on the Siuslaw Highway are financed by Forest Highway funds administered by the Bureau of Public Roads, which money is not subject to Division allocation.

Chairman Reynolds observed that the Commission is responsible for development and maintenance of highways over the entire State and that it cannot arbitrarily authorize improvement in one community ahead of others as there are many areas which do not have good roads. He pointed out that there are nine highways in the State of Oregon that have a worse accident record than the Coos-Bay Roseburg Highway. He also pointed out that many of the highway engineers have worked on Oregon highways for nearly 40 years and are thoroughly familiar with highway conditions, including the conditions on Highway No. 42. The distribution of funds by Divisions, he stated, is based on a formula which takes into account mileage, population, and need. For a number of years there has been a strong demand for improvement of the Oregon Coast Highway and the Commission has proceeded with an orderly modernization program. The 1957 Legislature authorized the sale of $12,600,000 in bonds to improve the Oregon Coast Highway from Brookings to Gold Beach and the first contract was awarded yesterday. He called attention to the fact that the entire State will participate in repaying this $12,600,000 which is being expended in Division 3 but so far no complaints have been received from other areas. The Commission, he added, recognizes the need for improving Highway 42, but allocation of funds has to be made fairly and according to a formula, which over a period of years has proved fair and equitable. The Commission has to operate its affairs on a budget and lack of funds has prevented earlier improvement of Highway 42. He reiterated the point that the Commission recognizes the desirability of improving Highway 42 and that only lack of funds prevents immediate action. He commended the delegation on the interested displayed in the highway and on the well prepared brief that was submitted. He suggested that the ladies organization could be of assistance in obtaining more gas tax funds for highway improvement if they would support an increase in such tax. He stated that it is not possible to alter the present program and allocate any funds to Highway 42 during the year 1958. The Commissioners, he continued, are not elected by popular vote, have no political aspirations, and are not subject to pressure, their primary objective being to work for the benefit of the State as a whole. He concluded his remarks with the comment that the Commission would make an early inspection of Highway 42 to determine if it might be possible to allocate funds for

1959. He complimented Mrs. Powrie and the members of the delegation for a splendid job of organizing and wished each of them a Merry Christmas. He also expressed the hope that the organization would not disband and he stated that the ladies could be of great benefit to their communities and to Highway 42.

Mrs. Powrie stated that two years seems a long time to wait for improvements as requests had been made ten years ago, and she inquired if a meeting with the Highway Interim Committee might help. The Chairman replied that he thought that would be a good idea. Mrs. LaVern commented that a former highway interim committee one time indicated that Highway 42 had high priority and she wondered what had happened to that priority. Chairman Reynolds replied that several requests had been received to build a road straight across from Roseburg to Coos Bay and that other routes had been suggested because of alignment and saving in distance, however, Highway 42 will not be abandoned and will be improved as rapidly as funds will permit.

The meeting recessed at 12:25 P M. and reconvened at 1:30 p.m. in the same room with the same persons present and participating, with the exception of L. I. Lindas, Chief Counsel; R. L. Porter, Right-of-Way Engineer; George Rohde, Assistant Counsel, and C. H. Armstrong, Parks Superintendent who were excused.

The Commission conferred with representatives of the U. S. Forest Service and the U. S. Bureau of Public Roads the programming of Fiscal Year 1959 Forest Highway Funds, amounting to $4,193,716.90, and unprogramed balances from previous fiscal years totaling $109,643.00. Representing the Bureau of Public Roads were Messrs. B. M. French, Regional Engineer; R. N. Kellogg, Highway Engineer; Norman B. Wood, Federal Projects Engineer, and C. G. Polk, Division Engineer. Representing the U. S. Forest Service were Messrs. R. F. Grefe, Assistant Regional Forester, and V. M. Blackwell, Highway Engineer. The State Highway Engineer presented a list of suggested projects for the funds available. In the discussion that followed Chairman Reynolds inquired as to what action can be taken to place The Lake of the Woods Road in Jackson and Klamath Counties on the Forest Highway system. The Commission, he stated, has advised the two counties that the State has recommended to the Federal authorities that this road be added to the Forest Highway system but to date approval of and such designation has not been received. Mr. French stated that the road had been represented to him by a delegation as a replacement road to take care of traffic which now travels the Green Springs highway, and, if the road is to be considered as the main highway, in his estimation it should carry primary status rather than secondary. Also, the U. S. Government is reluctant to designate new Forest Highways unless a definite program of construction can be undertaken. He inquired if it would not be more desirable to improve the Green Springs highway rather than to build The Lake of the Woods Road. Mr. Williams, State Highway Engineer, replied that to improve the Green Springs highway would be the more costly project because of the more difficult alignment, grade and elevation. He pointed out that funds for devel-

opment of primary highways are limited and in his opinion it would be better to develop The Lake of the Woods Road as a secondary highway because it could be developed at a faster rate. Mr. Polk expressed the opinion that development of The Lake of the Woods road could better be accomplished as a secondary highway than as a primary. Mr. Grefe commented that a delegation which had appeared before him gave the impression that construction is to start immediately. He pointed out that construction of the highway will take several years with Forest Highway funds. He added that the Forest Service is reluctant to add new highways to the Forest Highway system unless the way is clear to construct them. Mr. Kellogg remarked that the Salmon River Cutoff between Dolph and Boyer has been approved but action on The Lake of the Woods Road has been deferred for further study. Mr. French then stated that the Bureau of Public Roads would not insist that the road be designated as a primary highway and he inquired, if it is approved as a Federal Aid Secondary, can a development program be agreed upon. The matter will be given further consideration, he said, and Bureau engineers will be sent to investigate it although a previous investigation indicated a very low priority. Chairman Reynolds inquired if an agreement is reached, can any statement be made as to programming funds for development. Mr. French replied that further consideration will be given to the matter and if it is decided to designate the road as a Forest Highway, programming for construction could start next year.

Next discussed with the Government officials was the program for Fiscal Year 1959 Forest Highway funds. As a result of careful consideration mutual agreement was reached to recommend to the Commissioner of Public Roads and the Chief, Forest Service, Washington, D. C., the following program for the funds available:

Fiscal year 1959 funds available for program	$4,193,716.00
Unprogrammed balance from previous years (lapsing)	109,643.00
Total available	$4,303,358.00

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
NEW PROJECTS - CONSTRUCTION			
FH 3-A3 (L-3527-00)	Oregon Coast Highway Grading	2.88	650,000.00
FH 8-A4, B4 (L-3528-00)	Umpqua Highway Surfacing & Bit. Paving	9.4	419,000.00
FH 25-A13 (L-3529-00)	Mt. Hood Highway Bituminous Paving	5.8	379,000.00
FH 26-C5 (L-3530-00)	Wapinitia Highway Grading, Surf. & Bit. Pav.	2.4	320,000.00

NEW PROJECTS - CONSTRUCTION (Cont.)

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
FH 35-E3 (L-3531-00)	John Day-Burns Highway Grading & Surfacing	2.0	275,000.00
FH 46-F (L-3532-00)	Cascade Lakes Highway Grading	5.5	231,000.00
FH 47-A5, B8, C4, D5, E2, (L-3533-00)	North Umpqua Highway Bituminous Paving	21.3	475,000.00
FH 47-F2 (L-3534-00)	North Umpqua Highway Grading	2.7	275,000.00
FH 49-B3, D (L-3535-00)	Mt. Hood Highway Grading & Bridges	6.5	480,000.00
FH 51-A2, B1 (L-3536-00	Belknap Springs Highway Surfacing	11.0	230,000.00
FH 52-A1, B1, C1 (L-3537-00)	Ukiah-Starkey Highway Surfacing	20.0	300,000.00
SURVEYS			
FH Routes (L-3538-00)	1, 3, 5, 8, 25, 26, 31, 32, 35, 46, 47, 49, 51, 52		100,000.00
		Total Program	$4,134,000.00
Forest Highway Funds (lapsing)			4,134,000.00
Forest Highway Funds - TOTAL			$4,134,000.00
Unprogrammed Balance			169,358.00

Mr. R J. Bettendorf, Manager, Port of Astoria, and Mr. Charles DeFoe, Manager, Astoria Chamber of Commerce, appeared before the Commission concerning the possible removal of dry dock facilities from the U. S. Naval Station at Tongue Point. Mr. DeFoe gave as his feeling that the Commission is interested in utilizing the dry dock for emergency repairs to the ferry "Chessman" and he suggested if that is the case that the Commission should so advise the Admiral of the Navy in Seattle who has charge of the facility. He also pointed out that shifting sands in the Columbia River channel on the route used by the ferry may require dredging because the channel is quite shallow and there are possibilities that the ferry will have to stop operating especially during periods of low tide. He suggested that it would

be advisable to discuss the matter with the Army Engineers. Mr. Stiffler, Assistant State Highway Engineer, advised that about 3000 feet of the channel is becoming shallow and during the past year the ferry struck bottom nine times. Mr. Defoe urged early action on the matter so action as may be necessary can be taken before spring when low tides could seriously handicap ferry operations. Chairman Reynolds concluded the discussion by thanking Mr. Defoe for calling both matters to the Commission's attention.

The Commission signed the following agreements, deeds etc:

"Indentures of Access" on the following properties:

a. Haggard-Alcorn property on Gold Beach-Hunter Creek Section of Oregon Coast Highway, Curry County.

b. Bolter-Wood property on Sherman Junction -Willowdale Section of The Dalles-California Highway, Jefferson County.

c. Lively property on Mehama-Mill City Section of North Santiam Highway, Marion County.

"Bargain and Sale Deed" and "Agreement" with Lane County whereby the County agrees to give to the State 10,000 cubic yards of rock from a mutually acceptable source in exchange for state property on the right bank of the Willamette River downstream from the Springfield Bridge for park purposes.

"Agreement" with Bureau of Public Roads covering cost to make a topographic map to be used jointly in connection with a study of the possible future road revisions between Otis Junction and the Siletz River on the Oregon Coast Highway.

"Agreement" with the Southern Pacific Company granting the State permission to install two pipes to convey water under the railroad tracks for irrigating the landscape project on South Sixth Street in Klamath Falls.

"Agreement" with the Portland General Electric Company for a power pole line over excess property on Salem By-Pass Section of Pacific Highway, Marion County.

"Agreement" with the city of Sweet Home covering the proposed installation of a flashing beacon at the intersection of the Santiam Highway and Holley Road in Sweet Home.

"Agreement" with the city of Ashland covering the traffic signal installation at Siskiyou Boulevard and Wightman Street in Ashland.

"Agreement" with the city of Forest Grove covering one-way couplet Forest Grove-Cornelius Unit Tualatin Valley Highway No. 29.

"Agreement" with Douglas County Court covering the Dompier Creek Section of FAS 801 in Douglas County.

"Agreement" with Baker County Court covering the Wingville Section of FAS 506 in Baker County.

"Notice of Application to Vacate" and Petition" re vacation of 9 streets in the townsite of Harborton, Lincoln County, adjacent to South Beach State Park.

"Agreement" with Umatilla County covering (exhange of roads) North and South Mission County Roads and Stanfield-Pendleton Highway No. 337.

"Bargain and Sale Deed" to City of Portland, deeding a 25 foot strip to the City in exchange for their vacating a portion of 91st Avenue and Wasco Street.

"Bargain and Sale Deed" to Alton J. Swett for a parcel of land on the Tillamook - Pleasant Valley Section of the Oregon Coast Highway in Tillamook County.

"Bargain and Sale Deed" to Isad R. Gelphman for a parcel of land on East Half ($E\frac{1}{2}$) of Section 28, Township 1 North, Range 2 East, W. M. Multnomah County on the T. H. Banfield Expressway.

"Finance Agreement" with Harney County, covering the Silvies River Bridge on the Silvies River County Road, FAS 459, in Harney County.

"Agreement" with City of Beaverton covering the installation of traffic signals at the intersection of Broadway and Hall Streets in Beaverton.

There being no further business to consider at this time the meeting was declared adjourned by Chairman Reynolds at 2:45 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 6, 1957

EXHIBITS "A" through "N"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

December 5 and 6, 1957

EXHIBIT "A"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

27309 Hopfield, Irene C. (Grothaus)
Right of Way, Stas. 456+55-457
Option expires May 8, 1958

0.34 acre	$377.00
Timber	23.00
Amount to be paid owner - chrg to Right of Way	$400.00

Entire taking -

27327 Wright, Emily Mae (Grothaus)
Right of Way, Stas. 455-456
Option expires May 11, 1958

0.23 acre	$277.00
Timber	23.00
Severance damage	100.00
Amount to be paid owner - chrg to Right of Way	$400.00

Complete restriction of access -

29247

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

22767 Moore, Melvin and Helen B. (Scott)
Right of Way, 7234 S.W. Brier Pl., Sta. 203
Option expires April 29, 1958

1,375 sq. ft. at $0.28+ per sq. ft.	$ 390.00	
Shrubs and rockery	40.00	
Loss of access and encroachment damage	1,600.00	
Amount to be paid owners - chrg to Right of Way		$2,030.00

Complete restriction of access -

24989 Chambers, Oliver W. and Maxine F. (Scott)
Right of Way, 204 S.W. Logan St., Sta. 217
Option expires May 6, 1958

5,000 sq. ft. at $0.12 per sq. ft.	$600.00	
Yard improvements	70.00	
Damage, rebuilding of sanitation system	969.00	
Amount to be paid owners - chrg to Right of Way		$1,639.00

Complete restriction of access -

24638 Haynes, Leonard L. and Selma (Scott)
Right of Way, 7424 S.W. Brier Pl., Sta. 207
Option expires April 28, 1958

5,000 sq. ft.	$3,000.00	
House, with garage	6,000.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00
Taxes to be pro-rated. Estimated State's share of taxes.		80.00
GRAND TOTAL (Est.) - chrg to Right of Way		$9,080.00

Grantors to vacate on or before January 10, 1958.

Entire taking -

24843 Sprague, Darrel W. (Scott)
Right of Way, 34 S.W. Mitchell St., Sta. 153
Option expires May 13, 1958

625 sq. ft. at $0.16 per sq. ft.	$100.00	
Lawn moving fence and clothes line	120.00	
Damage	530.00	
Amount to be paid owner - chrg to Right of Way		$750.00

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

20672 Gilbert, Marilyn R. Marsh et al (Smith)
Right of Way, 1810 S.W. Harbor Dr., Sta. 30
Option expires April 28, 1958

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

20672 Gilbert, Marilyn R. Marsh et al (Cont.)

21,000 sq. ft. at $2.50 per sq. ft.	$ 52,500.00	
Building	139,500.00	
Amount to be paid owners - chrg to Right of Way		$192,000.00

Grantors or lessees may occupy premises and bldg. six months after notice, without payment of rent. Grantors to stand all expense of furnishing free and clear title.

Entire taking -

24988 Bridgewater, E. and Lillian (Scott)
Right of Way, 7504 S.W. 3rd Ave., Sta. 218
Option expires May 13, 1958

11,300 sq. ft. (8,125 sq. ft. Excess) at $0.14-/ sq. ft.	$1,580.00	
House	3,220.00	
Yard improvements	150.00	
Amount to be paid owners - chrg to Right of Way		$4,950.00
1957-58 taxes to be pro-rated. State's share, estimated		50.00
GRAND TOTAL (Estimated)		$5,000.00

State to have possession January 1, 1958 and notify tenant to vacate as desired.

Entire taking -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26528 Oglesby, Earl C. and Myrtle I. (Black)
Right of Way, Stas. 239-241
Option expires April 24, 1958

11,325 sq. ft. at $0.31+ per sq. ft.	$3,590.00	
Trees, shrubs, rocks, etc.	850.00	
damage: house and fruit house	3,360.00	
Amount to be paid owners - chrg to Right of Way		$7,800.00

THINGS TO BE DONE BY THE STATE

Construct an approach at 240+15, S. , and pave with asphalt to r/w line.

Access not controlled -

TIDE CREEK-GOBLE UNIT, GOBLE ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26476 Northern Pacific Railway Co. (Smith)
Slope encroachment easement, Stas. 123-129
Application expires January 15, 1958

EXHIBIT "A" (Cont)

TIDE CREEK-GOBLE UNIT, GOBLE ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

26476 Northern Pacific Railway Co. (Cont.)

0.15 acre slope encroachment easement $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

WEST UNIT, SUNDIAL-ROOSTER ROCK SECTION - COLUMBIA RIVER HIGHWAY

27156 Hollinshead, Joan and E. A. (Grant)
Right of Way, Stas. 467-471
Option expires May 18, 1958
1.1 acres at $1,000 per acre $1,100.00
Damage and 1.05 A. temp. ease. for access road 1,400.00
Amount to be paid owners - chrg to Right of Way $2,500.00

THINGS TO BE DONE BY THE STATE

Property to access via frontage road to be built by the State.
Replace fencing on right of way.

Access controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25375 Morgan, Elza F. and Anna (Hart)
Right of Way, Sta. 1723
Option expires May 3, 1958
0.20 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00
Grantors to vacate by June 30, 1958

THINGS TO BE DONE BY THE STATE

Reconnect road approach and provide gate.
Install #2 sheep-type fencing along right of way.

Complete restriction of access -

25374 Griffith, Orin et al (Hart)
Right of Way, Sta. 1720
Option expires May 5, 1958

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25374 Griffith, Orin et al (Cont.)

0.23 acre	$75.00
Amount to be paid owners - chrg to Right of Way	$75.00
State to assume 1957-58 taxes. Estimate	8.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$83.00

Grantors to vacate by June 30, 1958

THINGS TO BE DONE BY THE STATE

Fence r/w with #2 sheep-type fence.
Continue drainage ditch along E. and N. sides to northwest corner of taking.

Complete restriction of access -

27173 Foster, Merlin (Friess)
Right of Way, Stas. 10-20
Option expires April 27, 1958

0.48 acre	$200.00
Amount to be paid owner - chrg to Right-of Way	$200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access not controlled - Extension of Albany-Brownsville Overcrossing approach -

27174 Tripp, Rodney W. et al (Friess)
Right of Way, Stas. 10-20
Option expires April 29, 1958

0.02 acre	$50.00
Amount to be paid owners - chrg to Right of Way	$50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access not controlled - Extension of Albany-Brownsville Overcrossing approach -

27329 Stephenson, R. E. and K. B. (Friess)
Right of Way, Stas. 10-20
Option expires April 28, 1958

0.28 acre, berry patch and some cross fencing	$160.00
Amount to be paid owners - chrg to Right of Way	$160.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

27329 Stephenson, R. E. and K. B. (Cont.)

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access not controlled - Extension of Albany-Brownsville Overcrossing approach -

ADAMS STREET-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

25401 First Baptist Church of McMinnville (Henry)
Right of Way, Stas. 141-142
B. & S. Deed signed October 28, 1957
0.13 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Entire taking -

DELAKE STATE PARK SECTION - OREGON COAST HIGHWAY

27375 Lawrence, Maurice A. and Lydia Mae (Reeder)
Park
Option expires May 5, 1958
0.16± acre $160.00
Amount to be paid owners - chrg to Park $160.00

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26241 Dickson, Marguerite and A. J. (Henry)
Right of Way, Stas. 603-607
Option expires April 3, 1958
1.88 acres at $30-per acre $56.00
3 MBF timber at $20 per M. 60.00
Amount to be paid owners - chrg to Right of Way $116.00

THINGS TO BE DONE BY THE STATE

Construct road approach at Sta. 607+00.
Access: 607+00, S., residential.

Access controlled -

DEVILS LAKE PARK SECTION - OREGON COAST HIGHWAY

27354 Landess, W. W. and Kate E. (Reeder)
Park

EXHIBIT "A" (Cont)

DEVILS LAKE PARK SECTION - OREGON COAST HIGHWAY

27354 Landess, W. W. and Kate E. (Cont.)

option expires April 29, 1958
1.24 acres $9,500.00
Amount to be paid owners - chrg to Parks $9,500.00
Grantors to vacate 20 days after approval.

Entire taking -

SOUTH UNIT, KELLOGG BRIDGE-YELLOW CREEK SECTION - ELKTON-SUTHERLIN HIGHWAY

27347 McHugill, George W. and Ada (Curfman)
Right of Way, Stas. 567-570
Option expires May 14, 1958
0.62 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Access not controlled -

JUMP OFF JOE CREEK-LOUSE CREEK SECTION - PACIFIC HIGHWAY

27328 Stead, Clara M. and Spurck, Vada (Morgan)
Right of Way, Stas. 746-750
Option expires May 14, 1958
0.16 acre at $200 per acre $32.00
Amount to be paid owners - chrg to Right of Way $32.00
Access same as in prev. option, Nov. 13, 1956, Lc 780+50, W., private residential and transportation of forest products.

Complete restriction of access -

BULLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26621 Judy, Arlen L. and Frances M. (Curfman)
Right of Way, 1213-1215
Option expires April 28, 1958
43,995 sq. ft. at $0.015+ per sq. ft. $ 660.00
House, 832 sq. ft. at $7 per sq. ft. 5,824.00
3 chicken houses and brooder house 882.00
Yard improvements 184.00

29253

EXHIBIT "A" (Cont)

BULLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26621 Judy, Arlen L. and Frances M. (Cont.)

Amount to be paid owners - chrg to Right of Way $7,550.00
Grantors retain possession until February 1, 1958, rent free, and if contract not let before September 1, 1958, have right to rent until June 1, 1958, at $50 per month.

Entire taking -

26603 Robertson, Fred A. and Eldora A. (Riley)
Right of Way, Stas. 1179-1181
Option expires May 3, 1958

0.11 acre	$100.00
13.3 rods fencing at $4 per rod	53.20
Trees	63.30
Amount to be paid owners - chrg to Right of Way	$216.50

Grantors may salvage usable material in old fence.

THINGS TO BE DONE BY THE STATE

Replace stakes on r/w line.
Option conditional on Fahey Avenue crossing.

Complete restriction of access -

26605 Robertson, Fred A. and Eldora A. (Riley)
Right of Way, Stas. 1181-1189
Option expires May 3, 1958

0.27 acre	$100.00
48.7 rods fencing at $4 per rod	194.80
Trees and to reconstruct roadway to irr. dam	138.70
Amount to be paid owners - chrg to Right of Way	$433.50

Grantors may salvage usable material in old fence.

THINGS TO BE DONE BY THE STATE

Replace stakes on r/w line.
Option conditional on Fahey Avenue crossing.

Complete restriction of access -

EXHIBIT "A" (Cont)

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26930 Kerns, Clara et al (Curfman)
Right of Way, Stas. 1393-1396
Option expires April 1, 1958
0.10 acre at $500 per acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Complete restriction of access -

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26840 Shull, Ernest E. and Marjory H. (Bucknum)
Right of Way and Material Source, Stas. 22-32
Option expires May 11, 1958
1.1 acres at $34+ per acre $ 37.50
8 acres at $25 per acre 200.00
0.08 acre, Excess Gratis
88 rods fencing at $3.50 per rod 308.00
Amount to be paid owners - chrg to Right of Way $345.50
Amount to be paid owners - chrg to Quarry Site 200.00
GRAND TOTAL $545.50

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26736 City of Ontario (Brainerd)
Materials Source
Option expires May 12, 1958
10 acres at $250 per acre $2,500.00
10 acres at $100 per acre 1,000.00
Amount to be paid owner - chrg to Quarry Site $3,500.00
To be by Quit Claim Deed. Commission approval given subject to title being acceptable to Hwy. attorneys.

EMIGRANT HILL-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

26970 Roesch, William H. et al (Brainerd)
Right of Way, Stas. 970-975
Option expires April 16, 1958
0.16 acre $100.00
Damages 300.00
Amount to be paid owners - chrg to Right of Way $400.00
Grantors have salvage rights to existing fence.

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

EMIGRANT HILL-DEADMAN'S PASS SECTION - OLD OREGON TRAIL HIGHWAY

26970 Roesch, William H. et al (Cont.)

Provide N. frontage road.
Fence right of way and maintain fence. Install gate where access point enters frontage road.

Complete restriction of access -

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

27331 Hopkins, Orin et al (Chatwood)
Right of Way, Stas. 75-88+73.99
Option expires April 27, 1958

1.15 acres	$25.00
Damages, loss of 5 trees at $5 each	25.00
Amount to be paid owners - chrg to Right of Way	$50.00

THINGS TO BE DONE BY THE STATE

Provide E. and W. frontage roads.
Fence r/w with type II fence.
Protect and re-establish irrigation system where disturbed.

Complete restriction of access -

OLDS FERRY-ONTARIO HIGHWAY

27281 Turner Brothers, a co-partnership (Brainerd)
Right of Way, Stas. 319+70
Option expires April 28, 1958

0.01 acre	$25.00
Amount to be paid owners - chrg to Right of Way	$25.00

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27271 Chandler Building Co. (Scott)
Waiver of Access, Sta. 227
Waiver signed November 21, 1957

Waiver of access	$50.00
Amount to be paid owner - chrg to Right of Way	$50.00

Complete restriction of access - 10

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

22063 Western Foundry Company (Mayhew)
Right of Way, 2400 S.W. Water Ave., Stas. 73-82
Option expires May 20, 1958

118,911 sq. ft. at $0.75 per sq. ft.	$ 90,398.00
Buildings	189,000.00
Allow. for machinery and equip. as per Exhibit "B"	20,602.00
Land in S. E. Moody St.	No Allow.
Schnitzer-Wolfe easement	No Allow.
Moving or leaving of, on property $437,000 worth of equipment and machinery	No Allow.
Amount to be paid owner - chrg to Right of Way	$300,000.00
1957-58 taxes to be pro-rated. Estimated State's share	3,000.00
GRAND TOTAL (Est.)	$303,000.00

Grantor to have tenancy until June 1, 1958 and of Block I until September 1, 1958. 30 days from date of deed until, or before, June 1, 1958 Grantor to pay $1,650 per month rent; from June 1, 1958 to September 1, 1958, or prior thereto, Grantor to pay $500 per month rent on Block I. Any equipment, etc. remaining after State has possession to become property of State.
To be approved on condition owners give warr. deed on their fee ownership.

Entire taking -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26529 Smith, Ray W. and Agnes L. (Black)
Right of Way, Stas. 241-243
Option expires December 24, 1957

7,840 sq. ft. at $0.24 per sq. ft.	$ 1,881.60
Bldg., 8,520 sq. ft. at $2.64 per sq. ft.	22,492.80
Shed, 800 sq. ft. at $1 per sq. ft.	800.00
Improvements, gravel, etc.	575.60
Amount to be paid owners - chrg to Right of Way	$25,750.00

THINGS TO BE DONE BY THE STATE

State to have possession of improvements 30 days after notice and to have them removed 75 days after said notice.
Construct two asphalt paved approaches to r/w line, 30' wide, S., at 241+25 and 242+25.

Access not controlled -

EXHIBIT "A" (Cont)

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

27505 Wecks, O. E. and Gladys (Morgan)
Right of Way, Stas. 3153-3162
Option expires May 20, 1958
0.18 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Maintain the stock passageway under bridge and the fences on both sides thereof.

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25593 Roth, Ed and Anna (Friess)
Right of Way, Stas. 1300-1313
Option expires May 14, 1958
9.18 acres at $250 per acre $2,295.00
Severance damage 7,407.50
Damage to bldgs. 2,497.50
Amount to be paid owners - chrg to Right of Way $12,200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Grantors' land lying W. of proposed new hwy. will be without access thereto. Grantee to provide r/w across parcel to enable grantors to fertilize and harvest crops on said land, west of hwy. for 1958.

Complete restriction of access -

25594 Roth, Amos and Ada (Friess)
Right of Way, Stas. 1313-1327
Option expires May 24, 1958
9.17 acres at $240 per acre $2,200.80
Severance damage 7,199.20
Amount to be paid owners - chrg to Right of Way $9,400.00
Grantor to vacate 15 days after payment.

THINGS TO BE DONE BY THE STATE

Fence right of way by November 1, 1958.
Grantors' land lying W. of proposed new hwy. will be without access. State to furnish r/w across parcel for the purpose of seeding, fertilizing and harvesting 1958 crop.

Complete restriction of access -

EXHIBIT "A" (Cont)

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26929 Oregon-Washington Plywood Co. (Curfman)
Right of Way, Stas. 1393-1396
Option expires May 19, 1958
0.66 acre at $1,000-per acre $640.00
Amount to be paid owner - chrg to Right of Way $640.00
To be approved subject to title being satisfactory to State's attorneys.

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

26999 Pacific Bldgs. Material Co. (Grothaus)
Right of Way, Stas. 235-238
Option expires May 25, 1958
45,000 sq. ft. at $0.066- per sq. ft. $2,960.00
Amount to be paid owner - chrg to Right of Way $2,960.00

Entire taking -

27276 Fernbauch, Paul E. et al (Black)
Right of Way, 4921 S.W. Corbett St., Sta 145
Option expires June 1, 1958
50 sq. ft. $40.00
Amount to be paid owners - chrg to Right of Way $40.00

Complete restriction of access -

27311 Stanton, Alford R. and Blanche H. (Black)
R/W and Ret. Wall Ease., 4673 SW Corbett Ave., Sta. 137
Option expires May 28, 1958
134.13 sq. ft. and ret. wall easement, 170.75 sq. ft. $ 50.00
Damages 500.00
Amount to be paid owners - chrg to Right of Way $550.00

THINGS TO BE DONE BY THE STATE

Construct a retaining wall with pipe handrail 30" high and 10' long opp. S.E. corner of residence.

Complete restriction of access -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27324 Haskins, Fay S. et al (Black)
Right of Way, 0219 S.W. Julia, Sta. 140
Option expires June 1, 1958

125 sq. ft.	$ 40.00
Damage	300.00
Amount to be paid owners - chrg to Right of Way	$340.00

Complete restriction of access -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

27016 Garrigus Lumber Co., Inc. (Black)
Right of Way, Stas. 255-256
Option expires May 29, 1958

2,000 sq. ft.	$330.00
Amount to be paid owner - chrg to Right of Way	$330.00

Access not controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

27444 Stockman, Quenton G. et al (Riley)
Right of Way, 2761 E. 16th Ave., Eugene, Stas. 192-194
Option expires May 25, 1958

6,156 sq. ft. at $0.25 per sq. ft.	$1,539.00
House, 400 sq. ft. at $7.25 per sq. ft.	2,900.00
Woodshed and shrubbery	200.00
Amount to be paid owners - chrg to Right of Way	$4,639.00

Grantors to vacate 30 days after payment.
Approval subject to title being satisfactory, to hwy. attorneys.

Entire taking -

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26242 Brown, M. J. (Henry)
Right of Way, Stas. 603-630
Option expires May 26, 1958

11.17 acres at $30- per acre	$ 335.00
1.5 acres at $300 per acre	450.00
House, 988 sq. ft. at $3.50 per sq. ft.	3,458.00
Garage, 2 barns, landscaping and shrubbery	1,433.00
Timber	724.00

EXHIBIT "A" (Cont)

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26242 Brown, M. J. (Cont.)

Amount to be paid owner - chrg to Right of Way $6,400.00
Grantor to vacate on or before February 1, 1958 or 30 days after acceptance, whichever is earlier.

THINGS TO BE DONE BY THE STATE

Construct road approaches on S. at 613+50 and 628+50.
Access: 613+50 and 628+50, S., production and transportation of timber products and residential.

Access controlled -

DAVIS SLOUGH-BEAVER LOOKOUT UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

27346 Coos County (Morgan)
Right of Way, Stas. 584-591
Option expires May 21, 1958

3.1 acres at $14.84 per acre	$ 46.00
Timber	478.05
Amount to be paid owner - chrg to Right of Way	$524.05

This option not to affect previous access granted under File 25898.

Access controlled -

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26841 Belshe, Robert and Bertha (Bucknum)
Right of Way and Materials Source
Option expires May 19, 1958

6.9 acres at $25 per acre	$ 172.50
2.84 acres at $200 per acre	568.00
2.00 acres at $100 per acre	200.00
Re-est. corrals, haystack, power pole and reconn. w. line	400.00
Fencing: 534 rods at $3.50 and 63 rods at $4/rod	2,121.00
Severance and crop damage	293.80
Amount to be paid owners - chrg to Right of Way	$3,722.80
Amount to be paid owners - chrg to Quarry Site	32.50
GRAND TOTAL	$3,755.30

THINGS TO BE DONE BY THE STATE

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26841 Belshe, Robert and Bertha (Cont.)

Install CMP stock pass and drain at Stas. 53+18 and 116+80. Protect well N. of Sta. 53. Install conduit for water pipe at Sta. 120. Farm crossings at Stas. 50+25 and 135+10, 60' wide.
Access: 122+00, S.W.; 55+25 both sides, 121+25, 40', N.E.; 112+50, E., residential and agricultural.

Access controlled -

26844 Conlee, Lester R. and Alice B. (Bucknum)
Right of Way, Stas. 164-193
Option expires May 18, 1958

4.80 acres at $200 per acre	$ 960.00
Crop damage	60.00
293 rods fencing at $3.50- per rod	1,025.00
Amount to be paid owners - chrg to Right of Way	$2,045.00

THINGS TO BE DONE BY THE STATE

Provide 78" CM Pipe cattle pass and drain at 181+37 and 50' farm crossing at 174+00.

Access controlled -

26845 Ross, Howard R. and Gwen (Bucknum)
Right of Way, Stas. 249-132
Option expires May 25, 1958

5.48 acres at $25 per acre	$137.00
270 rods fencing at $3.50 per rod	945.00
Amount to be paid owners - chrg to Right of Way	$1,082.00

THINGS TO BE DONE BY THE STATE

Grant easement for Grantor to construct fence 10' inside r/w on N.E. side between 226+75 and 227+25. Provide 84" CMP drain and stock pass at 258+50.
Access: 253+00, N.E., and 254+00, S.W., farming and residential.

Access controlled -

26845 Estate of Everett H. Nichols (Bucknum)
Right of Way, Stas. 193-249
Option expires May 26, 1958

3.16 acres at $200 per acre	$ 632.00
4.32 acres at $25 per acre	108.00
Re-est. telephone line	100.00
690 rods fencing at $3.50 per rod	2,415.00
Crop damage, seed and fertilizer	63.20

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26845 Estate of Everett H. Nichols (Cont.)

Amount to be paid owners - chrg to Right of Way	$3,318.20

Approval subject to title being satisfactory to Hwy. Attorneys.

THINGS TO BE DONE BY THE STATE

Construct connection to Grantors' driveway at Sta. 237+50. Protect TV cable crossing at Sta. 242+20. Install conduit for 1" water pipe at Sta. 138+25. Provide drain and stock pass at Stas. 247+50 and 229+50.
Farm crossings, 60' wide, at Stas. 210+00, 225+00 and 237+50. Access: 225+00, N. and 237+50, S., farming and residential.

Access controlled -

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26516 Franck, Ray H. and Bertha B. (Black)
Right of Way, Stas. 214-215
Option expires May 18, 1958

0.17 acre+	$1,328.00	
Lawn, curb, roses and driveway	1,022.00	
Damage	2,250.00	
Amount to be paid owners - chrg to Right of Way		$4,600.00

THINGS TO BE DONE BY THE STATE

Pave approach to r/w line, 25' wide.
Access: 214+58, N., operation of trailer park and trailer sales activity, only.

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

22539 Freepons, Richard N. and Opal Eileen (Smith)
Right of Way, 3535 S.W. Macadam, Sta. 106
Option expires June 2, 1958

4,100 sq. ft. at $0.50 per sq. ft.	$2,050.00	
Bldg., 945 sq. ft. at $3 per sq. ft.	2,835.00	
Garage	615.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00
State to pay last half of 57-58 taxes. Est.		60.00
GRAND TOTAL (Est.) chrg to Right of Way		$5,560.00

Entire taking -

EXHIBIT "A" (Cont)

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

23471 Tatum, Helen C. (Black)
Right of Way, 6191 S.W. Capitol Hwy.
Option expires May 22, 1958

2,164 sq. ft.	$800.00
Damages	200.00
Amount to be paid owner - chrg to Right of Way	$1,000.00

Access not controlled -

FINN ROCK-ELK CREEK SECTION - McKENZIE HIGHWAY

25126 Brown, D. C. SUPPLEMENTAL REPORT (Morgan)
Right of Way and Slope Ease., Stas. 204-213

0.87 acre at $2,000- per acre	$1,712.00
0.05 acre perm. slope ease.	100.00
Barbecue hse., 2 fish ponds, shrubs, septic tank, etc.	1,200.00
Timber	588.00
Damage	3,400.00
	$7,000.00
Less payment under prev. approval of 8-16-56	-4,500.00
This additional approval pay to owner chrg to Right of Way	$2,500.00

Previous approval of Commission August 16, 1956 for $4,500 included $1,000 damages and no slope easement.

Access controlled -

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23713 City of Grants Pass (Holt)
Right of Way and Excess, Stas. 25-744
Option expires May 26, 1958

45.21 acres at $1,182.26 per acre	$53,450.00
62.71 acres at $42+ per acre	2,634.00
37.97 acres at $100+ per acre	3,800.00
Amount to be paid owner - chrg to Right of Way	$59,884.00

Approval subject to title being satisfactory to Hwy. Attorneys.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

24993 Multnomah County (Grothaus)
Right of Way, Stas. 123-125, 143
Option expires May 25, 1958

9,047 sq. ft.	$1,500.00
2,185 sq. ft.	150.00
7,345 sq. ft.	1,500.00
Amount to be paid owner - chrg to Right of Way	$3,150.00

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

23684 Curl, William Henry and Martina Marie (Scott)
Right of Way, 0312 S.W. Bancroft, Sta. 125+50

3,680 sq. ft. at $0.15 per sq. ft.	$ 552.00
House	3,648.00
Yard improvements	300.00
Amount to be paid owners - chrg to Right of Way	$4,500.00

Entire taking -

24997 Neimy, Walter and Marvis (Grothaus)
Right of Way, 4737 S.W. Kelly, Stas. 135-137
Option expires May 26, 1958

2,525 sq. ft. purchase plus 500 sq. ft. temp. easement	$ 300.00
Trees	10.00
Encroachment damage to house	1,200.00
Amount to be paid owners - chrg to Right of Way	$1,510.00

THINGS TO BE DONE BY THE STATE

Remove temporary by-pass structure from easement area. Make all necessary changes in water line at no expense to Grantors.

Complete restriction of access -

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26843 Hansen, Hansine C. (Bucknum)
Right of Way, Stas. 145-164
Option expires June 1, 1958

3.32 acres at $200 per acre	$664.00
218 rods fencing at $3.50 per rod	763.00
Severance damage	536.00
Amount to be paid owner - chrg to Right of Way	$1,963.00

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26843 Hansen, Hansine C. (Cont.)

THINGS TO BE DONE BY THE STATE

Construct 70' crossing N. of 154+00.	
Estimated cost	75.00
GRAND TOTAL (Est.) chrg to Right of Way	$2,038.00
70' farm crossing at Sta. 154+00.	

Access controlled -

HILGARD-ORO DELL UNIT, HILGARD-LA GRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27106 Hodge Brothers, a partnership (Brainerd)
Right of Way, Stas. 919-943
Option expires June 4, 1958

8.4 acres at $350 per acre	$2,940.00
15.1 acres at $35 per acre	528.50
House, 1,152 sq.ft. at $4 per sq.ft.	4,608.00
Barn, 1,296 sq.ft. at $3 per sq.ft.	3,888.00
Shed, 1,440 sq.ft. at $3 per sq.ft.	4,320.00
Tack room, 300 sq.ft. at $2.50 per sq.ft.	750.00
2 sheds and other bldgs., 1,250 sq.ft. at $1.50/sq.ft.	1,875.00
Well and pump	250.00
600' decorative fencing at $0.50 per ft.	300.00
Allow. for fences, improvements and rock dike	140.50
Damages	300.00
Amount to be paid owners - chrg to Right of Way	$19,900.00

State may take possession after acceptance.

Complete restriction of access -

EXHIBIT "B-1"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem-Stout Creek Section of the North Santiam Highway described as follows:

> A parcel of land lying in Section 16, Township 9 South, Range 1 East, W.M., Marion County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 470, Page 494, of Marion County Records of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel to and 140 feet Northerly of the center line of the North Santiam Highway as said highway has been relocated, which center line is described in said State of Oregon deed.
>
> The parcel of land to which this description applies contains 9.21 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273,060 Et. Seq. The convenyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated North Santiam Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 55 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

29267

EXHIBIT "B-2"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Rowena-The Dalles Section of the Columbia River Highway described as follows:

A parcel of land lying in Lot 4, Tract "B" Chenoweth Home Tracts situated in the Southeast quarter (SE $\frac{1}{4}$) of Section 29, Township 2 North, Range 13 East, W.M., Wasco County, Oregon, the said parcel being that protion of said Lot 4 lying Westerly of a line which is parallel to and 150 feet Westerly of the center line of the relocated Columbia River Highway which center line is described as follows:

Beginning at Engineer's center line Station 2182+52.6, said station being 899.4 feet North and 588.2 feet East of the Southeast corner of the Justin Chenoweth D. L. C. No. 37, Township 2 North, Range 13 East, W. M.; thence on a spiral curve to the left (the long chord of which bears South 18° 56' 30" West) 400 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 0° 36' 30" West) 2177.8 feet to Engineer's center line Station 2208+30.4.

Said parcel being approximately 104 feet by 122 feet.

The parcel of land to which this description applies contains 0.3 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Columbia River Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 56 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

December 5, 1957

EXHIBIT "C"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4032, with Parker-Schram Co., for structure, grading and paving on the Barbur Blvd. Jct. Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway (Portland-Salem Expressway) in Multnomah County, completed November 23, 1955.

"Contract No. 4504, with T. W. Thomas, for constructing guard rail and installing sight posts on the Goshen-Divide Section of the Pacific Highway in Lane County, completed August 24, 1957.

"Contract No. 4536, with Rogers Construction, Inc., for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed July 31, 1957.

"Contract No. 4587, with Gibbons & Reed Co., for grading and tunnel excavation on the Knowles Creek-Turner Creek Tunnel Sec. of the Mapleton-Richardson County Road in Lane County, completed November 8, 1957.

"Contract No. 4657, with Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., for structures, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, completed October 29, 1957.

"Contract No. 4673, with Arthur Simonsen & Co., for pavement sealing and rock production on the La Grande-North Powder Section of the Old Oregon Trail Highway in Union and Baker Counties, completed September 25, 1957.

"Contract No. 4701, with P. S. Lord Mechanical Contractors for constructing Nehalem River (Vine Maple) Bridge on the Fishhawk Falls Highway in Clatsop County, completed November 14, 1957.

"Contract No. 4720, with Don Greene & Greene & Buick, Inc., for grading and oiling on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County, completed October 25, 1957.

"Contract No. 4762, with Funderburk Construction Corp. for grading and paving on the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, completed September 25, 1957.

"Contract No 4766, with Sig Andersson, for grading and paving on the Monroe Ave.-16th St. (North Bend) Section of the Cape Arago Highway in Coos County, completed August 6, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4808, with Morse Bros. & Durbin Bros. for grading and oiling on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County, completed October 11, 1957.

"Contract No. 4810, with C. E. Leseberg, for grading and paving on the Horseshoe Bend-Gwynn Undercrossing Unit of the Juntura-Vale Section of the Central Oregon Highway in Malheur County, completed August 22, 1957.

"Contract No. 4823, with S & D Construction Co., for constructing North Fork Scappoose Creek Bridge on the Pittsburg-Scappoose Highway in Columbia County, completed November 15, 1957.

"Contract No. 4835, with Perkins Bros., for grading and paving on the 17th St.-Cozine Cr. (Adams St., McMinnville) Section of the Pacific Highway West (Southbound) in Yamhill County, completed September 26, 1957.

"Contract No. 4851, with Roy L. Houck & Sons, for paving on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, completed November 9, 1957.

"Contract No. 4854, with Umatilla Ready-Mix Co., for furnishing crushed material in stockpile on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed September 14, 1957.

"Contract No. 4864, with Calkins Crushing Co., for paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, completed October 29, 1957.

"Contract No. 4890, with Rogers Construction Co., for grading and paving on the Halsey St.-Division St. Section of N.E. and S.E. 122nd Ave. in Multnomah County, completed October 24, 1957.

"Contract No. 4916, with E. A. Kruse, for grading and oiling on the E. Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County, completed October 22, 1957.

"Contract No. 4920, with Orlando C. Bennard, for constructing the Glover Overcrossing of the U.P.R.R. on the Old Oregon Trail Highway in Union County, completed November 7, 1957.

"Contract No. 4951, with McNutt & Sons, Inc. and Lee F. Philpott, for grading and oiling on the Shaniko-Antelope Section of the Shaniko-Fossil Highway in Wasco County, completed October 1, 1957.

"Contract No. 4955, with R. H. Jones, for constructing Hay Creek Bridge on The Dalles-California Highway in Jefferson County, completed November 4, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4963, with Leslie Harris, for grading and paving on the Cove (French & Hill Sts.) City Street Section in Union County, completed October 15, 1957.

"Contract No. 4970, with Hodges & Barger and Robert Kyle for constructing Rock Creek and Gate Creek Bridges on County Road FAS 311 in Wasco County, completed November 11, 1957.

"Contract No. 4974, with Harbert Bros., for grading and surfacing on the Alsea Jct.-Beaver Cr. School Section of the Alsea Highway-Greenberry Road in Benton County, completed September 27, 1957.

"Contract No. 4976, with M. C. Lininger & Sons, for grading and paving on the N. Grants Pass Interchange-Savage St. Section of the Pacific Highway in Josephine County, completed October 24, 1957.

"Contract No. 4990, with Knight Pearcy, for roadside improvement of the S. 6th St. (Klamath Falls) R.R. O'Xing Section of the Klamath Falls-Lakeview Highway in Klamath County, completed November 7, 1957.

"Contract No 4994, with Steeck Electric Co., for installing illumination on the Chenoweth Cr.-The Dalles Section of the Columbia River Highway in Wasco County, completed October 16, 1957.

"Contract No. 5008, with Rogers Construction Co., for grading and paving on the 102nd Ave.-122nd Ave. Section of N.E. Glisan St. in Multnomah County, completed October 22, 1957.

"Contract No. 5010, with A. E. FitzGerald for constructing Stinkingwater Mountain Sand Shed on the Central Oregon Highway in Harney County, completed November 5, 1957.

"Contract No. 5014, with J. C. Compton Co., for furnishing crushed material in stockpile on the S.P. U'Xing-Little Deschutes River Section of the Willamette Highway in Klamath and Lane Counties, completed October 1, 1957.

"Contract No. 5035, with Pacific Concrete Co., for constructing 21st, 28th, 33rd and 39th Ave. Undercrossing on the T. H. Banfield Expressway in Multnomah County, completed November 21, 1957.

"Contract No. 5036, with Grimstad & Vanderveldt, for overnight camp expansion of Ft. Stevens State Park in Clatsop County, completed November 12, 1957.

"Contract No. 5039, with Gilbert Roberts, for constructing the Cascade Locks Sand Shed on the Columbia River Highway in Hood River County, completed November 19, 1957.

EXHIBIT "C" (Cont)

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 68 shall be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

29272

EXHIBIT "D-1"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 366.290, the Commission may select, locate, establish, designate, improve and maintain out of the highway fund a system of secondary state highways and in furtherance of this purpose may enter into agreements with the county courts of the several counties, by which market roads or other county roads are selected, designated, and adopted as state secondary highways; and

WHEREAS, Umatilla County and the State Highway Commission entered into an agreement on the 6th day of December, 1957, relating to the selection, designation, and adoption of the North Mission and South Mission County Roads as shown colored in yellow on the sketch mat attached hereto, marked Exhibit "A", and by this reference made a part hereof; and

WHEREAS, said agreement provided that the State Highway Commission could adopt, select, and designate the said North Mission and South Mission County Roads as a part of the state secondary highway system to be known as the Umatilla Mission Highway, State Secondary Highway No. 331.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commissin as follows:

1. That the North Mission and South Mission County Roads as shown colored in yellow on the attached Exhibit "A" be and they hereby are adopted, selected, and designated as the Umatilla Mission Highway, State Secondary Highway No. 331, which said highway is described as follows:

> Beginning at a junction with the Oregon-Washington Highway No. 8 at mile point 4.42 of said Oregon-Washington Highway; thence southerly along the North and South Mission County Roads via Mission to a junction with the Old Oregon Trail Highway No. 6 at mile point 212.68 of said Old Oregon Trail Highway, a distance of 4.79 miles.

2. That this resolution be entered in the minutes and records of the Highway Commission this 6th day of December, 1957, as Secondary Highway Designation Resolution No. 43.

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*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 43, under the heading, "Secondary Highway Designation Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29273

EXHIBIT "D-2"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Stanfield-Pendleton Highway, State Secondary Highway No. 337, has previously been designated, as shown in red and blue on the attached sketch map, marked Exhibit "A", and by this reference made a part hereof and described as follows, to wit:

> Beginning at a junction with the Old Oregon Trail Highway No. 6 at mile point 187.91 of said Old Oregon Trail Highway; thence southeasterly to a junction with the Lexington-Echo Highway at mile point 35.74 of said Lexington-Echo Highway in the city of Echo; thence beginning again at a junction with the Lexington-Echo Highway at mile point 35.91 of said Lexington-Echo Highway in the city of Echo; thence continuing southeasterly and easterly to a junction with the Old Oregon Trail Highway No. 6 at mile point 207.68 of said Old Oregon Trail Highway in the city of Pendleton, a distance of 24.42 miles,

and

WHEREAS, under the provisions of ORS 366.290, the Commission may, with the written consent of the county court of the county in which a particular highway or part hereof is located, eliminate from the system of secondary highways any road or highway, or any part thereof, and the eliminated part shall then become a county road or highway, and the construction, repair, maintenance or improvement, and jurisdiction over said highway shall be exclusively under the county court of the county in which a highway or road is located; and

WHEREAS, the State Highway Commission and Umatilla County entered into an agreement on the 6th day of December, 1957, relating to the disposition of that portion of the hereinabove described Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown in red on the attached Exhibit "A"; and

WHEREAS, in the opinion of the Highway Commission, the interests of the State will be best served if that portion of the heretofore described Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown in red on the said attached Exhibit "A", be transferred to Umatilla County and all right, title and interest which State has in and to the right of way of said highway pass to and vest in Umatilla County; and

WHEREAS, under the terms of that agreement, State agreed to transfer to Umatilla County the heretofore described Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown colored in red on the attached Exhibit "A"; and

EXHIBIT "D-2" (Cont)

WHEREAS, under the provisions of ORS 366.290, the Commission may likewise make changes in the location of highways that have been previously designated and adopted by the Commission as in the judgment and discretion of the Commission will result in better alignment, more advantageous and economic highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That pursuant to an agreement entered into with Umatilla County, Oregon, on the 6th day of December, 1957, that portion of the Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown colored in red on the attached Exhibit "A", is hereby duly eliminated as part of the Stanfield-Pendleton Highway, State Secondary Highway No. 337, and the state highway system, and that all right, title, and interest which the State has in such highway right of way does hereby pass to and vest in said Umatilla County.

2. That the portion of the said Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown colored in blue on the said attached Exhibit "A", does not pass to nor vest in Umatilla County, but the same shall be retained by State.

3. That that portion of the said Stanfield-Pendleton Highway, State Secondary Highway No. 337, as shown colored in blue on the attached Exhibit "A" and which is located in the city of Echo and title to which is retained by State, is hereby redesignated as a portion and part of the Lexington-Echo Secondary Highway, being State Secondary Highway No. 320, which said portion is described as follows:

> Beginning at the junction with the Lexington-Echo Highway at mile point 35.74 of the said Lexington-Echo Highway in the city of Echo; thence southerly via the Stanfield-Pendleton Highway along Thielson Street to a junction with the Lexington-Echo Highway at mile point 35.91 of said Lexington-Echo Highway in the city of Echo.

4. That this resolution be entered in the minutes and records of the Highway Commission this 5th day of December, 1957, as Abandonment and Retention Resolution No. 342.

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*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 342, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds Accrued First Half of 1956:	
Dayton	$ 2,100.00

Funds Accrued Second Half of 1956:	
Butte Falls	$ 1,304.31
Corvallis	64,494.83
Dayton	2,590.66
Dufur	1,815.94
North Powder	1,484.46
Yamhill	1,848.37

Funds Accrued First Half of 1957:	
Corvallis	$53,606.14
Dayton	1,970.39
North Powder	1,193.82
Monument	666.45
Seaside	11,260.19
Sumpter	376.69
Yamhill	1,448.81

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "E" (Cont)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 5th day of December, 1957.

29277

EXHIBIT "F"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated, and revised on July 23, 1941, and on September 23, 1954, a secondary state highway which is described as follows:

> Beginning at a junction with the Pacific Highway West at Third and Baker Streets in McMinnville, thence easterly to a junction with the Amity-Dayton Secondary Highway No. 155 at Mile Post 7.03 of said highway;

Which said highway upon its selection and designation as a secondary highway was thereafter identified on the records of the Highway Commission as the Three Mile Lane Highway, State Secondary Highway No. 152; and

WHEREAS, the Highway Commission has selected and designated Baker Street as the one-way northbound route of the Pacific Highway West and Adams Street as the one-way southbound route of the Pacific Highway West in the City of McMinnville; and

WHEREAS, pursuant to ORS 373.010, the Highway Commission deems it necessary and in the best interests of the traveling public that the westerly terminus of the Three Mile Lane Highway be altered and that said highway be extended from Third and Baker Streets westerly to Third and Adams Streets; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The following described portion of Third Street in the City of McMinnville shall be designated as an extension of the Three Mile Lane Highway, State Secondary Highway No. 152, to wit:

> Beginning at the intersection of the existing Three Mile Lane Highway and the one-way northbound route of the Pacific Highway West at Third and Baker Streets, thence westerly via Third Street to an intersection with the one-way southbound route of the Pacific Highway West at Baker and Adams Streets, as shown colored in red on the attached Exhibit "A" which by this reference is made a part hereof.

2. This resolution be entered in the minutes and records of the Highway Commission this 5th day of December, 1957, as Secondary Highway Resolution No. 42, and the Secretary is directed to file a duly certified copy thereof with the City Recorder of McMinnville, and the Secretary of State.

EXHIBIT "F" (Cont)

*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 42, under the heading, "Secondary Highway Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29279

EXHIBIT "G"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the relocated Siletz-Camp Twelve Unit of the Siletz-Toledo Section of the Siletz Secondary State Highway No. 181 located in Lincoln County, the northerly terminus of which is at Highway Engineer's Survey Station 407+00 and the southerly terminus of which is at Highway Engineer's Survey Station 364+32.52 P.S.Ah. = 365+32.20 P.O.T.Bk. Equation on the said highway, has been completed and is now open to public travel; and

WHEREAS, due to the relocation of the aforesaid unit a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Lincoln County, the City of Siletz and the State Highway Commission entered into an agreement on 11th of August, 1955, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be abandoned by the State Highway Commission to the County by a formal resolution, as part of the Siletz Secondary State Highway No. 181 in the state highway system, and that Unit "A", being within the city limits of Siletz, would be relinquished by the County to the City and maintained thereafter by the City as part of the city street system; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the Siletz-Toledo Section of the Siletz Secondary State Highway No. 181 together with other real property acquired by the state for roadway right of way and other public purposes, is needed and valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action to impress upon its records disposition made of the portion or unit of the former right of way of the said Siletz Secondary State Highway No. 181 referred to herein as Unit "A", as well as all of the property affected by reason of said realignment.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that;

1. The portion of the former right of way, which by reason of the relocation of the Siletz-Camp Twelve Unit of the Siletz-Toledo Section of the Siletz Secondary State Highway No. 181 is no longer within the boundaries of the new right of way, is identified as Unit "A" and described as follows:

EXHIBIT "G" (Cont)

Unit "A"

All of the lands situated within the right of way boundaries of the Siletz Secondary State Highway No. 181 as located and commencing from the mean high-water mark on the northerly bank of the Siletz River in the City of Siletz, in the southwest quarter of the northwest quarter of the southwest quarter (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$) in Section 9, Township 10 South, Range 10 West, W.M., and extending northeasterly along the highway route to the westerly right of way line of the relocated Siletz Secondary State Highway No. 181, which westerly right of way line is parallel to and 50 feet westerly of the center line of said relocated highway between Highway Engineer's Survey Station approximately 403+55 to 402+60 of said relocated highway in the south half of the north half (S $\frac{1}{2}$ N $\frac{1}{2}$) in Section 9, Township 10 South, Range 10 West, W.M., Lincoln County, Oregon and north of the Siletz River.

2. Pursuant to the agreement entered into with Lincoln County and the City of Siletz on the 11th day of August, 1955, Unit "A", indicated on the map attached hereto marked Exhibit "A" and by this reference made a part hereof, is hereby duly abandoned as part of the Siletz Secondary State Highway No. 181 and the state highway system, and all right, title, and interest which the state has in the right of way of Unit "A" herein described, passes to and vests in the said Lincoln County.

3. That portion of the right of way of the former highway and of the relocated Siletz-Camp Twelve Unit of the Siletz-Toledo Section of the Siletz Secondary State Highway No. 181 together with the real property acquired by the state for roadway right of way and other public purposes, as is indicated on Exhibit "A" attached hereto, shall be retained and held by the state.

4. The Abandonment and Retention Resolution No. 341 be entered in the minutes and records of the Oregon State Highway Commission as of the 5th day of December, 1957, and the secretary is ordered to mail a duly certified copy hereof to the County Court of Lincoln County and the City Recorder of the City of Siletz.

FOOTNOTE*

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 341, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29281

EXHIBIT "H"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State Highway Commission has acquired certain parcels of real property, hereinafter more fully described, adjacent to the Willamette River, in Lane County, Oregon, for road building materials; and

WHEREAS, the State Highway Commission has exhausted the supply of road building materials on said real property; and,

WHEREAS, Lane County, acting by and through its County Court, has expressed to the State Highway Commission, its desire to acquire title to said real property for park purposes, and has agreed to give to the State Highway Commission in exchange therefore, 10,000 yards of gravel; and,

WHEREAS, pursuant to ORS 271.330, the State Highway Commission is granted the express power to relinquish the title to any of its property not needed for public use to any political subdivision within the State, providing such property shall be used and continue to be used for a public purpose by such political subdivision in the State of Oregon; and,

WHEREAS, the State Highway Commission is of the opinion that the above mentioned real property is no longer needed for a public purpose by the Highway Department, and is, therefore, willing to transfer said property to Lane County for park purposes, in exchange for 10,000 yards of gravel from said County;

NOW, THEREFORE, BE IT RESOLVED that the hereinafter described real property now belonging to the State of Oregon, by and through its State Highway Commission, be conveyed by Bargain and Sale Deed, pursuant to the provisions of ORS 271.330, to Lane County, a political subdivision of the State of Oregon, to be used by said Grantee for park purposes only. Attached hereto, marked "Exhibit A" and by this reference made a part hereof, is map #1R-2-2543 showing said parcels of real property colored in red. The said real property is described as follows:

> A parcel of land lying in Sections 34 and 35, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon, and being that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded on Reel 9-52D, Instrument No. 90970, in Book 436, Page 199, in Book 440, Page 630 and on Reel 14-53D, Instrument No. 99910 of Lane County Deed Records. The said parcel being described as follows:

EXHIBIT "H" (Cont)

All of the Fractional Blocks numbered 53 and 54 and Lots 4, 5, and 6 in Block 46 of the City of Springfield, Lane County, Oregon, according to the extended survey thereof, recorded as the map of Springfield in Volume 1, Page 1 of Lane County Deed Records, containing 62,500 square feet, more or less. Also the vacated portion of Water Street lying between Block 46 and Block 53 as vacated by that certain Springfield City Ordinance No. 312, containing 16,760 square feet. Also all right, title and interest to any accretions of the Willamette River fronting on said Blocks 53 and 54.

Block 52 of the City of Springfield according to the extended survey thereof platted and recorded as the map of Springfield in Volume 1, Page 1 of the Lane County Records of Deeds, containing approximately 66,000 square feet.

Also all right, title and interest to any accretions of the Willamette River fronting on said Block 52.

Fractional Lots 1, 2, 3, and 4 in Block 45 of the City of Springfield, Lane County, Oregon, according to the extended survey thereof platted and recorded as the map of Springfield in Volume 1, Page 1, of Lane County Deed Records, containing 46,000 square feet, more or less.

Also all right, title and interest to any accretions of the Willamette River fronting on said Block 45.

A tract of land lying in the Springfield Addition to the City of Springfield situated in Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon. The said tract being described as follows:

Beginning at a point which bears North 89° 16' West, 163.5 feet from the intersection of the Northerly right of way line of the McKenzie Highway with the South line of the Thurman property, said intersection being North 70 feet and North 89° 46' West, 204.5 feet from the Northeast corner of Lot 4, Block 20 Springfield as platted and recorded at Page 1 of Volume 1, Lane County Deed Records; said beginning point also being the Southwest corner of that property described in that deed to Lewis J. Campbell recorded in Book 311, Page 496, Lane County Deed Records; thence North 95 feet; thence West to the East Bank of the Willamette River; thence Southerly along

EXHIBIT "H" (Cont)

the East bank of the Willamette River to a point which bears West from the point of beginning; thence East to the point of beginning, containing 0.5 acre, more or less.

BE IT FURTHER RESOLVED that this Resolution No. 210 be entered in the minutes and records of the Commission this 5th day of December, 1957, and that a certified copy thereof be forwarded to Lane County.

EXHIBIT "I"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 366.145, the State Highway Commission is authorized to appoint an Assistant State Highway Engineer who shall, after appointment, hold office during the pleasure of the Commission; and

WHEREAS, said law further provides that said Assistant State Highway Engineer shall receive an annual salary to be fixed by the Commission; and

WHEREAS, P. M. STEPHENSON is a registered Civil Engineer and has had many years experience in highway engineering and highway bridge engineering.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, all members present, voting affirmatively as follows:

1. That it is the judgment and finding of this Commission, having duly considered and examined the qualifications of P. M. STEPHENSON, that P. M. STEPHENSON is a competent Civil Engineer and is well qualified by technical training as well as practical experience in highway engineering and highway bridge engineering, and by reason of said qualifications is a competent person to serve as Assistant State Highway Engineer.

2. That P. M. STEPHENSON be and he hereby is appointed, effective January 1, 1958, to the position of Assistant State Highway Engineer and shall perform such duties as may be assigned to him by the State Highway Engineer or by this Commission and shall, under the direction of or in the absence of the State Highway Engineer, have full authority to perform any duty required or permitted by law to be performed by the State Highway Engineer.

3. That the Assistant State Highway Engineer shall receive a starting annual salary of $11,880.00, payable in monthly installments of $990.00 per month, as approved by the Civil Service Commission and the Department of Finance and Administration for a Civil Engineer VII in the fourth step, and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That prior to entering into the discharge of his respective duties, the said P. M. STEPHENSON shall take and subscribe the usual official oath.

EXHIBIT "I" (Cont.)

5. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State, together with a sample of the signature of P. M. STEPHENSON as Assistant State Highway Engineer.

6. That this resolution be entered in the minutes and records of this Commission as of the 5th day of December, 1957.

EXHIBIT "J-1"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigations are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Mehama-Mill City Highway

Highway number 213 Route number ORE 226

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.24 (south end of the North Santiam River Bridge)	1.08 (a point 0.11 mi. north of the jct. of the Albany-Lyons Highway)	45

Except that between a point 0.12 mile north of the Mari-Linn School M.P. 0.69) and a point 0.13 mile south of the Mari-Linn School (M.P. 0.94) the indicated speed shall be 20 miles per hour during the hours of school

EXHIBIT "J-1" (Cont.)

Location of Termini (Continued)		Established Speed
M.P.	to M.P.	M.P.H.

crossings as per the provisions of Subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 263 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

EXHIBIT "J-2"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483 104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Scholls Secondary Highway

Highway number 143 Route Number ORE 210

Location of Termini		Established Speed
M. P.	to M. P.	M.P.H.
9.60 (Progress)	12.40 (Raleigh Hills)	45

Except that in the following sections the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104:

10.14 (50 feet north of S.W. Eagle Lane)	10.44 (0.13 mi. south of Denny Road)	20

EXHIBIT "J-2" (Cont.)

Location of Termini (Continued)		Established Speed
M.P.	to M.P.	M.P.H.
11.80 (150 feet east of Laurel-wood Drive)	12.13 (0.11 mi. east of Montclair Street)	20

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 265 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

29290

EXHIBIT "J-3"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Scholls Secondary Highway No. 143 is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway near the Portland Golf Club between Raleigh Hills and Progress;

and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by reason of restricting sight distance for vehicles entering the highway from the Golf Club, and also restricts the maneuvering of vehicles traveling on the highway; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Scholls Secondary Highway, between a point 0.15 mile north of S. W. 86th Avenue, (M.P. 11.41), and the junction with the old Scholls Ferry Road, (M.P. 11.57), creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles at said location on said Scholls Secondary Highway should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

EXHIBIT "J-3" (Cont.)

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 173 be entered in the minutes and records of the State Highway Commission as of the 5th day of December, 1957.

EXHIBIT "J-4"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Oregon Coast Highway

Highway number 9 Route number US101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
24.72 (a point 0.24 mi. in a northerly direction from the Sunset Highway)	24.96 (Sunset Highway)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "J-4" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 264 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

EXHIBIT "J-5"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483 104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Sunset Highway

Highway number 47 Route number ORE26

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.00 (Jct. with Oregon Coast Highway)	0.10 (a point 0.10 mi. in a southerly direction from the Oregon Coast Highway)	45

EXHIBIT "J-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 266 be entered in the minutes and records of the Commission as of the 5th day of December, 1957.

EXHIBIT "J-6"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Oregon Coast Highway No. 9 is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway near a restaurant north of the intersection of said highway with the Sunset Highway known as Cannon Beach Junction; and

WHEREAS, the parking of vehicles at said location creates a hazard to the traveling public by reason of restricting sight distance; and

WHEREAS, off-street parking has been provided by the restaurant's owner for approximately 50 vehicles; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Oregon Coast Highway between M.P. 24.74 (Eng. Sta. 171+00) north of Cannon Beach Junction and M.P. 24.90 (Eng. Sta. 179+50) immediately north of Cannon Beach Junction creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the said Oregon Coast Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "J-6" (Cont.)

6. That this "No Parking" Resolution No. 174 be entered in the minutes and records of the State Highway Commission as of the 5th day of December, 1957.

EXHIBIT "K-1"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintennance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, desi gnate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

29299

EXHIBIT "K-1" (Cont)

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said h ghway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken as necessary in the public interest, and the same has been planned,

EXHIBIT "K-1" (Cont)

designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 891.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 891, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29301

EXHIBIT "K-2"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location or of for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hay Canyon-John Day River Section of the Wasco-Heppner Highway, and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hay Canyon-John Day River Section of the Wasco-Heppner Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set for therein in full.*

EXHIBIT "K-2" (Cont)

2. That the relocation, construction, improvement and maintenance of the said Hay Canyon-John Day River Section of the Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 892.

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*FOOTNOTE

The names of the property owner and the detailed description of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 892, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29303

EXHIBIT "K-3"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by the exercise of the power of eminent domain fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of

EXHIBIT "K-3" (Cont)

the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "K-3" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 893.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 893, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-4"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Main Street-8th Street Section of the Medford-Provolt Highway, and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Main Street-8th Street Section of the Medford-Provolt Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "K-4" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Medford-Provolt Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Main Street-8th Street Section of the said Medford-Provolt Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 894.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 894, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby

EXHIBIT "K-5" (Cont)

adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3 That the widening, construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the Highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 895.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 895, under the heading "Real Property Condemnation Resolutions," and said descriptions, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-6"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes. the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads. frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention or hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air. view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-6" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-6" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 896.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 896, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29313

EXHIBIT "K-7"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to widen, improve, construct and maintain the Judkins Point-Goshen Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and,

WHEREAS, the Hignway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

EXHIBIT "K-7" (Cont)

needed for the highway proper; and,

WHEREAS, for the purpose of widening, improving, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary, and that access to and from the said highway should be controlled as specified; and,

WHEREAS, on April 13, 1955, the State Highway Commission, through Condemnation Resolution No. 666, resolved that it was necessary to take a portion of certain property under the ownership of Byrthae M. Bennett and Willetta M. Bennett (file No. R-20205); but it is now found to be necessary to take a greater portion of said property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The aforesaid Condemnation Resolution No. 666, dated April 13, 1955, is rescinded insofar as, and only insofar as, it applies to the aforesaid property of Byrthae M. Bennett and Willetta M. Bennett (File No. R-20205), and this resolution is substituted in lieu thereof

2. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening,improvement, construction and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway as a throughway. certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

3. That it is necessary that there shall be, and there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

EXHIBIT "K-7" (Cont)

4. That the widening, improvement, construction and maintenance of the said Pacific Highway and the highway facilities for which the said parcel or property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 897.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 897, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-8"

Minutes of December 5 and 6, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to reconstruct, improve and maintain the Judkins Point-Goshen Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

EXHIBIT "K-8" (Cont)

needed for the highway proper; and

WHEREAS, for the purpose of reconstructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the reconstruction, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the reconstruction improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire

EXHIBIT "K-8" (Cont)

title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 898.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 898, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29319

EXHIBIT "K-9"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-9" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare p omoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 899.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 899, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-10"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation or scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Samuel H. Boardman State Park fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-10" (Cont)

2. That the real property hereinafter described and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the real property hereinafter described is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 900.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 900, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-11"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute

EXHIBIT "K-11" (Cont)

to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 901.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem being Resolution No. 901, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29327

EXHIBIT "K-12"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, on November 8, 1956, the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land lying in the Southeast quarter (SE¼) of Section 30, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon, consisting of approximately 3,750 square feet, and in addition certain access rights to the Pacific Highway (formerly Portland-Salem Expressway), owned by George A. Edwards and Alice Ruth Edwards, et al, (File R-20998 L-2689), for the location, construction, improvement and maintenance of the Harbor Drive-Barbur Boulevard Section of the said Pacific Highway; and

WHEREAS, it has now been determined that the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) can be completed without the necessity of acquiring the said parcel of said access rights from the said George A. Edwards and Alice Ruth Edwards, et al; and

WHEREAS, present highway construction plans do not contemplate using the said parcel or said access rights at this time or in the immediate future, and

WHEREAS, pursuant to the said resolution of November 8, 1956, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel and access rights of January 7, 1957, which said proceeding is still pending in the Circuit Court of Multnomah County, Oregon, and being Multnomah County Circuit Court Case No. 236847, and

WHEREAS, the State Highway Commission has not taken physical possession of the said parcel described in said resolution of November 8, 1956, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on November 8, 1956, and identified as Condemnation Resolution No. 685, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the Chief Counsel for the State Highway Commission be and he hereby is authorized to move the Circuit Court of Multnomah County, Oregon for an order to dismiss, without prejudice, Multnomah County Circuit Court Case No. 236847, entitled State of Oregon, by and through its State Highway Commission, composed of Ben R. Chandler, Charles H. Reynolds and M. K. McIver, vs. George A. Edwards and Alice Ruth Edwards, et al.

EXHIBIT "K-12" (Cont)

3. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Resolution No. 902.

29329

EXHIBIT "K-13"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, on April 13, 1955, the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of Section 33, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon, consisting of approximately 1,600 square feet, and in addition certain access rights to the Pacific Highway, owned by Martin E. Hill and Edna R. Hill, et al, (File R-20120 L-2719), for the widening, improvement, construction and maintenance of the Judkins Point-Goshen Section of the said Pacific Highway; and

WHEREAS, it has now been determined that due to changes in the construction plans the project can be completed without the necessity of acquiring the said parcel and said access rights from the said Martin E. Hill and Edna R. Hill, et al; and

WHEREAS, present highway construction plans do not contemplate using the said parcel or said access rights at this time or in the immediate future; and

WHEREAS, pursuant to the said resolution of April 13, 1955, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel and access rights on February 6, 1957, which said proceeding is still pending in the Circuit Court of Lane County, Oregon, and being Lane County Circuit Court Case No. 51222; and

WHEREAS, the State Highway Commission has not taken physical possession of the said parcel described in said resolution of April 13, 1955, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on April 13, 1955, and identified as Condemnation Resolution No. 666, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the Chief Counsel for the State Highway Commission be and he hereby is authorized to move the Circuit Court of Lane County, Oregon for an order to dismiss, without prejudice, Lane County Circuit Court Case No. 51222, entitled State of Oregon, by and through its State Highway Commission, composed of Ben R. Chandler, Charles H. Reynolds and M. K. McIver, vs. Martin E. Hill and Edna R. Hill, et al.

3. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Resolution No. 903.

EXHIBIT "K-14"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct, improve and maintain the Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East; and

WHEREAS, for the purpose of establishing, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-14" (Cont)

2. That the establishment, construction, improvement and maintenance of the said Grand Avenue-Union Avenue One-Way Couplet Section of the Pacific Highway East and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 904.

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*FOOTNOTE

The name of the property owner and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 904, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-15"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-15" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway, including the Sundial-Troutdale traffic interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 905.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 905, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-16"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-16" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list, marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list, marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Willowdale-Lyle Gap Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "K-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 906.

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*FOOTNOTE

The name of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 906, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-17"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention or hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-17" (Cont)

WHEREAS, for the purpose of relocating, construction, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels or real property, or interest therein.

EXHIBIT "K-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 907.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 907, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29341

EXHIBIT "K-18"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the Stateof Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of an state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pleasant Hill-Creswell Section of the Springfield-Creswell Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the Springfield-Creswell Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full."

EXHIBIT "K-18" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Springfield-Creswell Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the said Springfield-Creswell Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 908.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 908, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29343

EXHIBIT "K-19"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites,stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providinga highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "K-19" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Bou Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of December, 1957, as Condemnation Resolution No. 909.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 909, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-1"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Pacific Highway East is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway in the vicinity of the Evergreen Veterinary Hospital, Portland, north of Jennings Lodge, and that vehicles are also being parked on the easterly shoulder of said highway near a drive-in restaurant north of the Evergreen Veterinary Hospital; and

WHEREAS, the parking of vehicles at said locations creates a hazard to the traveling public by reason of restricting sight distance; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said locations;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Pacific Highway East between M.P. 9.20 (Engineer's Station 148+00) at Rothe Road, and M. P. 9.33 (Engineer's Station 141+00) 700 feet south of Rothe Road, creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles at said locations on said Pacific Highway East should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 171 be entered in the minutes and records of the State Highway Commission as of the 5th day of December, 1957.

December 5, 1957

29347

EXHIBIT "L-2"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Mt. Hood Highway No. 26 is under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway (new section) in the vicinity of Government Camp; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public and hinders snow-removal activities; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Mt. Hood Highway, (new section) between a point 100 feet east of the westerly connection to Government Camp (M.P. 53.08, Engineer's Station 76+00), and a point 150 feet west of the easterly connection to Government Camp, (M.P. 54.29, Engineer's Station 18+00), creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles at said location on said Mt. Hood Highway should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 172 be entered in the minutes and records of the State Highway Commission as of the 5th day of December, 1957.

EXHIBIT "M"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, under the provisions of ORS 271.330, the State or any political subdivision thereof is granted express power to relinquish the title to any of its property not needed for public use to the United States Government or any other governmental body or political subdivision within the State, provided such property shall be used and continued to be used for public purpose by the United States Government, or such other governmental body or political subdivision in the State of Oregon; and

WHEREAS, the State Highway Commission is the owner of certain hereinafter described real property located in the City of Portland, County of Multnomah, State of Oregon which is no longer needed or required by the State of Oregon for highway purposes or any other public use; and

WHEREAS, the said hereinafter described property is needed by the City of Portland for a public use for city street purposes; and

WHEREAS, in the judgment of the State Highway Commission, the best interests of the State of Oregon and of the City of Portland, would be served by conveying the hereinafter described real property to the City of Portland.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That the Commission does hereby find and declare that the hereinafter described real property is no longer needed by the State of Oregon for highway or any other public use and it would best serve the interests of the State of Oregon and the City of Portland if the hereinafter described real property be conveyed to the City of Portland. The said real property is described as follows to wit:

Parcel #1

A strip of land 25 feet in width lying Northerly of, parallel to, and adjacent to the O. W. R. & N. Company revised right of way line, said revised right of way line being 100 feet radially from, parallel to and Northerly from the O. W. R. & N. Company existing right of way line, the Westerly limits of said 25 foot strip being the Easterly line at N. E. 91st Avenue, and the Easterly limits being the Easterly line at Lot 13, Block 9, Rosewood Addition to the City of Portland; also

EXHIBIT "M" (Cont.)

the Northerly line of said 25 foot strip intersecting the Easterly line of N. E. 91st Avenue 84.05 feet from the Northwest corner of said Block 9 and intersecting the Easterly line of Lot 13 of said Block 9, 36.64 feet from the Northeast corner of said Lot 13, also all of Lot 12 of said Block 9 lying Northerly of the O. W. R. & N. Company revised right of way line as described above.

Parcel #2
All of Lots 11 and 12, Block 10 of said Rosewood Addition.

2. That the Commission shall sign and acknowledge a good and sufficient Bargain and Sale Deed conveying the above described real property to the City of Portland.

3. That this resolution be entered in full in the minutes and records of this Commission as Miscellaneous Resolution No. 212 this 5th day of December, 1957.

EXHIBIT "N"

Minutes of December 5 and 6, 1957

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Myers Creek-Brookings Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 473+00, approximately two miles north of the town of Pistol River, and extending in a southerly direction to Highway Engineer's Station 1440+82.66 in Harris Beach State Park, immediately north of the town of Brookings, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1173, dated August, 1957, (Right-of-way Map Nos. 8B-6-16, 8B-6-17, 8B-6-18, 8B-6-19, 8B-6-20, 8B-6-21, dated August, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "N" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948, (and as modified by resolution adopted by the Commission February 17, 1953), designated the said Oregon Coast Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 5th day of December, 1957, as Survey Resolution No. 155.

VOLUME 42

PART IV

PART IV

OF

VOLUME XLII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 1, 1958

TO

MARCH 31, 1958

- - - -

OREGON STATE HIGHWAY COMMISSION

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George H. Rohde, Assistant Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1958	Subject
29352	Jan.16	BIDS received on construction projects.
29357		COMMISSION MEETING MINUTES approved for September 12-13, October 31, November 1, 1957. December 5-6, 1957, deferred.
		PARKS SUPT. introduced Neal Butterfield of National Parks Service and reported on following matters:
		Multnomah County. Columbia River Hwy. Dodson area. Acquisition of 80 acres of land from City of Portland approved.
29358		Morrow County. Heppner-Spray Secdy. Hwy. Chapin Creek-Rock Creek Jct. Area for state park purposes declined.
		Coos County. Myrtle Point south. Coquille River. Reed property. Offer to deed 2 acres for park purposes declined.
		Rooster Rock State Park. Multnomah County. Bids for grazing lease received. Awarded to Multnomah Falls Lodge & Gift Shop.
		Rooster Rock State Park. Multnomah County. Concession building plan discussed. Concession privilege agreement approved. Advertising for bids authorized.
29359		Fort Stevens State Park. Clatsop County. Concession building plan approved. Call for bids authorized. Concession privilege agreement approved. Call for bids authorized.
		Charges for park facilities - 1958. Schedule of rates approved. See EXHIBIT "B".
		Boiler Bay State Park. Lincoln County. Television antenna site lease. 5-year renewal of lease to Finleys approved.
29360		Owyhee Lake. Malheur County. Land for park purposes. Authority granted to continue negotiations with US Reclamation Service.
		Nehalem Bay State Park. Tillamook. Agreement with State Board of Aeronautics for flight strip construction approved.
		Multnomah County. Columbia River Hwy. Latourell Falls. Bennett property. Bid to be submitted at 1/30/58 sale.
		Yaquina Bay State Park south. Lincoln County. Oregon Coast Hwy. Progress report re status of acquisition of land presented.
29361		Park receipts - 1957. Parks Supt. presented report.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
		YAMHILL COUNTY. Hillsboro-Silverton Secdy. Hwy. Newberg-Guerin Corner Section. Hammel property. Condemnation authorized.
		ACQUISITION OF R/W STATUS REPORT on following:
		Multnomah County. Baldock Freeway. Portland. Harbor Drive Section.
		Linn-Lane Counties. Pacific Hwy. Albany-Judkins Point Section.
		LINCOLN COUNTY. Spencer Creek State Park. Oregon Pulp & Paper Co. property. Settlement of $8,000 for property approved.
		MISCELLANEOUS SALES AND RENTAL REPORT presented.
29362		JOSEPHINE COUNTY. Pacific Hwy. Louse Creek-Grants Pass Unit. Glines property. Authority confirmed to drill new well.

Page	Date 1958	Subject
29362	Jan.16	GOVERNMENT REVENUE STAMPS ON DEEDS. Reimbursement to property owners for cost of stamps approved.
		Revision in wording of options that State pay stamp costs.
		APPRAISAL COURSE. Eugene. January 20-31, 1958. Attendance of one or more r/w employees authorized.
		ACCESS CHANGES on three properties approved.
29363		SALE OF EXCESS PROPERTY authorized. See EXHIBITS "D-1" through "D-5".
		SALE OF EXCESS PROPERTY DIRECTLY authorized.
29364		COOS COUNTY. Oregon Coast Hwy. McCullough Bridge area. Transfer of 0.2 acre of r/w to County for $2,333.33 approved.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange Section. Payment of $1,910 to City for house moving approved.
		SHERMAN COUNTY. Sherman Hwy. Grass Valley-Kent Section. 10' easement granted to Pacific Tel. & Tel. Company.
		MORROW COUNTY. Heppner-Spray Secdy. Hwy. Chapin Creek Section. "Silver Spur Ranch". Payment for timber approved.
		COMMISSION MEETING RECESSED at 12:00 noon and reconvened at 1:30 p.m.
29365		MULTNOMAH COUNTY. Portland Airport Road. Progress report given by Engineer.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
29369		CONDEMNATION CASES tried. Counsel's report approved.
29370		COURT CASES. Counsel's report on Phoenix Sand & Gravel Company-Peninsula Drainage District #2-Bailey cases approved.
		CONDEMNATION CASES settled. Counsel's report approved.
29371		CONDEMNATION CASES. Offers for property approved.
29374		CLAIM. Wasco County. Warm Springs Hwy. Mill Creek Bridge. Marti damage claim. Compromise settlement approved.
29375		CLAIMS. Abandonment of two claims approved.
		CLAIMS AGAINST THE STATE. Payment of five claims approved.
		CLAIM. Linn County. Santiam Hwy. Little Creek Culvert. Property damage claim denied.
29376		PROPERTY DAMAGE CLAIMS COLLECTED. October 1 - December, 1957. Counsel's quarterly report accepted.
		CLACKAMAS COUNTY. Oregon City. Willamette River. Revised deed to riparian rights for Crown-Zellerbach Corporation approved.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. China Gulch-Copper Road Section. Irrigation ditch agreement approved.
		BENTON COUNTY. Kings Valley Secdy. Hwy. Injunction authorized against Mr. Bump for installation of electric cables.
		HOOD RIVER COUNTY. Hood River Secdy. Hwy. MP 1.10. Smith sign on r/w. Legal action to be taken for removal of sign.
29377		PIPE LINE PERMIT AND AGREEMENT. Revised permit form rescinding Resolution #191 approved. See EXHIBIT "F".
		PD/PI Insurance and Bond to be furnished by permittee.
		COURT CASES. Counsel's report approved on following:
		State of Oregon vs Elmer Schrweid.
		McMinnville special street improvement assessment.
		State vs Fred P. Rawson.
		Douglas Community Hospital vs State.

Page	Date 1958	Subject
29378	Jan.16	Mitchell flood cases (3). State vs. J. Gerald Norman.
		AWARD OF CONTRACTS. Engineer reports awards.
29379		SPEED ZONE REMOVAL. Multnomah County. Portland. Ross Island Bridge.
		PUBLIC HEARINGS. Grants Pass and Rogue River. Surveys adopted: Josephine-Jackson Counties. Pacific Hwy. Grants Pass-Rock Point Section. EX. "K-1".
		Josephine County. Pacific Hwy.-Redwood Hwy. Jct. Interchange construction. EX. "K-2".
29380		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Request for RR overcrossing denied.
		MAINLINE RR CROSSINGS ON SECDY. HWYS. Elimination of grade crossings as funds permit.
29381		COOS COUNTY. Coos Bay Bridge. Hinsdale property. Permission granted conditionally to construct RR under bridge.
		LINN COUNTY. Santiam Hwy. Lebanon-Sodaville Jct. Section. Request for 4-lane construction denied.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy.(82nd Ave.). Price-Fuller Road-King Road property. Exchange of property approved.
		JACKSON COUNTY. Pacific Hwy. Medford. Hawthorne Park-Bear Creek Route. Construction agreement-supplementary agreement approved.
29382		WALLOWA COUNTY. Wallowa Lake Hwy. and Enterprise-Flora Hwy. Signal installation at Minam RR Undercrossing approved.
		SHERMAN COUNTY. Columbia River Hwy. Rufus. Engineer reports: John Day Cafe & Cocktail Lounge. Curb problem still pending. No parking zone established. EX. "I".
		BAKER COUNTY. Old Oregon Trail (10th St.). Baker. Hwy. improvement approved on cooperative basis with FA funds.
		MULTNOMAH COUNTY. North Portland. Oregon Centennial site. Road construction-repair to site on 50-50 basis with County authorized.
29383		UNFINISHED BUSINESS MATTERS discussed: MORROW COUNTY. Heppner-Spray Secdy. Hwy. Chapin Creek-Rock Creek Jct. State park area.
		CLATSOP COUNTY. Hug Point. Johnson property. Offer to donate 140 acres for park purposes. Report not ready.
		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. SPRR Crossing. Request for grade separation denied.
		INTERSTATE HWY. Ellensburg-Pendleton Route. Engineer gave status report to date.
		UNION-WALLOWA COUNTIES. Wallowa Lake Hwy. & Enterprise-Lewiston Hwy. LaGrande-Lewiston. Group I designation.
		LINN COUNTY. Santiam Hwy. Lebanon-Sodaville Section. Hwy. improvement.
		SHERMAN COUNTY. Columbia River Hwy. Rufus. John Day Cafe. Curb problem still pending.
29384		MARION COUNTY. Pacific Hwy. Salem By-pass Section. 1.4 acres. Acquisition cancelled by County. Sale authorized. EX. "D-6".

Page	Date 1958	Subject
29384	Jan.16	MULTNOMAH COUNTY. Portland. SE Powell Blvd.-SE 43rd Ave. Jct. Request for signal installation approved on 50-50 basis.
		MULTNOMAH COUNTY. Interstate Bridge. Union Ave.-Denver Ave.-Swift Ave. Interchange. $48,000 for illumination approved.
		KLAMATH COUNTY. Klamath Falls east. So. 6th St.-ORE66-Summers Lane Jct.. Traffic signal denied. Flashing beacon approved.
		MULTNOMAH COUNTY. Portland. NE Portland Hwy. Crosswalk flasher denied. Speed zone established. EX. "H-1".
29385		CLACKAMAS COUNTY. Oregon City. Washington St.-ORE213-12th St. Jct. Flashing beacon approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts: #4998 and #4835.
		LINCOLN COUNTY. Oregon Coast Hwy. Delake. City must install curbs and drainage before State does surfacing and paving.
		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. 1.8-mile Section. Request for hwy. improvement deferred.
29386		LINCOLN COUNTY. Oregon Coast Hwy. Nelscott-Taft Section. Request for climbing lane construction denied.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Richardson east. Survey approved. EX. "K-3".
		JACKSON COUNTY. Crater Lake Hwy. Projects as follows: Trail Creek Bridge and hwy. revision project approved. Elk Creek Bridge construction project deferred. Public hearing authorized.
		CURRY-JOSEPHINE COUNTIES. Selma-Gold Beach route. Request to place road on forest hwy. system denied.
29387		CURRY-JOSEPHINE COUNTIES. Brookings-O'Brien route. Request to place road on state hwy. system denied.
		UMATILLA COUNTY. Stanfield-Pendleton Hwy. Stanfield Jct.-Echo Section. Request for snowploughing-sanding operations approved.
		SPECIAL STATE TAX STREET FUND. July 1-December 31, 1957. Distribution of fund approved. EX. "E".
		EXTENSIONS OF TIME to complete contracts.
29388		CONTRACTS completed and accepted. EX. "C".
		FAS COUNTY ROAD ADDITIONS approved in Gilliam-Linn-Washington Counties.
29389		FAS COUNTY ROAD PROJECTS - 1958-59. Projects approved for Benton-Gilliam-Harney-Linn-Washington Counties.
29390		SPEED ZONES approved as follows: Jackson County. Pacific Hwy. Medford area. EX. "H-2". Deschutes County. The Dalles-California Hwy. Lapine area. EX. "H-3". Wasco County. Columbia River Hwy. frontage road. The Dalles west. EX. "H-4". Multnomah County. Portland area. EX. "H-5". Multnomah County. Banfield Expressway. Portland. EX. "H-6".
29391		TRAVEL - OUT OF STATE approved for two employees.
		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis. Hwy. relocation. Public hearing date set for February 13, 1958.
		MARION COUNTY. North Santiam Secdy. Hwy. Aumsville By-pass. Public hearing date set for February 11, 1958.

Page	Date 1958	Subject
29391	Jan.16	CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Hwy. rerouting. Public hearing not required.
		MARION COUNTY. Salem. State Hwy. Building. Coffee Shop and Law Library. Installation of steam radiators approved.
		DOUGLAS COUNTY. Pacific Hwy.(old). Fords Bridge. Transfer of bridge to County approved.
29392		MULTNOMAH COUNTY. Interstate Bridges. Removal of toll charges. Congressional action required.
		REAPPOINTMENT OF C. H. MAISON - CHIEF AUDITOR. 4-year term. EX. "J".
		KLAMATH COUNTY. Klamath Falls. Commercial St. near 7th St. Payment to Pacific Tel. & Tel. Co. for cable repairs approved.
		CURRY COUNTY. Oregon Coast Hwy. Brookings north. Brady property. Request for hwy. relocation denied.
29393		ABANDONMENT RESOLUTIONS ADOPTED for 2 hwy. sections. See EXS. "G-1" - "G-2".
		POLE PERMIT #1753 TERMINATION. Pacific Tel. & Tel. Co. Termination approved.
		UMATILLA COUNTY. Athena. Jefferson St. 1st St.-2nd St. Section. Request for vacation of portion of street approved.
		MULTNOMAH COUNTY. Sunset Hwy. West Slope Water District. Payment to District deferred pending complete release.
29394		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for February 27-28, regular; February 6, bids opening; April 10-11, regular; March 20, 1958, bids opening.
		SERVICE PINS TO EMPLOYEES. Program of awarding service pins to career employees discussed and approved.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Medford. SPRR Grade Crossing. Agreement with RR Company approved.
		MALHEUR COUNTY. Ontario. Snake River Bridge. Wilson auto damage claim. Settlement of claim for $40 approved.
29395		DELEGATION PROBLEMS discussed.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway (proposed). Discussion of alternate routes. No action.
		MULTNOMAH COUNTY. Banfield Expressway. Opening date set for January 24, 1958, at 10:00 a.m.
		CONTRACTS. Award of contracts publicly announced.
29397		CLATSOP COUNTY. Oregon Coast Hwy.(Roosevelt Ave. route). Cannon Beach Sewage Disposal Plant. Request for access deferred.
		AGREEMENTS and other papers signed.
29399		COMMISSION MEETING ADJOURNED at 4:30 p.m.
29400	Jan.17	COMMISSION MEETING RECONVENED at 10:00 a.m.
		BUILDING CONSTRUCTION for Dept. of Motor Vehicles-State Police. Discussion of problem statewise. Engineer to report.
29401		UMATILLA COUNTY. Delegation presents projects as follows: Pendleton-John Day Hwy. Pendleton. Emigrant St. Overpass. Request for reactivation of project.

Page	Date 1958	Subject
29401	Jan.17	Ellensburg-Pendleton Interstate Hwy. Urge construction.
		US395. Pendleton north. Request for abandonment. Good hwy. connection in Hermiston-Stanfield area.
		Old Oregon Trail. Early construction of Pendleton By-pass route.
29402		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin-Salmon River Section.
		Calkins property. Referred to Counsel for settlement.
29403		CURRY COUNTY. Port of Brookings. Chetco River 8-acre tract.
		Transfer of tract to County for gravel pit pending.
		SHERMAN COUNTY delegation presents projects:
		Columbia River Hwy. Maryhill Bridge (proposed).
		Sherman Hwy. Grass Valley-Kent Section. Hwy. improvement.
		Sherman Hwy. Moro area. Traffic problem to be investigated.
29404		Columbia River Hwy. Biggs Rapids Bridge (proposed). Discussion of financing and bridge approach construction. Investigation.
		COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg Hwy. "Housewives for 42". Hwy. improvement urged. Further discussion. No action.
29406		CONDEMNATION OF REAL PROPERTY approved. EXS. "L-1" - "L-13".
		MULTNOMAH COUNTY. Rooster Rock State Park. Concession building construction. Calling of bids authorized.
		MULTNOMAH COUNTY. Sunset Hwy. West Slope Water District. Payment to District deferred pending complete release.
		ACCOUNTING DIVISION. Employment of accounting experts to make survey on procedures discussed. Referred to Auditor to investigate.
		BUILDING CONSTRUCTION for Dept. of Motor Vehicles. Discussion of problem statewide and especially Salem situation. Engineer to report.
29407		CLATSOP COUNTY. Astoria-Megler Ferry Service. Columbia River Channel. Deepening of channel discussed. Engineer to report.
		COMMISSION MEETING ADJOURNED at 12:40 p.m.
29408		EXHIBIT "A". Real property acquisition.
29437		EXHIBIT "B". Schedule of rates for park facilities.
29441		EXHIBIT "C". Contracts completed and accepted.
29443		EXHIBITS "D-1" through "D-6". Sale of excess property.
29451		EXHIBIT "E". Special State Tax Street Fund.
29463		EXHIBIT "F". Pipe line permit and agreement.
29476		EXHIBITS "G-1" and "G-2". Abandonment resolutions.
29482		EXHIBITS "H-1" through "H-6". Speed zones established.
29494		EXHIBIT "I". No parking zone established.
29495		EXHIBIT "J". Reappointment of C. H. Maisen - Chief Auditor.
29497		EXHIBITS "K-1" through "K-3". Surveys.
29502		EXHIBITS "L-1" through "L-13". Condemnations.
29538	Feb.27	BIDS received on construction projects.
29542		COMMISSION MEETING MINUTES approved for December 5-6, 1957, and January 16-17, 1958.
		PARKS SUPT. reported on following matters:
		Cape Lookout State Park. Tillamook County. Crown Zellerbach quarry. Agreement for rock removal approved.

Page	Date 1958	Subject
29542	Feb.27	Detroit Lake State Park. Marion County. Consumers Power, Inc. agreement. Power line extension into park approved.
		Fogarty Creek State Park. Lincoln County. Central Lincoln PUD. Supplemental agreement extending power installation into park approved.
29543		Beverly Beach State Park. Lincoln County. Installation of fence around east portion of park approved.
		Pacific Hwy. Interstate route. State Parks Advisory Committee. Request for study to determine need of state parks authorized.
		Jackson County. Howard Prairie Reservoir. Request of National Park Service for park facilities maintenance to be studied.
		Shepperd's Dell State Park. Columbia River Gorge. Multnomah County. Acquisition of 26 acres adjoining property approved.
29544		REAL PROPERTY. Acquisition approved. EX. "A".
		WASHINGTON COUNTY. Pacific Hwy. West. North Tigard Interchange Section. Holton property. Condemnation authorized. EX. "I-15".
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		ACCESS CHANGES on four properties approved.
		MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Front Avenue. Mack Truck Building. Building repairs approved.
29545		UNION COUNTY. Old Oregon Trail. La Grande south. Inland Radio, Inc. property. "Waiver of Restrictions" form re access approved.
		JOSEPHINE COUNTY. Pacific Hwy. Jumpoff Joe Creek-Grants Pass Section. Harvey property. Deeding .22 acre to County approved.
		SALE OF EXCESS PROPERTY authorized. EX. "B".
		SALE OF EXCESS PROPERTY DIRECTLY authorized.
		TRAVEL - OUT OF STATE approved for one employee.
29546		WASCO COUNTY. Columbia River Hwy. Shogren-Rowena Section. Sale of 3 parcels of property to UP RR Company approved.
		MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. Bailey property. Expenditure for reroofing house approved.
		MARION COUNTY. North Santiam Scedy. Hwy. Lancaster Drive-Gun Club Section. Use of State Hwy. appraisers only authorized.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
29553		CONDEMNATION CASES tried. Counsel's report approved.
29555		LEGAL DEPARTMENT. Wheeler County. Mitchell. Texaco Service Station. Shown case to be tried on basis of damage caused by flood waters.
		CONDEMNATION CASES settled. Counsel's report approved.
29557		CONDEMNATION CASES. Offers for property approved.
29561		PUC MATTERS re Hwy. Commission. Counsel reports:
		Lane County. Eugene. 7th Place. SP RR Company grade crossings.
		SHERMAN COUNTY. Columbia River Hwy. Rufus. John Day Cafe-Cocktail Lounge. Counsel reports action against State.
		HOOD RIVER COUNTY. Hood River Scedy. Hwy. Dee area. Woody Smith property. Counsel reports action against Mr. Smith.
		COURT CASES. Dismissal of prosecution in two cases authorized.
29562		CLAIMS. Abandonment of seven claims authorized.

Page	Date 1958	Subject
29562	Feb.27	CONDEMNATION CASES DISMISSED on following: Marion County. Pacific Hwy. Salem By-pass Section. Aufranc property. EX. "N-1". Multnomah County. Beaverton-Hillsdale Hwy. Hillsdale-Barbur Blvd. Section. Ralston property. EX. "N-2".
29563		WHEELER COUNTY. Mitchell flood damage. Counsel authorized to settle last 2 Horndon claims. MARION COUNTY. Pacific Hwy. North Jefferson Jct. Section. Holt property. Transfer of land to owners approved. LANE COUNTY. Willamette Hwy. Lookout Point Dam. Exchange of property with Army Engineers approved. EX. "C". COURT CASE. State Hwy. Commission vs Stone. Payment of attorneys' fees to Mr. Anderson-Mr. Tassock approved. MULTNOMAH COUNTY. Columbia River Hwy. Troutdale area. Martin property. Acquisition of land approved. EX. "O".
29564		CURRY COUNTY. Carpenterville-Brookings Wayside. Klamath Cedar Company timber trespass. Collection of double value on timber approved. AWARD OF CONTRACTS. Engineer reports awards.
29565		ELLENSBURG-PENDLETON INTERSTATE HIGHWAY. Routing the hwy. over the Umatilla Bridge discussed. Action deferred. COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m. LOG HAULING. Weighmaster records. October-December. 1953-57. Report re overweight violations accepted. SPEED ZONES ESTABLISHED. Multnomah County. Columbia River Hwy. Sundial Road Connection-Rooster Rock State Park Section. RECLASSIFICATION OF HWY. SECTIONS to Group I on following:
29566		Klamath County. Modoc Pt. Secdy. Hwy. Klamath County. Klamath Lake Secdy. Hwy. US97 Jct.-MP 24.54. Klamath County. Crater Lake Hwy. MP 91.34 - MP 89.82. Crook County. Paulina Secdy. Hwy. Entire length. BIDS RECEIVED IN SALEM - February 6. Awards to be made at 4:00 p.m. WASCO COUNTY. Columbia River Hwy. The Dalles. State traffic survey to be presented to City for their reaction. MARION COUNTY. North Santiam Secdy. Hwy. Lancaster Drive-Sublimity Gun Club Section. Survey adopted. EX. "L-1".
29567		LOAD LIMITS placed on two hwy. sections. JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. 6th Street. Request for street to become 2-way street denied. CLATSOP COUNTY. Oregon Coast Hwy. Cannon Beach. Request for access to hwy. to accommodate disposal plant approved conditionally. MOTOR VEHICLES-STATE POLICE-PUBLIC UTILITIES BUILDINGS. Discussion of building construction near Hwy. Shops. Engineer to report.
29568		CLATSOP COUNTY. Astoria-Megler Ferry Operation. Dredging Columbia River by Corps of Engineers approved. Resolution to cover. UNFINISHED BUSINESS MATTERS discussed: CLATSOP COUNTY. Hug Point. Johnson 140 acres. Negotiations underway re acquisition of house and lot. CLATSOP COUNTY. Oregon Coast Hwy. Cannon Beach. Private hwy. access for disposal plant.

Page	Date 1958	Subject
29568	Feb.27	SHERMAN COUNTY. Columbia River Bridge. Biggs Rapids. Request for State cooperation in construction of approaches denied.
29569		MOTOR VEHICLES-STATE POLICE-PUBLIC UTILITIES BUILDING. Construction in Salem.
		CLATSOP COUNTY. Astoria-Megler Ferry Operation. Dredging of Columbia River to accommodate ferries.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Parkplace. SP RR Overcrossing. Question of public hearings in Clackamas-Gladstone area.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Oregon City. Hilda Ave.-Beaver Creek Road. Request for hwy. improvement deferred.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Molalla Jct.-Oregon City Section. Request for hwy. improvement deferred.
		MARION COUNTY. Salem area. Rose Avenue. "D" St.-Center St. Section. Construction authorized.
29570		FOREST HIGHWAY SYSTEM. Letter from Mr. French of BPR re minor changes in System approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Cannon Beach Section. Request for landscaping denied.
		DESCHUTES COUNTY. Cascade Lakes Secdy. Hwy. Bend-Bachelor Butte Ski area. Snow removal on state secdy. hwy. only approved.
29571		MULTNOMAH-HOOD RIVER COUNTIES. Columbia River Hwy. $1,100,000 transferred from Herman Creek Road Section to Rooster Rock-Multnomah Falls Section.
		CLACKAMAS COUNTY. Mt. Hood. Timberline Lodge. Request for sanding access road-parking areas denied.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy east. Replacement of portion of City's water system approved.
		GRANT COUNTY. Austin Hwy. Maintenance Station. Agreement with Forest Service re joint water system approved.
29572		SURVEYS completed and adopted on 3 hwy. sections. EXS. "L-2" - "L-4".
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville Section. Hwy. completion planned for this fall.
		STATE TAX STREET FUND. First 6 months of 1957. Distribution approved. EX. "D".
		EXTENSIONS OF TIME to complete contracts.
29573		CONTRACTS completed and accepted. EX. "E".
29574		JOSEPHINE COUNTY. County Court letter listing priority for projects to be given consideration for future programming.
		FAS COUNTY ROAD ADDITIONS approved in Columbia-Crook-Deschutes-Malheur Counties.
29575		FAS COUNTY ROAD PROJECTS - 1958-59. Projects approved for Columbia-Deschutes-Malheur Counties.
29577		SPEED ZONES ESTABLISHED on seven hwy. sections. EXS. "J-1" - "J-7".
29578		TRAVEL - OUT OF STATE approved for thirteen employees.
29579		ABANDONMENT RESOLUTIONS ADOPTED for 5 hwy. sections. EXS. "F-1" - "F-5".

Page	Date 1958	Subject
9579	Feb.27	DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek By-pass. Designation of old hwy. as "US99 Business Route" approved.
		TRAVEL INFORMATION DEPARTMENT. Selection of agency to handle advertising discussed. No action.
		UMATILLA-UNION COUNTIES. Old Oregon Trail. Meacham-Glover Section. Remaining payment to BPA for changes in power lines approved.
9580		CURRY-JOSEPHINE COUNTIES. Gold Beach-Agness-Selma Road. Request for addition of road to Forest Hwy. System again denied.
		CLATSOP COUNTY. Astoria-Megler Ferry Operation. Tourist #2 and #3. Installation of radio-telephone equipment approved.
		NO PARKING ON HWY. SHOULDERS ZONES ESTABLISHED on 5 hwy. sections. EXS. "K-1" - "K-5".
		H. B. GLAISYER RETIREMENT. Secretary of Commission. November 1, 1958. Resolution adopted. EX. "M".
9581		CROOK COUNTY. State Hwys. Prineville. Request to erect 3 signs "Crooked River Roundup, Prineville, August 8-9-10" denied.
		ACCOUNTING DIVISION. Improvement procedures in accounting system to be handled by Division of Audits under Secretary of State.
		LANE COUNTY. Eugene. Judkins Point area. Revised "Consent to Annexation" of area approved.
		LINN-LANE COUNTIES. Pacific Hwy. Albany-Judkins Point Section. Agreement with BPA re transmission lines approved.
9582		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for March 27-28 - regular; tentatively for May 8-9; bid letting - Salem - April 17, 1958.
		LINCOLN COUNTY. Oregon Coast Hwy.(old). Beverly Beach State Park. Abandonment agreement confirmed. Resolution. EX. "O".
		JOSEPHINE COUNTY. Grants Pass. State Hwy. Office Building grounds. Irrigation District. Agreement for irrigation approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway. "B-2" route favored. Engineer authorized to schedule hearing.
9583		WASHINGTON COUNTY. Scholls Secdy. Hwy. Progress area. Inquiry re disposition of stockpile site. Engineer to investigate.
		WASHINGTON COUNTY. Baldock Freeway. Norwood Road Jct. Complete review of access controversy to be prepared for Governor Holmes.
		WHEELER COUNTY. John Day Hwy. Service Creek-Burton Canyon Section. Survey approved. EX. "L-5".
9584		UNIFORM SIGNING-STRIPING. Interstate Hwy. System. White center-line paint official. Oregon to use yellow paint for 1958.
		CONTRACTS. Award of contracts publicly announced.
9586		MARION COUNTY. Salem. State Hwy. Building. 5th floor space to be prepared for hwy. personnel.
		DELEGATION PROBLEMS discussed.
		WASHO. Information re hwy. organizations of membership states to be prepared for Hwy. Legislative Interim Committee.
		TRAVEL INFORMATION DEPARTMENT. Travel Advisory Committee. Advertising contract. Discussion of authority. Referred to Chairman Reynolds.

Page	Date 1958	Subject
29587	Feb.27	SCHEDULE OF BOND PAYMENTS. More money will be needed to match federal funds. No action.
		INTERSTATE PROGRAM. Cut in federal funds discussed.
		WASHINGTON-COLUMBIA COUNTIES. Forest Grove-Rainier Cutoff. Correspondence requesting cutoff ordered filed.
		CRITICAL HIGHWAYS. Engineer presented list and cost report as prepared for the Governor.
		AGREEMENTS and other papers signed.
29589		COMMISSION MEETING ADJOURNED at 4:45 p.m.
	Feb.28	COMMISSION MEETING RECONVENED at 9:00 a.m.
29590		BIDS received on construction projects.
29594		BENTON COUNTY. Benton County Hwy. Committee. Delegation requests work on 4 projects. Action deferred.
29595		CLATSOP COUNTY. Oregon Coast Hwy. Youngs Bay Bridge (proposed). Delegation urges construction.
		CROOK COUNTY. Delegation requests work on Ochoco Hwy.-Paulina Hwy.-
29596		Crooked River Hwy. relocation due to dam construction. Deferred.
29597		MORROW-UMATILLA COUNTIES. Columbia River Hwy. Umatilla-Boardman Overpass Section. Delegation requests improvement. Discussed.
		UMATILLA COUNTY. Umatilla Bridge. Delegation urges use on Ellensburg-Pendleton Interstate Hwy.
29598		South Mission Road improvement. Dynamite in rock pit.
		COMMISSION MEETING RECESSED at 12:10 p.m. to reconvene at 1:30 p.m.
		GILLIAM COUNTY. John Day Hwy. and Wasco-Heppner Secdy. Hwy. projects. Delegation discussed with Commission several projects.
29599		LANE COUNTY. Siuslaw Hwy. Triangle Lake. Delegation urges hwy. relocation along south side of lake. No action.
29600		MULTNOMAH COUNTY. Banfield Expressway. 132nd Ave. area. Immaculata Academy. Engineer to investigate removal of bldg. from r/w.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Delegation requests improvements. Action deferred.
29601		MORROW COUNTY. Ellensburg-Pendleton Interstate Hwy. Boardman Crossing. Delegation urges crossing.
		UMATILLA COUNTY. Oregon-Washington Hwy. Adams-Milton-Freewater Section. Delegation urges hwy. reconstruction.
29602		BIDS on following projects:
		Multnomah County. Rooster Rock State Park Concession. Parks Supt. to recommend best bidder at next meeting.
		Clatsop County. Fort Stevens State Park Concession. Bids to be received at next meeting.
		ELLENSBURG-PENDLETON INTERSTATE HIGHWAY. Engineer to confer with Washington State Hwy. officials re Umatilla Bridge route.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "I-1" - "I-15".
		CONDEMNATION CASES settled. Counsel's report approved.
29603		CONDEMNATION CASE. Douglas Community Hospital. Settlement rejected.
		LOAD LIMITS. Authority granted Engineer to place reduced load limits. Resolution adopted. EX. "H".
		CONTRACTS. Award of contracts publicly announced.
29605		COMMISSION MEETING ADJOURNED at 3:35 p.m.

Page	Date 1958	Subject
9606	Feb.28	EXHIBIT "A". Real property acquisition.
9637		EXHIBIT "B". Sale of excess property.
9639		EXHIBIT "C". Lane County. Willamette Hwy. Lookout Point Dam. Exchange of property with Army Engineers.
9642		EXHIBIT "E". Contracts completed and accepted.
9644		EXHIBITS "F-1" through "F-5". Abandonment resolutions.
9658		EXHIBIT "G". Abandonment confirmed.
9660		EXHIBIT "H". Load limits.
9663		EXHIBITS "I-1" through "I-15". Condemnations.
9702		EXHIBITS "J-1" through "J-7". Speed zones established.
9716		EXHIBITS "K-1" through "K-5". No parking zones established.
9722		EXHIBITS "L-1" through "L-5". Surveys.
9729		EXHIBIT "M". H. B. Glaisyer retirement.
9730		EXHIBITS "N-1" and "N-2". Condemnation cases dismissed.
9732		EXHIBIT "O". Multnomah County. Columbia River Hwy. Troutdale area. Martin property. Acquisition of land.
9735	Mar.24	SPECIAL TELEPHONIC SESSION. Monday, March 24, 1958, at 2:30 p.m.
		REAL PROPERTY. Resolution adopted amending prior resolutions re acquisition of four parcels of property on:
		Douglas County. Pacific Hwy. Myrtle Creek-Canyonville Section.
9738		MEETING ADJOURNED.
9739	Mar.27	WASHINGTON TOLL BRIDGE AUTHORITY officials present at meeting.
		BIDS received on construction projects.
9743		VANCOUVER-PORTLAND INTERSTATE TOLL BRIDGE FACILITY REVENUE BONDS.
		Sale of bonds by Washington Toll Bridge Authority.
9744		Resolution approved by Oregon Hwy. Commission.
		Sale of bonds. Bids to be received April 24, 1958. Engineer authorized to advise Authority if bid acceptable.
		PARKS SUPT. reported on following matters:
		Jackson County. Howard Prairie Reservoir. Continued study re proposed park developments.
		Overnight camp use in State parks - 1957. Report accepted.
9745		Multnomah County. Columbia River. Government Island. Study authorized for recreational purposes.
		Curry County. Chetco River. Loeb Myrtlewood Memorial Forest. Request to take over for park purposes to be studied.
		Susan Creek State Park. Douglas County. Request of BPR for use of portion of park for stockpile-plant setup site granted.
		Travel - Out of State. L. V. Koons to Victoria, B.C., May 28-29, 1958, for Columbia Basin Inter-Agency Subcommittee meeting.
		Rooster Rock State Park. Multnomah County. Hoyt property. Purchase of 77.94 acres approved.
		Rooster Rock State Park. Multnomah County. P & A Enterprises, Inc. proposal accepted for concession privileges.
9746		Cape Lookout State Park Road. Tillamook County. George Blum Logging Co. request to haul logs over park road granted.

Page	Date 1958	Subject
29746	Mar.27	Lincoln County. Delake Overnight Camping Facilities. Agreement with Oceanlake re sewage disposal approved.
		Champoeg State Park. Marion County. "Founder's Day" celebration. May 4, 1958. Invitation to attend accepted.
		Champoeg State Park. Marion County. "Sons & Daughters of Oregon Pioneers" request for museum-meeting hall discussed.
		REAL PROPERTY. Acquisition approved. See EXHIBIT "A".
29747		MISCELLANEOUS SALES AND RENTAL REPORT presented.
		UMATILLA COUNTY. Umatilla-Stanfield Hwy. Hermiston. Panorama Heights. Request for vacation of portion of area approved.
		SWAN LAKE MOULDING COMPANY PROPERTY. Reconveyance to Company approved. Revised area to be deeded to State.
		MARION COUNTY. Pacific Hwy. Salem By-pass Section. Market St. Interchange. Permission granted Padwell-Standard Oil Co. to occupy r/w.
		MULTNOMAH COUNTY. Banfield Expressway. Cooper building. Request of Howard Cooper Corp. to purchase equipment approved.
		COOS COUNTY. Oregon Coast Hwy.(old). Hauser Section. Sale of 1.44 acres of excess land to School District 26C approved.
		DOUGLAS COUNTY. Pacific Hwy. Myrtle Creek-Umpqua Bend Section. Easement granted School District #19 to cross state land.
29748		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Newberg Section. Brandhagen property. Modification of access approved.
		LINN COUNTY. Pacific Hwy. East. North Jefferson Jct.-Albany Section Houston property. Sale of 0.38 acre of land to owners approved.
		SALE OF TWO PARCELS OF EXCESS PROPERTY authorized.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
29754		CONDEMNATION CASES tried. Counsel's report approved.
29756		CONDEMNATION CASES settled. Counsel's report approved.
29758		CONDEMNATION CASES. Offers for property approved.
29759		PUC MATTERS re Hwy. Commission. Counsel reports:
		Klamath County. The Dalles-California Hwy. MP 191.5. Shevlin-Hixon private road crossing.
		Deschutes County. McKenzie Hwy. Sisters area. Brooks-Scanlon, Inc. private road crossing.
		Lane County. Siuslaw Hwy. Beck Station RR Grade Crossing.
		Multnomah County. Portland International Airport RR Undercrossing.
		STATE VS SMUTZ. Claim of $529 for repairs to state-owned vehicle. Legal proceedings authorized.
29760		CLAIM. Abandonment of claim approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario area. Fairmore Irrigation District. Purchase of bonds authorized.
		MULTNOMAH COUNTY. Cascade Secdy. Hwy. NE Killingsworth Ave.-County Airport Road Extension approved. EX. "B".
		MARION COUNTY. North Santiam Secdy. Hwy. Detroit-Pacific Hwy. East Jct. Section. "Throughway" designation approved. EX. "D".
		BAKER COUNTY. Baker-Homestead Hwy. Richland-Halfway Section. Hwy. flooding before completion of relocated sections discussed.

ge	Date 1958	Subject
61	Mar.27	AWARD OF CONTRACTS. Engineer reports awards.
62		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. US99-US99E Section. Reclassified to Group I status.
		LANE COUNTY. "Q" Street Route. Eugene-Springfield. Public hearing authorized re route location if required.
		MOTOR VEHICLES-STATE POLICE-PUBLIC UTILITIES BUILDING. Engineer's reports re building construction discussed.
		UNFINISHED BUSINESS MATTERS discussed:
		JACKSON COUNTY. Howard Prairie Dam. Request of National Park Service that state maintain park. Parks Supt. to report.
63		WASCO COUNTY. Columbia River Hwy. The Dalles. Presentation of traffic survey plan to City. Engineer presented report.
		MOTOR VEHICLES-STATE POLICE-PUBLIC UTILITIES BUILDING. Proposed construction.
		WASHINGTON COUNTY. Scholls Secdy. Hwy. Progress area. Engineer's report not complete re disposition of stockpile site road.
		CROOK COUNTY. Crooked River Dam construction. Prineville south. Relocation of hwys. discussed.
		GILLIAM COUNTY. Request of Ernie Fatland on following:
		Condon. School District Swimming Pool. Property state-owned.
		John Day Hwy. Shuttler Flat south. Better warning signs.
		Wasco-Heppner Secdy. Hwy. Condon-Cottonwood Section. Devils Butte viewpoint. Widening rest area considered.
		Wasco-Heppner Secdy. Hwy. John Day River Bridge. New bridge construction requested.
764		MULTNOMAH COUNTY. Banfield Expressway. 132nd Ave. Immaculata Academy. Repossession of property authorized.
		MULTNOMAH COUNTY. Rooster Rock Park Concession bids.
		ELLENSBURG-PENDLETON INTERSTATE HWY. Umatilla Bridge to be used for Columbia River crossing.
765		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		BAKER COUNTY. Baker-Homestead Hwy. Richland-Halfway Section. Engineer authorized to determine opening date.
		MULTNOMAH COUNTY. Pacific Hwy. East. Portland. Contract #5055. Increase in project authorization approved.
		RETAINED PERCENTAGE ON CONTRACTS. AGC requests reduction. Approved on contracts $300,000 and more.
766		DESCHUTES COUNTY. Bend. Projects requested:
		Galveston Avenue. City request for curbs-drainage-pavement denied. Third Street improvement budgeted for 1960 FA program.
		CLATSOP COUNTY. Oregon Coast Hwy. Gearhart. 6th St. Jct. Agreement with City for flashing beacon approved.
		LINN COUNTY. Hoodoo Ski Bowl Road. Request of Willamette National Forest for road widening denied.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. improvement. Elkton-Smith Bridge Section scheduled for 1960 construction.
767		COLUMBIA COUNTY. Columbia River Hwy. Scappoose. Columbia Ave. Jct. Installation of flashing beacon approved.
		WASHINGTON COUNTY. Sunset Hwy. Cedar Hill Blvd. Jct. Installation of flashing beacon approved.

Page	Date 1958	Subject
29767	Mar.27	DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport. Establishment of school crossing and overhead school crossing sign.
		EXTENSIONS OF TIME to complete contracts granted.
29768		CONTRACTS completed and accepted. EX. "C".
		SURVEYS completed for the following:
		Multnomah County. Pacific Hwy. West. SW Capitol Hwy.-Tigard Interchange Section. EX. "I-1".
		Malheur County. Central Oregon Hwy. Jonesboro-Tunnel Section. EX. "I-2".
		SPEED ZONES ESTABLISHED as follows:
		Curry County. Oregon Coast Hwy. EX. "G-1".
		Jackson County. Pacific Hwy. Talent area. EX. "G-2".
29769		Wasco County. Columbia River Hwy. Mosier-The Dalles Section.
		Douglas County. Oakland-Shady Secdy. Hwy. EX. "G-3".
		Jefferson County. Warm Springs Hwy. EX. "G-4".
		Marion-Linn Counties. Pacific Hwy. Salem south-Albany Interchange. 2 construction speed zones established.
29770		Klamath County. Green Springs Hwy. EX. "G-5".
		TRAVEL - OUT OF STATE approved for four employees.
		Out-of-state expense allowances to be investigated.
		LEWISTON-ENTERPRISE-ELGIN-LA GRANDE ROUTE. Request from Washington State interests for designation as US195. No action.
29771		LINN COUNTY. Pacific Hwy. East. Albany. Waverly Lake. Timber Carnival July 2-3-4, 1958. Request for use as of 1957 approved.
		ABANDONMENT AGREEMENTS approved for:
		Yamhill County. Pacific Hwy. West. Whiteson Section. EX."E-1".
		Clatsop County. Columbia River Hwy. Bradley Park-Wauna Section. EX. "E-2".
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for May 8-9, 1958, - regular; June 19-20, 1958; April 17-May 29, 1958, bid openings in Salem.
		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. Scholls Secdy. Hwy. Jct. 4-way stop regulation reinstated. EX. "H".
29772		Further study of traffic conditions to be made by Engineer.
		TRAVEL INFORMATION DEPARTMENT. Advertising contract. Cole & Weber Advertising Agency. Extension to June 30, 1959, approved.
		DOUGLAS COUNTY. Pacific Hwy.(old). Myrtle Creek-Canyonville Section. Agreement with County re disposition of hwy. approved. Myrtle Creek Secdy. Hwy. #237 designation included in agreement.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway Route. Public hearing scheduled for May 2, 1958.
		CLACKAMAS COUNTY. Mt. Hood Hwy. City of Sandy. Agreement re water lines approved.
		ACCIDENT ANALYSIS AGREEMENT with City of Portland-Motor Vehicles-Hwy. Commission. Renewal of agreement approved.
29773		MARION COUNTY. North Santiam Secdy. Hwy. (State St.). Salem. Hwy. widening discussed and approved as recommended.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "F-1" - "F-11".

Page	Date 1958	Subject
9773	Mar.27	DELEGATION PROBLEMS discussed. Lane County. "Route F" road. Eugene-Mapleton. Exchange for Alsea-Deadwood Hwy. approved. EX. "J".
9774		CLACKAMAS COUNTY. Cascade Secdy. Hwy.(82nd Ave.). Price-Fuller Road Jct. Gallerini property. Exchange of properties approved.
		TRAVEL -- OUT OF STATE ALLOWANCES. Increase to meet actual expenses discussed. Counsel to confer with Attorney General.
		LANE COUNTY. Alsea-Deadwood Secdy. Hwy. Lane County Section. Exchange for Richardson-Mapleton Section approved.
		AGREEMENTS and other papers signed.
9776		BIDS received at morning session discussed. Multnomah County. Interstate Bridge reconstruction. General Construction Company low bid accepted conditionally.
		CONTRACTS. Award of contracts publicly announced.
9777		Clatsop County. Fort Stevens State Park concession privilege. Parks Supt. to evaluate bids for decision at next meeting.
9778		COMMISSION MEETING ADJOURNED at 5:15 p.m.
	Mar.28	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
9781		FEDERAL FUNDS. National Congress Bill. Increase in funds discussed.
9782		CONSTRUCTION PROJECTS scheduled for April-May contracting. Engineer gave brief status report.
		LINCOLN COUNTY. Oregon Coast Ad Club. Complaint re signs to Lincoln beaches referred to Engineer for study.
		CLACKAMAS COUNTY. Delegation requests following: Pacific Hwy. East. New Era Hill-Hayesville Section widening. Cascade Secdy. Hwy. Portland south. Completion of improvement. Pacific Hwy. East. Wilsonville-Hubbard Hwy. Jct. north end. Inadequate lighting for southbound traffic. Pacific Hwy. East. Milwaukie south. Traffic congestion. Laurelhurst Freeway. Early construction.
9783		DESCHUTES COUNTY. Cascade Lakes Hwy. Bend-Bachelor Butte Ski Area. Cooperative snow removal plan with County for 1958-59 approved.
		LOG HAULING. Delegation from lumber companies. Request for extension of hauling hours to 24 hours a day to be considered.
9784		COOS COUNTY. Oregon Coast Hwy. Shinglehouse Slough. Agreement with State Game Commission re boat launching facility approved.
		COMMISSION MEETING RECESSED at 11:35 a.m. to reconvene at 1:30 p.m.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass east. "M" Street Connection. Gene Brown presents protest.
9785		BAKER COUNTY. Haines-Anthony Lake Secdy. Hwy. Request for hwy. rerouting near Haines to be investigated.
		ASPHALT INSTITUTE. Pacific Coast Division representatives discussed with Commission asphalt for hwy. construction. No action.
		TRAVEL -- OUT OF STATE. W. C. Williams to Washington, D.C. re hwy. construction program and Chicago, April 14, 1958.
		TILLAMOOK COUNTY. Delegation requests following: Little Nestucca Secdy. Hwy. oiling on 2½-mile Section. Tillamook River Bridge. New bridge needed.

Page	Date 1958	Subject
29786	Mar.28	CONTRACTS. Award of contracts publicly announced.
29787		CHAIRMAN REYNOLD'S RETIREMENT. Remarks by Engineer on behalf of State employees.
		COMMISSION MEETING ADJOURNED at 3:05 p.m.
29788		EXHIBIT "A". Real property acquisition.
29806		EXHIBIT "B". Multnomah County. Cascade Secdy. Hwy. NE Killingsworth Ave.-County Airport Road Extension.
29807		EXHIBIT "C". Contracts completed and accepted.
29808		EXHIBIT "D". Marion County. North Santiam Secdy. Hwy. Detroit-Pacific Hwy. East Jct. Throughway designation.
29810		EXHIBITS "E-1" and "E-2". Abandonment agreements.
29815		EXHIBITS "F-1" through "F-11". Condemnations.
29842		EXHIBITS "G-1" through "G-5". Speed zones established.
29852		EXHIBIT "H". Washington County. Beaverton-Tualatin Secdy. Hwy. Scholls Secdy. Hwy. Jct. 4-way stop reinstated.
29854		EXHIBITS "I-1" and "I-2". Surveys.

Portland, Oregon
January 16, 1958

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary, who then announced that award of contracts would be made at 4:00 p.m. in the same room.

CLACKAMAS COUNTY
INSTALL TRAFFIC SIGNALS AT "A" AVENUE ON OSWEGO HIGHWAY

Rochat Electric Company, Portland	$ 7,326.64
Steeck Electric Company, Medford	7,613.00
Trowbridge Electric Company, Roseburg	7,750.00
W. R. Grasle Company, Portland	8,043.00

COOS COUNTY
CONSTRUCT ADDITIONAL PARK FACILITIES AT SUNSET BAY STATE PARK

Baughman & Son, Coos Bay	$ 42,160.58
Donald W. Thompson, North Bend	42,889.58
Sig Andersson, North Bend	43,252.50
George W. Millett, Jr., Eugene	44,125.00
Pantovich Construction Company, Inc., Salem	44,514.00
Fred Jensen, North Bend	44,659.94
A. T. Fox, North Bend	45,393.30
Fred J. Stubbert, Springfield	45,622.20
A. E. FitzGerald, Klamath Falls	52,744.61
Den Herder's Construction, Inc., Lebanon	54,425.00
Schrader Construction Company, Portland	63,191.50

COOS COUNTY
COQUILLE ROCK PRODUCTION PROJECT ON THE OREGON COAST AND COOS BAY-ROSEBURG HIGHWAYS

Woodward & Son & Barklow, Coquille	$ 30,876.00
Roseburg Sand & Gravel Company, Roseburg	33,201.00

29353

Coquille Rock Production Project on the Oregon Coast and Coos Bay- Roseburg Highways. (Cont.)

E. C. Swaggart Company, Eugene	$ 36,437.00
Umpqua River Navigation Company, Reedsport	41,500.00
Dolan Construction Company, Tillamook	42,300.00

HARNEY COUNTY

BURNS-PRINCETON ROCK PRODUCTION PROJECT ON THE BURNS-CRANE AND CRANE-SCOTTS BUTTE HIGHWAYS

Hebener & Jenkins, Burns	$ 34,600.00
Cartwright Construction Company, Durkee	35,400.00
Roseburg Sand & Gravel Company, Roseburg	38,180.00
C. C. Meisel, McMinnville	38,500.00
Calkins Crushing Company, Oceanlake	44,000.00
N. A. Toole Construction Company, Ontario	44,500.00
C. E. Leseberg, Nyssa	45,000.00
McNutt & Son, Inc., Eugene	46,400.00
E. H. Itschner Company, Molalla	48,500.00
F. L. Somers, Medford	54,500.00

JOSEPHINE COUNTY

ADD NEW TRAFFIC SIGNALS AT 9 INTERSECTIONS ON SIXTH AND SEVENTH STREETS AND REVISE SIGNALS AT 8 INTERSECTIONS ON SIXTH STREET IN GRANTS PASS

Electric Corporation, Salem	$ 38,890.00
Trowbridge Electric Company, Roseburg	38,990.00
Steeck Electric Company, Medford	40,900.00

KLAMATH COUNTY

DAIRY-BLY ROCK PRODUCTION PROJECT ON THE KLAMATH FALLS-LAKEVIEW HIGHWAY

The Central Heating Company, Oregon Limited, Eugene	$ 28,000.00
Hughes & Dodd & Tru-Mix Equipment Co., Medford	29,800.00
Roseburg Sand & Gravel Company, Roseburg	36,180.00
P. B. Doherty & Son, Portland	38,300.00
Calkins Crushing Company, Oceanlake	40,000.00
F. L. Somers, Medford	41,000.00
Dolan Construction Company, Tillamook	45,000.00
McNutt & Sons, Inc., Eugene	48,000.00

LAKE COUNTY

ROSA CREEK-ADEL OILING AND ROCK PRODUCTION PROJECT ON THE WARNER HIGHWAY

The Central Heating Company, Oregon Limited, Eugene	$ 56,707.50
Babler Brothers, Inc., Portland	59,321.50
N. A. Toole Construction Company, Ontario	60,691.50

Rosa Creek-Adel Oiling and Rock Production Project on the Warner Highway (Cont.)

Russell Olson Construction Company, Pendleto	$ 63,134.80
J. C. Compton Company, McMinnville	66,473.00
P. B. Doherty & Son, Portland	76,811.90

LAKE COUNTY

GRADING AND PAVING THIRD STREET SOUTH-SOUTH CITY LIMITS (LAKEVIEW) SECTION OF THE FREMONT HIGHWAY

Russell Olson Construction Company, Inc , Pendleton	$ 53,010 00
Robert Angell, Eastside	56,527.50
Johnson & Amens, McMinnville	58,629.00
Babler Brothers, Inc., Portland	61,045.00
Asphalt Paving Company, Klamath Falls	65,802.00

LAKE COUNTY

HUNTER HILL-CLOVER FLAT ROAD ROCK PRODUCTION PROJECT ON THE FREMONT HIGHWAY

Roseburg Sand & Gravel Company, Roseburg	$ 23,800.00
N. A. Toole Construction Company, Ontario	24,785.00
Hughes & Dodd Co. & Tru-Mix Equip. Co , Medford	25,000 00
E. H. Itschner Company, Molalla	26,000.00
C. C. Meisel, McMinnville	26,500.00
The Central Heating Co. Oregon Ltd., Eugene	28,700 00
Calkins Crushing Company, Oceanlake	30,050.00
Marlin Tryon, Fort Dick, California	32,770.00
Moyer Gravel Company, Alturas, California	33,985.00
P. B. Doherty & Son, Portland	34,000.00
F. L. Somers, Medford	36,500.00
McNutt & Sons, Inc., Eugene	37,500.00
Dolan Construction Company, Tillamook	45,000.00

LANE COUNTY

RAINROCK-BLACHLY ROCK PRODUCTION PROJECT ON THE SIUSLAW HIGHWAY

Roseburg Sand & Gravel Company, Roseburg	$ 46,511.00
E. C. Swaggart Company, Eugene	47,747.20
Calkins Crushing Company, Oceanlake	49,184.00
Central Paving Company, Independence	56,052.00
C. C. Meisel, McMinnville	59,792.00
Morse Brothers, Lebanon	61,486.00
Dolan Construction Company, Tillamook	69,400.00

LINCOLN COUNTY

GRADING PIONEER MOUNTAIN SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

Earl L. McNutt Company, Eugene	$ 540,280.00
Vernie Jarl, Gresham	560,288.00

January 16, 1958

29355

Grading of Pioneer Mountain Section of the Corvallis-Newport Highway (Cont.)

Fred H. Slate Company, Oregon Limited, Portland	$ 599,124.50
Durbin Brothers, Eugene	606,307.50
E. C. Hall Company, Portland	627,141.50
E. A. Kruse, Yoncalla	648,050.00
A. L. Harding, Inc., Stayton	649,064.00
Commercial Iron Works & L. & C. Ore. Ltd, Portland	654,907.50
Firchau Logging Company, Reedsport	660,775.40
Roy L. Houck & Sons & Roy L. Houck Sons Corp., Salem	676,130.00
White Brothers Construction Co., Walla Walla, Wn.	683,445.00
Babler Brothers, Inc., Portland	703,575.00
C. R. O'Neil, Creswell*	712,127.50
R. A. Heintz Construction Company, Portland	714,219.00
Stanley Wilt, Philomath	719,635.60
Peter Kiewit Sons' Company, Vancouver, Washington	744,614.00
G. D. Dennis & Sons, Portland	767,588.20
C. H. Strong Engr. & Const., Eugene**	820,450.00
Goodfellow Brothers, Inc., Wenatchee, Washington	824,070.00
P. J. Anderson & Sons-Stoen Const. Co, Seattle, Wn.	830,080.00
Kuckenberg Construction Company, Portland	932,260.50
Erland & Blickle, Portland	948,015.00
C. J. Elden, Contractor, Portland	1,201,719.50
Morrison-Knudsen Company, Inc., Seattle, Wn.	1,248,389.00

*Will accept award of only one project at this letting
**Will accept not more than $1,600,000 award at this letting.

LINCOLN COUNTY

GRADING OF ADDITIONAL PARK AREA AND CONSTRUCTION OF ADDITIONAL PARK FACILITIES AT BEVERLY BEACH STATE PARK

Zuber Brothers, Contractors, Inc., Portland	$ 67,761.30
Baughman & Son, Coos Bay	67,866.58
Eugene Garden & Lee-Built Homes, Eugene	68,562.80
Enoch I. Maerz, Salem	68,588.04
Lloyd G. Sperling, Tillamook	68,675.45
R & M Construction Company, Central Point	72,416.50
Pantovich Construction Company, Inc., Salem	75,451.50
Salem Sand & Gravel Company, Salem	78,589.50
L. F. Henshaw, Eugene	84,711.00
Walker & Green, Oregon City	85,959.67
Schrader Construction Company, Portland	86,075.00
James F. Turner, Corvallis	89,214.95
Donald W. Thompson, North Bend	98,510.00
Tedrick Construction Company, McMinnville	99,996.90

MULTNOMAH COUNTY

CONSTRUCT STEEL GIRDER BRIDGE WITH REINFORCED CONCRETE APPROACHES OVER SANDY RIVER ON COLUMBIA RIVER HIGHWAY NEAR TROUTDALE

Pacific Concrete Co. & Otis P. Jordan, Jr., Portland* $ 293,337.30

January 16, 1958

Sandy River Bridge (Cont.)

Hannon Brothers Company, Portland	$ 317,422.50
C. M. Corkum Company, Inc., Portland	325,151.36
Hamilton & Thoms, Inc., Eugene	335,378.00
Schrader Construction Company, Portland	337,365.00
C. J. Montag & Sons, Portland	353,086.00
Manson Const. & Engr. Company, Seattle, Wn.	356,815.00
Marshall Const. Co. & E. S. Schnell Co., Hermiston	364,997.90
Gibbons & Reed Company, Portland	365,911.70
General Construction Company, Portland	377,658.00
Lee Hoffman & J. A. Troxell, Beaverton	384,762.00
Johnston & Bryant, Newberg	385,062.00
Babler Brothers, Inc., Portland**	398,858.50
Tom Lillebo Construction Company, Reedsport	405,091.70

*Bidder will accept only one project at this letting.
**Bidder will accept this project if not awarded South Yamhill River Bridge and Overcrossing at Wallace Bridge.

POLK COUNTY

SOUTH YAMHILL RIVER BRIDGE AND WALLACE BRIDGE OVERCROSSING STRUCTURES ON SALMON RIVER HIGHWAY

Hamilton & Thoms, Inc., Eugene	Alt. "B"	$ 290,247.00
Tom Lillebo Construction Co., Reedsport	Alt. "B"	293,248.00
Sig Andersson, North Bend	Alt. "A"	294,861.00
Central Paving Co., Independence	Alt. "A"	297,990.15
Schrader Construction Company, Portland	Alt. "A"	309,548.00
Babler Brothers, Inc., Portland**	Alt. "A"	316,669.00
Hannan Brothers Company, Portland	Alt. "B"	318,631.25
Pacific Concrete Co. & Otis P. Jordan Jr., Portland*	Alt. "A"	331,168.52
C. J. Montag & Sons, Portland	Alt. "A"	333,083.50
Lee Hoffman & J. A. Troxell, Beaverton	Alt. "B"	337,304.00
Manson Const. & Engr. Co., Seattle, Wn.	Alt. "B"	344,951.00

*Bidder will accept only one project at this letting.
**Bidder will accept this project if not awarded Sandy River Bridge.

UNION COUNTY

GRADING AND PAVING PERRY-ORO DELL SECTION OF THE OLD OREGON TRAIL HIGHWAY; ALSO CONSTRUCTION OF 256-FOOT REINFORCED CONCRETE BRIDGE.

Durbin Brothers, Eugene	$1,117,802.00
Rogers Construction, Inc., Portland	1,118,835.50
Vernie Jarl, Gresham	1,133,649.00
Fred H. Slate Co. & E. C. Hall Co., Portland	1,282,417.50
Babler Brothers, Inc., Portland	1,289,629.50
Goodfellow Brothers, Inc., Wenatchee, Wn.	1,309,030.50
C. R. O'Neil, Creswell	1,312,850.00

January 16, 1958

Grading and paving Perry-Oro Dell Section of the Old Oregon Trail Highway (Continued)

Morrison-Knudsen Company, Inc., Boise, Idaho	$1,375,776.00
Kiely Construction Company, Butte, Montana	1,377,320.00
J. N. Conley, Portland	1,385,273.00
Max J Kuney Company, Spokane, Washington	1,385,693.00
Roy L. Houck & Sons & Roy L. Houck Sons, Corp., Salem	1,396,648.00
G. D. Dennis & Sons, Portland	1,399,790.00
White Brothers Construction Co., Walla Walla, Wn.	1,419,437.00
Natt McDougall Company, Portland	1,431,930.00
Newport Construction Company, Portland	1,446,396.50
Eagle Construction Company, Inc., Boise, Idaho	1,494,932.00
Parker-Schram Company, Portland	1,498,648.00
C. H Strong Engr. & Const., Eugene*	1,584,475.00
R. A Heintz Construction Company, Portland	1,597,087.00
Anderson Stoen, Seattle, Washington	1,646,606.50
Gibbons & Reed Company, Portland	1,663,349.00

*Bidder will accept not more than $1,600,000 award at this letting.

WASHINGTON COUNTY
GRADING AND PAVING MURRAY ROAD INTERCHANGE SECTION OF THE SUNSET HIGHWAY; ALSO CONSTRUCTION OF 278-FOOT PRESTRESSED BEAM CONCRETE STRUCTURE

Porter W. Yett, Portland	$ 267,835.00
Pacific Concrete Company & Otis P. Jordan, Jr., Portland	268,123.25
Central Paving Company, Independence	286,180.00
John L. Jersey, Inc., Portland	288,614.50
Lee Hoffman, Beaverton	294,783.00
C. J. Montag & Sons, Portland	296,367.60
J. Bacaloff Company, Portland	339,130.90

The Commission approved the minutes of the meeting held on September 12 and 13, and on October 31 and November 1, 1957, but deferred until its next regular meeting approval of the minutes of the meeting held on December 5 and 6, 1957.

Mr Neal Butterfield, of the National Parks Service, was introduced by Mr Armstrong, State Parks Superintendent, who then presented the following reports on park matters:

1 Acquisition of 80 acres of land from the City of Portland, located near Dodson and known as McLaughlin Park: The Parks Superintendent reported that the City of Portland had passed an ordinance deeding this property to the State for a consideration of $10.00. The area, he stated, is

located a short distance south of the Columbia River Highway and includes an entrance road. The area is suitable for park development and during CCC days had been developed for such use; also, the acquisition fits in with the plans of the Columbia Gorge Commission. He recommended that the property be accepted and that the City be paid the sum of $10.00. The Commission accepted the property with thanks.

2. Request of Heppner Chamber of Commerce for development of a state park on Route 207 at the junction of Chapin and Rock Creeks about 25 miles south from Heppner: The area, the Parks Superintendent stated, has been investigated and it was found to be a very pleasant location. However, it appears that the use of the area other than by local residents would be very small. The highway on which it is located is not a through traveled road and use by tourists would be negligible. It was his feeling that if the property is developed the work should be performed by the local communities or the county. He recommended that it not be developed as a state park. The Commission approved his recommendation.

3. Offer of Mr. and Mrs. E. A. Reed, Myrtle Point, to deed to the State two acres of land a short distance south of Myrtle Point: The Parks Superintendent explained that the area is located on the Coquille River, a short distance south of Myrtle Point, and that it is presently used for swimming and fishing. It was his feeling that because of the location of the area its use would be mostly local so development should be undertaken by the community rather than the State. The Commission approved his recommendation that the offer be not accepted, and ordered that Mr. and Mrs. Reed be thanked for their generous offer.

4. Bids for grazing lease on 72 acres located between the railroad and the Columbia River Highway at Rooster Rock State Park: Two bids were submitted for this lease, the Parks Superintendent stated. Multnomah Falls Lodge and Gift Shop, Inc., submitted a bid in the amount of $505.50 per annum for a total of $2,527.50 for the five-year lease, which is to run from January 1, 1958 to January 1, 1963. Mr. Harry T. Kruckman, Latourell Falls, submitted a bid in which he offered to exchange for the lease privilege 11 acres of property owned by himself in the Columbia Gorge. Although Mr. Kruckman's bid was not in line with the proposal the Parks Superintendent stated that an appraisal was made on the value of the land which indicated that the land and the timber on it were worth $1,516.00. The Columbia Gorge Commission, he continued, is interested in acquiring the land owned by Mr. Kruckman but inasmuch as Mr. Kruckman's bid, based upon the appraised value of his land, is approximately $1,000 less than the high bid submitted by the Multnomah Falls Lodge and Gift Shop, Inc., he recommended that the lease be awarded to the high bidder, the Multnomah Falls Lodge and Gift Shop, Inc. Chairman Reynolds commented that although the Commission would like to cooperate, if possible, with the Columbia Gorge Commission it would not be to the advantage of the State to accept the bid submitted by Mr. Kruckman. The Commission awarded the lease as recommended by the Parks Superintendent.

5. Proposed plan for a concession building at Rooster Rock State Park: The Parks Superintendent presented three exterior plans and a floor

plan. He explained that the floor plan was designed for concession use and to accommodate the needs of the State Health Department and the Multnomah County Sheriff, both of whom have approved the floor plan. It was his opinion that Scheme 3 provides the most attractive exterior plan. Commissioner McIver inquired if the inside partitions could be moved readily if interior changes are desired at a later date. The Parks Superintendent replied that the interior walls will be constructed of wood and can be moved if necessary. He requested authority to advertise for bids for the concession privilege so that the successful bidder can be consulted concerning interior arrangements. He presented for Commission consideration a form of agreement under which the concessionaire is to operate. The Commission approved the agreement form but deferred action on the building plan until late in the session.

(On the following day the Commission approved the building plan as recommended, and authorized construction of the building in conformity therewith. The Commission also authorized the calling of bids for operation of the concession at this place.)

6. Proposed concession building at Fort Stevens State Park: The proposed building, the Parks Superintendent stated, is constructed around the present toilet facility on the east side of Coffenbury Lake. He presented a floor plan for a building which he estimated would cost approximately $7,000 The proposed plan, he continued, provides a shower facility and clothes-changing booths in addition to concession facilities and has been approved by the State Board of Health He recommended that the plan be approved and that authority be granted to call for bids as soon as details can be prepared. He also recommended that advertising for bids for the concession privileges be carried on at the same time and along the same lines as outlined for the Rooster Rock State Park concession lease. The Commission accepted his recommendations.

7 Proposed charges for the use of park facilities during 1958: The Parks Superintendent presented a schedule of rates which he stated is the same schedule as was in effect during 1957. Upon his favorable recommendation, the Commission approved the schedule of rates as presented by adoption of the attached resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

8. Request of Mr. and Mrs Lloyd C. Finley for renewal of their lease for a television antenna site in Boiler Bay State Park: The Parks Superintendent recalled that approximately a year ago the Finleys were granted a permit to construct the antenna on top of a butte in Boiler Bay State Park, a short distance north of Depoe Bay, and for the privilege had agreed to pay $100 annual rental They have now requested that the permit be renewed for a period of five years, beginning November 8, 1957 and expiring November 8, 1962. As the antenna is used for the benefit of the community, he recommended that the agreement be extended for five years at the same rental rate and with the usual provisions for cancellation if the permittee fails to live up to the terms of the agreement or if the property should be needed for public purposes. The Commission approved the extension

of the agreement as recommended.

9. Proposed agreement with the U. S. Reclamation Service concerning use of land on Owyhee Lake for state park purposes: The Parks Superintendent outlined briefly the provisions of the agreement which provides for use of 528 acres between Gordon Creek and Cherry Creek for a 50-year period. Under the proposed terms the State will have authority to construct and maintain park facilities, including roads and trails, and may issue permits for concessions, subject to federal regulations. He indicated, however, that some changes in the proposed agreement are desirable and he mentioned the personal injury and property damage provisions. Chairman Reynolds inquired as to plans that the Parks Superintendent has for development. He replied that a survey has been made and plans are being developed now and that a tentative figure of $20,000 has been set up for development. The Commission granted authority to continue negotiations with the Bureau of Reclamation for use of the necessary area.

10. Proposed agreement with Oregon State Board of Aeronautics covering construction of a flight strip at Nehalem Bay State Park: Leasing of this area for a flight strip was approved by the Commission several months ago, the Parks Superintendent recalled, and an agreement form has been prepared. He pointed out that the proposed agreement is effective for a period of 25 years and provides that the Bureau of Aeronautics will fence the area, will not construct any buildings unless approved by the Commission; and the other usual requirements. It was his opinion that the agreement protects the Highway Commission and will provide a necessary public service. He also mentioned that the flight strip location has been checked with the Highway Engineer who advises that it will not interfere with highway construction plans. Following his favorable recommendation, the Commission approved the agreement form subject to approval by the Engineer.

The Parks Superintendent reported that he had been advised that the Bennett property at Latourell Falls on the Columbia River Highway is to be sold by bid on January 30, 1958. The Columbia Gorge Commission, he said, wishes to acquire the property and has requested that the State place a bid for the same. Besides the scenic value of the property, he mentioned that it has a large building on it which would be of no value to the State. He suggested that the property be appraised and that a bid be submitted for the appraised value, which he felt would not be over $6,500. The Commission approved his suggestion, with the stipulation that he check with Commissioner McIver on the appraisal amount.

A progress report was presented by the Parks Superintendent concerning the status of acquisition of land for park purposes along the Oregon Coast Highway south of Yaquina Bay. He said that approximately 40 percent of a desired 315 acres has been acquired. Lincoln County has offered to the State 94 lots in this area and William J. Wineberg has offered to donate 140 lots which the Parks Superintendent recommended be accepted. He exhibited a map showing the land that has been acquired and parcels which should be acquired, some of which are tide lands. Commissioner McIver inquired if it might not be well to take necessary steps to acquire vital portions of the area to preclude possible purchase by

individuals, which would destroy the utility of the area for park purposes. The Commission accepted the lots from Lincoln County and from Mr. Wineberg and authorized the Parks Superintendent to proceed with negotiations to acquire other parcels of land. He was also instructed to send a letter of thanks to Mr. Wineberg for the donation of land in this area.

A report was submitted by the Parks Superintendent showing park receipts for the year 1957. He pointed out that receipts for the use of overnight facilities had exceeded the cost of operating these facilities by $40,656. The Commission accepted the report.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer asked the Commission to authorize the Chief Counsel to institute condemnation proceedings to acquire property that is needed from Gladys F. Hammel as right of way for the Newberg-Guerin Corner section of the Hillsboro-Silverton Highway No. 140, File #26333, not withstanding that agreement has been reached in the amount of $6500. The Right of Way Engineer explained that Mrs. Hammel is a County employee and condemnation proceedings will be necessary to legalize the amount to be paid her. In view of this explanation the Commission authorized the Chief Counsel to condemn the property

Commissioner McIver inquired as to progress that is being made in acquiring right of way for the Harbor Drive Section of the Baldock Freeway in Portland and for the Albany-Judkins Point Section of the Pacific Highway. The Right of Way Engineer outlined the status in each instance

The Right of Way Engineer brought up for discussion a proposed settlement with Oregon Pulp and Paper Company for property needed for Spencer Creek State Park State appraised value is $5300, their appraisal is near $12,000 They have agreed to accept $8000 He recommended that settlement be made for that amount and that the state build the necessary fence Action was deferred until the Parks Superintendent returned to the room The State Parks Superintendent stated that he favors the settlement as recommended However, the property should be fenced. The Commission approved the settlement

The Commission accepted a report submitted by the Right of Way Engineer showing miscellaneous property sales since the last Commission meeting and a rental report covering the period November 25, 1957 to January 1, 1958, showing new rentals and terminations. Also approved was the Property Manager's report showing receipts for the calendar year 1957, for rentals, sales of buildings, lands, and timber, totaling $428,404.04.

The Commission confirmed authority previously granted by telephone to the Right of Way Engineer to drill a new well on the Glines property located on the Louse Creek-Grants Pass Unit of the Pacific Highway in Josephine County. The Right of Way Engineer explained that the existing well had been damaged by highway construction.

Attention was given to the matter of reimbursing property owners for the cost of revenue stamps which they had been required by the Federal Government to place on deeds for property sold to the State. The Right of Way Engineer recommended that payments to property owners be made as follows: (a) Mrs. Carrie Phernetton, File No. 22484, for property on Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, $7.15. (b) Mr. Tom Turner, File No. 23676, for property on the Harbor Drive-Barbur Boulevard section of the Pacific Highway in Multnomah County, $8.80. (c) Helen M. Williams, File No. 22906, for property on the Harbor Drive-Barbur Boulevard section of the Pacific Highway in Multnomah County, $6.05. (d) Lloyd Corporation, Ltd., File No. 18998, for property on the T. H. Banfield Expressway, Multnomah County, $13.20.

He explained further that on right-of-way options which had been closed during the last 18 months, the matter of stamp requirements had been made clear to the property owners and he recommended that no payments be made during that period. Commissioner McIver suggested and the Commission approved that the wording in the options be revised to clearly indicate that if stamps are required the State will pay the cost involved. The Commission approved payment of the amounts involved in the four transactions mentioned by the Right of Way Engineer and Commissioner McIver's suggestion.

At the request of the Right of Way Engineer, authority was granted by the Commission for one or more Right of Way employees to attend an appraisal course in Eugene January 20 to January 31, 1958, on the basis that each individual who attends shall pay whatever tuition is required and the state shall pay his salary and expenses. The Right of Way Engineer explained that this course is similar to one that was conducted last year and that the course is conducted jointly by the American Appraisal Institute and the University of Oregon.

The Right of Way Engineer presented three indentures of access which, he stated, provide for change in location of existing accesses and in which no additional points of access are provided. Upon his favorable recommendation, the Commission approved the following indentures of access:

a. Fahy property, File 26110, on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County.

b. Olsen property, File 18241, on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County.

c. LeCrone property, File 22348, on the Hillsboro-Forest Grove Section of the Tualatin Highway in Washington County.

Authority was requested by the Right of Way Engineer to offer at public sale the following parcels of right of way which are no longer required for highway purposes:

a 3.79 acres of the former Smith property on the Tigard-Newberg Section of the Pacific Highway West in Washington County, at a minimum price of $4,500.00. (SEE EXHIBIT "D-1")

b. 1 08 acres of the former Nielsen and Lock properties on the Salem By-pass Section of the Pacific Highway East in Marion County, at a minimum price of $3,250.00. (SEE EXHIBIT "D-2")

c 0 49 acre of the former Buckley property on the Provolt-Ruch Section of the Medford Provolt Highway in Jackson County for a minimum price of $200.00.

d. 0.04 acre of land of the former Siikanen property on 6th and 7th Streets Section of the Pacific Highway in Grants Pass, for a minimum price of $350.00.

e 0.21 acre of the former Gerber property on the Middle Grove-Central Howell Section of the Salem-Silverton Highway in Marion County, for a minimum price of $100.00

f. 4 08 acres of the former Heath property on the T. H. Banfield Expressway in Multnomah County, for a minimum price of $4,000.00. (SEE EXHIBIT "D-3")

g 5,673 square feet of the former Ervin and Hillman properties on the Willamette River-42nd Avenue Section of the T H. Banfield Expressway in Multnomah County for a minimum price of $7,000 00. (SEE EXHIBIT "D-4")

h Lots 25 through and including 32 in Block 16, Sutherlin, in Douglas County, for a minimum price of $2,500.00. (SEE EXHIBIT "D-5")

The Commission authorized public sale of these properties by adoption of the attached resolutions relative thereto, marked EXHIBIT "D-1" through EXHIBIT "D-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Authority was requested by the Right of Way Engineer to sell directly parcels of highway property which are no longer required for highway purposes, as follows

a 1 acre on the Southern Pacific Overcrossing-Lane County Line Section of the Pacific Highway in Linn County, to Mr. John G. Burkhart, for the sum of $350.00

b 0 8 acre on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County, to the Green Crest Memorial Park Association for the sum of $200.00.

c. 300 square feet of land consisting of the easterly 6 feet of Lot 2, Block 10, McClures Astoria, to Floyd H. Reith, Jr., for the sum of $200.00, located on the Oregon Coast Highway in Astoria.

d. 16 square feet on the Oregon Coast Highway in Block 50, Chicago Addition to the City of Florence, to Mr. Walter J. and Eleanore C. Brynd, for the sum of $5.00.

The Commission approved the sales as presented.

Conveyance of 0.2 acre of right-of-way to Coos County for the sum of $2,333.33, was recommended by the Right of Way Engineer. This property, he stated, is located at the end of McCullough Bridge over Coos Bay on the Oregon Coast Highway. He recalled that under terms of an agreement entered into with Coos County, the State was to acquire a portion and the County a portion, and the amount involved is the prorata portion of the total cost. The Commission approved the transfer of the property to the County for the amount as recommended.

The Commission considered payment of $1910.00 to the City of Portland, representing the cost to move and reestablish a house that was endangered because of a slide on the highlands interchange section of the Sunset Highway. The Right of Way Engineer explained that the City moved the house and has agreed to transfer to the State whatever additional right of way is necessary to go around the slide area. Upon his favorable recommendation, the Commission approved the payment.

The Commission considered and upon the favorable recommendation of the Right of Way Engineer, granted a 10-foot easement to Pacific Telephone and Telegraph Company on the Grass Valley-Kent project on US97 in Sherman County as replacement for an easement which the telephone company had previously quitclaimed to the State.

Consideration was given to compensating "Silver Spur Ranch" for the value of timber removed from its property on the Chapin Creek Section of the Heppner-Spray Highway in Morrow County. This project, the Right of Way Engineer explained, was performed under the direction of the U.S. Bureau of Public Roads. In acquiring the right-of-way, it was agreed that the "Silver Spur Ranch" would retain the timber on the property acquired from them for right-of-way purposes. It was also agreed that the contractor would stock pile it on the right of way. Due to a misunderstanding, the contractor for the Bureau of Public Roads cut, removed, and sold the timber. He estimated the value of the timber removed at $1,700.00, and recommended that the "Silver Spur Ranch" be paid that amount. The Commission approved the payment.

The meeting recessed at 12:00 noon and reconvened at 1:30 P.M. with the same persons present and participating.

Chairman Reynolds inquired as to progress that has been made in plans for construction of the Portland Airport Road. The Engineer replied that difficulties are being encountered with Union Pacific Railroad Company concerning the undercrossing of their tracks but he thought that bids could be received in May of this year and the project completed by November. Assistant Highway Engineer, P.M. Stephenson, pointed out that the engineering for the project is complete but negotiations are still underway with Union Pacific Railroad Company. The Right of Way Engineer estimated that it would take about six weeks time to acquire the necessary right of way. Commissioner McIver called attention to the detour which would be necessary in crossing the railroad tracks and that the public would resent any longer period than is absolutely necessary. He suggested that this angle be pointed out to the Railroad Company in the hope that an agreement can be reached at an earlier date so that bids could be received in April instead of May. He asked that the project be expedited. The Engineer commented that it will be necessary to take the highway under two existing highways as well as the Union Pacific railroad tracks, and the greater part of the project, which he estimated would cost approximately $1,130,000, is involved in the crossing of these other roadways and the railroad tracks.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following described properties that are needed as right of way in connection with the various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Sunset Highway

R-21835 - Harry Mittleman Contractor, Inc.
Right of Way (Washington County)
3.8 acres
Amended resolution to increase area of taking

R-26961 - Reul O. Wilkins and Nancy M. Wilkins
Right of Way (Washington County)
0.34 acre

R-26962 - James R. Woodmansee and Lorna H. Woodmansee
Right of Way (Washington County)
0.44 acre

R-26963 - Lester J. Wood and Ruth M. Wood
Washington County
Parcel No. 1: 0.17 acre for Right of Way
Parcel No. 2: 0.42 acre for Right of Way

R-26964 - L. T. Graham and Dorothy C. Graham
Right of Way (Washington County)
0.34 acre

R-26965 - Fred C. Shipps, Jr. and Dolores M. Shipps
Right of Way (Washington County)
0.14 acre

R-26966 - J. Richard Eimers and Emma C. Eimers
Right of Way (Washington County)
0.07 acre

R-26967 - Jan E. Bauer and Dorothy J. Bauer
Right of Way (Washington County)
0.09 acre

R-26968 - Hoyt Corporation
Right of Way (Washington County)
1,750 square feet

R-26959 - St. Andrews Lutheran Church
Right of Way (Washington County)
0.23 acre

Tunnel-Namorf Section of the Central Oregon Highway

R-25737 - Philip Coyne
Malheur County
Parcel No. 1: 15.9 acres (net) for Right of Way
Parcel No. 2: 0.65 acre (net) for Right of Way
Parcel No. 3: 0.92 acre (net) for Right of Way
Amended resolution to include right of entry

Portland-Bonneville Section of the Columbia River Highway

L-2903 (R-27162) - Charles L. Abbott, et al.
Right of Way (Multnomah County)
2.45 acres
Amended resolution to increase area of taking

L-2906 (R-27163 - Theodore J. Schulte, et al.
Right of Way (Multnomah County)
0.47 acre
Amended resolution to increase area of taking

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East

R-25487 - James O. Randolph and Wilma Randolph
Right of Way (Linn County)
1.32 acres

R-25671 - Madeline Jo Lynch, et al.
Right of Way (Linn County)
44.35 acres (net)

January 16, 1958

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East (Cont.)

R-25900 - Earl E. Lansing and Iretha H. Lansing
Right of Way (Linn County)
9.64 acres

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-20672 - Marilyn R. Marsh, Barbara Joan Marsh and Murray B. Marsh, Jr.
Right of Way (Multnomah County)
21,100 square feet

R-22898 - Loren Harry Russell and Carolyn Russell
Right of Way (Multnomah County)
4,866 square feet
Amended resolution to provide complete restriction of access

Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway

L-2556 (R-24413) - Charles Judson James, et al.
Right of Way (Washington County)
1.06 acres
Amended resolution to change location of access point

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26618 - John Longeteig and Donald Cantril
Right of Way (Coos County)
0.62 acre

Hilgard-LaGrande Section of the Old Oregon Trail Highway

R-27104 - Heirs at Law of Laura E. Braden
Right of Way (Union County)
1.06 acres

R-27107 - Leo G. Paulson and Loretta Paulson
Right of Way (Union County)
17.4 acres

Pioneer Summit Unit, Toledo-Eddyville Section of the Corvallis-Newport Highway

R-26235 - William Smouse and Ida Smouse
Right of Way (Lincoln County)
4.37 acres

Pioneer Summit Unit, Eddyville Section of the Corvallis-Newport Highway

R-26236 - C. P. Moore
Right of Way (Lincoln County)
9.77 acres (net)

R-26240 - Charles Parker and Ernie Parker
Right of Way (Lincoln County)
8.4 acres

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East)

R-25601 - Louis Grell
Right of Way (Linn County)
15.15 acres

Hilgard-LaGrande Section of the Old Oregon Trail Highway

R-27102 - Rudy G. Krosting and Louisa V. Krosting
Union County
Parcel No. 1: 57.0 acres for Right of Way
Parcel No. 2: 6.5 acres for Right of Way
Parcel No. 3: 0.6 acre for Right of Way

R-27440 - Paul N. Carman and Dennis H. Carman
Union County
Parcel No. 1: 0.08 acre for Right of Way
Parcel No. 2: 0.03 acre for Right of Way

R-27441 - James W. Gray and Sharlene Joyce Gray
Union County
Parcel No. 1: 0.04 acre for Right of Way
Parcel No. 2: 0.01 acre for Right of Way

R-27442 - James S. Walker and Alice H. Walker
Union County
Parcel No. 1: 0.01 acre for Right of Way
Parcel No. 2: 0.01 acre for Right of Way

R-27553 - Oregon-Washington Railroad and Navigation Company
Union County
Parcel No. 1: 0.09 acre for Slope Easement
Parcel No. 2: 0.06 acre for Slope Easement
Parcel No. 3: 0.28 acre for Slope Easement
Parcel No. 4: 0.08 acre for Slope Easement

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-24999 - A. C. Allen, et al.
Right of Way (Multnomah County)
3000 square feet
Amended Resolution to include right of entry

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26333 - Gladys F. Hamel
Yamhill County
Parcel No. 1: 0.27 acre for Right of Way
Parcel No. 2: 0.42 acre for Excess Taking

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action on the Chief Counsel's request was deferred by the Commission pending study of the material submitted.

(Condemnation of the parcels as submitted was authorized on the following day. See minute entry ahead).

The Commission accepted a report submitted by the Chief Counsel concerning condemnation and other cases which were tried in court during the period of December 11, 1957 to January 10, 1958, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
December 11, 1957 to January 10, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Snyder, et al R-21165	Multnomah	Portland Salem Expressway	Harbor Drive-Barbur Boulevard	$ 2,625	$ 6,500	$ 2,500
Eggers, et al	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 11,700	$ 21,000 (Day of trial)	$ 15,000
Schmalz, et ux R-25415	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 9,115	$ 12,500	$ 11,700
Martin, R-24183	Multnomah	Columbia River	Sundial Road Rooster Rock	$47,800	$105,000 (During trial)	$ 85,000

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2609	Ringstmeyer	State	Wheeler	Damage-Inverse Condemnation	$ 9,479.90	$ 5,258.00
L-2608	Shown	State	Wheeler	Damage Inverse Condemnation	$ 17,500.00 to 25,000.00	Continued
L-2734	State	Leopard	Linn	Damage by collision to scale house	$ 1,310.00	Verdict for Defendant

(For additional details concerning cases tried, see the Chief Counsel's letters dated December 9, 1957 and January 10, 1958, in General Files.)

The Chief Counsel also orally reported on the case of State of Oregon vs. Phoenix Sand and Gravel Company. He pointed out that the gravel company had sued the State, State had lost but a motion had been granted for a judgment notwithstanding the verdict. The gravel company can appeal if they wish.

Concerning the case involving the Peninsula Drainage District No. 2, he reported that the suit had been won in the Supreme Court by the City of Portland and the State of Oregon.

In the case of State vs. Kate Bailey, which had been won in the Supreme Court, he pointed out that the court had directed that right-of-way appraisers can take into account any special benefit which affects property by virtue of highway construction, wuch as use and value of land, improved outlet to markets, higher and better use of property frontage on a better road, and access where none previously existed. Special benefits, he stated, are to be offset only against damages to the remaining property. The Commission accepted the reports.

The Commission accepted a written report submitted by the Chief Counsel concerning cases which have been settled out of court, summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
James, et al. R-24413	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 8,410.00	$ 9,150.00
Brannock, et ux. R-26517	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 4,600.00	$ 6,000.00
Brenneman, et ux R-26449	Linn	Pacific East	N. Jefferson Jct.-Albany	$ 1,200.00	$ 2,500.00
Wauters, et ux. R-23681	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 9,680.00 (for partial taking 31,750 sq. ft.)	$ 10,800.00 (Entire taking 47,500 sq. ft.)

(For additional details, see the Chief Counsel's letter of January 10, 1958, in the General Files.)

Offers for acquisition of real property, which offers are to be tendered to the property owners prior to the institution of condemnation proceedings, were submitted by the Chief Counsel in compliance with a resolution adopted by the Commission on December 20, 1951. The Commission confirmed the following offers:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway

R-22065 - Harry D. Suding. 7,800 square feet for right of way purposes and 9,350 square feet for right of purposes. Offer of $6,200.00 approved by Mr. McIver January 6, 1958.

R-22775 - James A. Thompson, et al. 21,250 square feet for right of way purposes. Offer of $9,500.00 approved by Mr. McIver January 6, 1958.

R-22891 - E. Earl McCracken. 5,250 square feet for right of way purposes. Offer of $6,125.00 approved by Mr. McIver December 19, 1957.

R-22898 - Loren Harry Russell, et al. 4,866 square feet for right of way purposes. Offer of $1,000.00 approved by Mr. McIver January 9, 1958.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway (Cont.)

R-22899 - George Kolias. 4,250 square feet for right of way purposes. Offer of $900.00 approved by Mr. McIver December 19, 1957.

R-24841 - Lars Haugen, et al. 3,780 square feet for right of way purposes. Offer of $20,650.00 approved by Mr. McIver January 7, 1958.

R-24848 - Lawrence R. Sefton, et ux. 10,200 square feet for right of way purposes. Offer of $7,820.00 approved by Mr. McIver January 7, 1958.

R-24990 - Don B. Card. 83,500 square feet for right of way purposes, 70,070 square feet for right of way purposes and 9,260 square feet for right of way purposes. Offer of $8,375.00 approved by Mr. McIver January 7, 1958.

R-24998 - Janos Istvan Flaschner, et ux. 7,863 square feet for right of way purposes and 1,487 square feet for excess taking. Offer of $4,850.00 approved by Mr. McIver January 9, 1958.

R-24999 - A. C. Allen, et al. 3,000 square feet for right of way purposes. Offer $4,950.00 approved by Mr. McIver January 9, 1958.

R-26725 - T. M. Thorsen, et ux. 7,600 square feet for right of way purposes. Offer of $800.00 approved by Mr. McIver January 6, 1958.

R-26994 - Samuel K. Azar et al. 4,000 square feet for right of way purposes. Offer of $1,200.00 approved by Mr. McIver December 23, 1957.

R-26996 - M. K. Allen, et ux. 187.5 square feet for right of way purposes. Offer of $10,000.00 approved by Mr. McIver January 8, 1958.

R-27037 - Addie H. DeJournette. 6,275 square feet for right of way purposes. Offer of $6,450.00 approved by Mr. McIver January 8, 1958.

R-27046 - Lois B. Hansen. 50 square feet for right of way purposes. Offer of $650.00 approved by Mr. McIver January 9, 1958.

R-27310 - T. M. Thorsen, et al. 7,600 square feet for right of way purposes. Offer of $1,520.00 approved by Mr. McIver January 9, 1958.

R-27344 - Albert C. Carocci, et al. 1,165 square feet for right of way purposes. Offer of $300.00 approved by Mr. McIver January 6, 1958.

R-27345 - Edmond H. Verdurmen, et al. 275 square feet for right of way purposes. Offer of $50.00 approved by Mr. McIver January 6, 1958.

R-27435 - Howard J. DeVeny, et ux, if married. 112 square feet for a storm sewer easement. Offer of $25.00 approved by Mr. McIver January 6, 1958.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-26523 - Dean H. Boyd, et ux. 0.11 acre for right of way purposes. Offer of $8,430.00 approved by Mr. McIver December 9, 1957.

R-26530 - Francetta Rustin, et al. 0.14 acre for right of way purposes. Offer of $1,070.00 approved by Mr. McIver January 6, 1958.

R-26535 - Harley Dames, et al. 0.29 acre for right of way purposes. Offer of $1,200.00 approved by Mr. McIver December 9, 1957.

R-26536 - Walter H. Haney, et ux. 0.65 acre for right of way purposes. Offer of $3,000.00 approved by Mr. McIver December 9, 1957.

R-27031 - Harris Oil Company, an Oregon corporation. 0.08 acre for right of way purposes. Offer of $440.00 approved by Mr. McIver December 9, 1957.

Meyers Creek-Brookings Section of the Oregon Coast Highway

R-26914 - William H. Brady. 19.5 acres for right of way purposes. Offer of $14,250.00 approved by Mr. Chessman January 9, 1958.

R-26915 - Maude Mosier Longacre. 10.0 acres for right of way purposes. Offer of $12,000.00 approved by Mr. Chessman January 9, 1958.

R-26916 - Lloyd D. Mosier, Sr., et ux. 2.2 acres for right of way purposes. 0.03 acre for excess taking and 0.2 acre for an easement. Offer of $1,440.00 approved by Mr. Chessman January 9, 1958.

R-26917 - Verloise Upp, et vir. 2.00 acres for right of way purposes and 0.46 acre for excess taking. Offer of $5,500.00 approved by Mr. Chessman January 9, 1958.

R-26963 - Gunnar Hedberg and Elmer Hedberg. 1.2 acres for right fo way purposes. Offer of $6,500.00 approved by Mr. Chessman January 9, 1958.

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway east)

R-25189 - Juanita Wilkins Crews, et ux. 31.4 acres for right of way purposes, 0.34 acre for right of purposes, 0.31 acre for an easement and 0.81 acre for a temporary easement. Offer of $7,500.00 approved by Mr. McIver December 9, 1957.

R-25486 - Earl W. Kennel, et al. 17.83 acres for right of way purposes. Offer of $12,000.00 approved by Mr. McIver December 23, 1957.

R-25488 - Percy Heyerly, et al. 21.3 acres for right of way purposes and 3.0 acres for right of way purposes. Offer of $24,915.00 approved by Mr. McIver January 8, 1958.

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway east (Cont.)

R-25602 - Pierce Jenks, et ux. 18.32 acres for right of way purposes and 110.7 acres for a material source. Offer of $36,230.00 approved by Mr. McIver December 26, 1957.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26097 - David R. Philpott, et ux. 15.1 acres for right of way purposes and 0.15 acre for a permanent easement. Offer of $1,535.00 approved by Mr. Chessman December 23, 1957.

R-27262 - Alfred E. Maneely, et al. 9.2 acres for right of way purposes and 10.7 acres for roadbuilding materials. Offer of $990.00 approved by Mr. Chessman December 23, 1957.

Main St.-8th St. Couplet Section of the Medford-Provolt Highway

R-27027 - John P. Hartsook, et al. 50 square feet for right of way purposes. Offer of $100.00 approved by Mr. Chessman January 9, 1958.

R-27034 - Myron Root & Company, Inc. 0.25 acre for right of way purposes and 900 square feet for right of way purposes. Offer of $37,500.00 approved by Mr. Chessman January 9, 1958.

Judkins Point-Goshen Section of the Pacific Highway

R-20205 - Byrthae M. Bennett, et al. 7,360 square feet for right of way purposes. Offer of $9,754.00 approved by Mr. McIver December 18, 1957.

Juntura-Vale Section of the Central Oregon Highway

R-25737 - Philip Coyne. 15.9 acres for right of way purposes. 0.65 acre for right of way purposes and 0.92 acre for right of way purposes. Offer of $5,006.00 approved by Mr. Reynolds December 13, 1957.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-27366 - E. W. Morlan, et ux. 3.6 acres for right of way purposes. Offer of $2,800.00 approved by Mr. McIver January 8, 1958.

A report was submitted by the Chief Counsel concerning a claim against William J. Marti for damages to the Mill Creek Bridge at M.P. 35.23 on the Warm Springs Highway, incurred November 25, 1956. The original amount of the claim, he stated, was $1,199.82 but due to a point of law involved, which he felt the insurance company could successfully use, he

recommended approval of a compromise settlement in the sum of $883.87. The Commission approved the reduced settlement.

Abandonment of two claims against other parties was recommended by the Chief Counsel, as follows:

CAO-56-402, claim against Ralph S. Switzler in the amount of $69.66, for damage to a flashing signal at the Pelton Dam Access Road on the Warm Springs Highway, incurred November 21, 1956. No insurance company can be found against whom recovery might be sought and Mr. Switzler cannot be located. The Commission approved abandonment of the claim.

CAO-57-172, claim against Mrs. Joyce Kachel in the amount of $80.87 for damage to a guardrail on the Pacific Highway, eight miles south of Roseburg, incurred June 28, 1957. Mrs. Kachel was killed in the accident and left no estate or insurance covering property damage. The Commission approved abandonment of the claim.

A list of claims that have been filed against the State as follows were submitted by the Chief Counsel who recommended that they be paid:

CAS-1957, Gene McAdams, in the amount of $52.70, for paint accidentally sprayed on his car on August 22, 1957, on the Columbia River Highway at M.P. 110.

CAS-1957, Paul N. Morris, for accidental damage to his car by reason of its being sprayed with asphalt, in June 1957, in the city of Bend. Damage amounted to $24.00.

CAS-1957, Arnold Reinhart, for damage to his car because of its being sprayed with asphalt in Bend, in June 1957. Damage amounted to $24.00

CAS-1955, Cal-Pacific Utilities Company, for damage to their power line in the city of Union, on October 4, 1955, in removal of a tree alongside the highway. The Chief Counsel explained that removal of the tree was undertaken jointly by the City of Union and the State Highway maintenance crew. The total amount of the claim is $137.14, of which the Highway Commission is being asked to pay one-half, or $68.57.

CAS-1954, C. H. Thayer, for damage to his tractor tire in December 1954, because of right-of-way stakes driven in Mr. Thayer's cattle feed lot. A tire was destroyed which cost $151.74 to replace.

The Commission approved payment of all of the claims as presented.

The filing of complaints against the State by Doris Robinson, Archie Wilson, Ray Travnicek, Ellis Wilson, J. C. Travnicek, and Leonard Ross was reported by the Chief Counsel. These cases, he stated, involve the alleged deficiency of a certain culvert under the Santiam Highway near Little Creek, east of Lebanon The complaints allege that the Highway Commission

was negligent in placing the culvert under the highway it being too small to carry away the normal flow of water. They also claim negligence in raising the grade of the highway which caused the water to overflow onto the plaintiffs property. It was the opinion of the Chief Counsel that the damage was not the result of the State's construction but was caused by building construction performed by a third party. The Commission denied the claim and instructed the Chief Counsel to take the necessary steps to defend the State.

The Chief Counsel presented a quarterly report of property damage claims collected during the period October 1, 1957 through December, 1957. He pointed out that during the entire year 1957 an amount of $40,959.76 had been collected out of an amount claimed of $68,869.66, which compares with $38,072.55 collected in 1956 out of a total amount claimed of $77,944.84. The Commission accepted the report.

Approval of a correction deed conveying to Crown Zellerbach Corporation one inch of land certain and riparian rights above low water of the Willamette River at Oregon City was requested by the Chief Counsel. He advised that because of "hairsplitting" and purely technical objections, the title companies refuse to issue title insurance based upon the November 1, 1957 conveyance. As the Commission had previously approved transfer of the riparian rights, he recommended that the revised deed be approved. The Commission approved the revised deed.

Attention was given by the Commission to a proposed agreement with users of the Offenbacher-O'Brien irrigation ditch on the China Gulch-Copper Road Section of the Medford-Provolt Highway in Jackson County. The Chief Counsel stated that in reconstructing this section of highway it had been necessary to relocate the irrigation ditch within highway right of way between Engineer's Stations 92+50 and 100+00. Certain restrictions were placed in the ditch, such as culverts and flumes, and arrangements were required to maintain the ditch within the right of way. It was finally agreed that the ditch owners would give full release for relocating their ditch, provided the State would pay them $250 for their attorney's fee. The agreement has been signed by the ditch owners and he recommended that it be approved by the Commission. The Commission approved the agreement.

The Chief Counsel requested authority to file an injunction, if necessary, against Wilson Bump for installing two electrical cables, without permit, across the Kings Valley Secondary Highway at M.P. 18.603. He briefly reviewed the case, pointing out that Mr. Bump removed a pipe line which was authorized by permit and when reinstalling the pipe line he added the two electrical cables in the same ditch. Mr. Bump to date has refused to sign a permit although he recently indicated he would do so. Authority to file an injunction was granted by the Commission if he does not meet the requirements.

The Chief Counsel also reported that Woodrow W. Smith has been maintaining a sign on the right of way of the Hood River Secondary Highway, near M.P. 1.10 without authority. When requested to remove the sign, Mr.

Smith refused to do so and, with gun in hand, refused to permit anyone else to remove it. To avoid the possibility of bodily harm, the Chief Counsel recommended that legal action be taken against Mr. Smith so that disposition of his sign could be directed by court order. The Commission approved the recommendation.

Consideration was given by the Commission to a new form of pipe line permit and agreement. The Chief Counsel explained that because of a change in the law pertaining to permits, it has been deemed necessary to draft a new form of pipe line permit, and also a supplemental pipe line permit agreement which is to be used only in those instances where a utility company or other pipe line permittee is financially unable to relocate or remove his pipe line from the right of way. He presented a copy of the proposed permit forms and recommended that Miscellaneous Resolution No. 191 approving the present form, adopted by the Commission on April 26, 1956, be rescinded and that the new forms be approved. The Commission approved the revised pipe line permit and supplemental agreement by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof, with like effect as though extended in full herein. The Commission also ordered insurance to be furnished by permittee in amounts of $50,000 covering property damage and $100,000 - $200,000 for death or personal injury. A bond is also to be furnished by the permittee to guarantee complete and satisfactory repair and restoration of the highway facility after the installation of the pipe line. Such bond shall be in an amount that is approved by the State Highway Engineer.

The Chief Counsel reported on the case of the State of Oregon vs. Elmer Sohrweid, File 2866. He recommended that Mr. Sohrweid who is a Yamhill County employee be paid the sum of $5,500 for 16.38 acres of land on US99W north of Lafayette to be used as a source for roadbuilding materials. The Commission approved such payment.

Consideration was given to payment of a special street improvement assessment levied by the City of McMinnville against a small parcel of state highway property on the Adams Street-McMinnville Section of the Pacific Highway West. This assessment, the Chief Counsel stated, is in the amount of $168.14 and should be paid, as it is desired to sell the land against which the assessment has been made. The Commission approved payment of the assessment.

In the case of the State vs. Fred P. Rawson, L-2028, the Chief Counsel requested and the Commission authorized dismissal of a suit in equity to enjoin the defendant from trespassing upon and taking cinders from land held under lease from the federal government. He pointed out that this suit does not involve another suit with Mr. Rawson involving damages. The Commission authorized dismissal of the case.

The Commission considered a settlement presented by the Chief Counsel in which the Douglas Community Hospital offers to accept the sum $35,000 as payment in full of their litigation with the State. This amount, the Chief Counsel stated, is entirely too high and he recommended that the

offer be rejected. The Commission accepted his recommendation.

Proposed settlement of three cases involved in the Mitchell flood, as follows, was reported by the Chief Counsel:

	Their December 11 offer (exclusive of interest)	Recommended counter-offer (includes interest)
Gilbert Folston - L-2607	$ 14,814.85	$ 10,626.00
Ezra Blaylock - L-2610	15,138.51	10,664.00
J. B. Payne - L-2604	13,403.50	13,975.00

The Chief Counsel stated that the counter offers are in line with appraisals and he recommended that settlement be made as outlined above. The Commission approved the settlements.

The Chief Counsel also brought up a property settlement with J. Gerald Norman, File L-2690, concerning property on the Barbur Boulevard Section of US99 near the Pancake House in West Portland. The property, he said, was appraised by one person for $750.00 and by another for $4,000.00 and an option was secured in the amount of $2,700.00, which option was later rejected by the Commission. In the meantime, the owners of the property, believing that the option would be approved, sold the balance of their property. In subsequent negotiations, the owners of the property have agreed to accept $1,750.00, and he recommended that this amount be paid. The Commission approved the payment.

The Engineer reported that under authority previously granted him, he has awarded contracts referred to him by the Commission to award when certain conditions had been satisfied. These conditions have been met and the following contracts have been awarded:

(1) Grading and oiling on Wingville Section of Wingville Lane Road, Baker County. Bids received December 5, 1957. Contract awarded December 11, 1957 to Arthur Simonsen & Company, Baker, low bidder.

(2) Grading and oiling Dompier Creek Section of Forest Boundary-Tiller Road, Douglas County. Bids received December 5, 1957. Contract awarded December 11, 1957 to Earl L. McNutt, Eugene, low bidder.

(3) Grading on East Unit, Sundial-Rooster Rock Section of Columbia River Highway, Multnomah County. Bids received October 31, 1957. Contract awarded December 13, 1957 to Stewart W. Groesbeck, Eugene, low bidder.

(4) Grading West Unit, Sundial-Rooster Rock Section of Columbia River Highway, Multnomah County. Bids received October 31, 1957. Contract awarded December 20, 1957 to R. A. Heintz Construction Company, Portland, low bidder.

(5) Grading and oiling Hay Canyon-John Day River Section of Wasco-Heppner Highway, Sherman County. Bids received December 5, 1957. Contract awarded December 23, 1957 to Earl L. McNutt Company, Eugene, low bidder.

(6) Construction of Sundial-Rooster Rock Structures near Troutdale on Columbia River Highway, Multnomah County. Bids received December 5. 1957. Contract awarded December 23, 1957 to Inland Construction Company, Milwaukie, low bidder.

(7) Ashland Traffic Signal installation on Pacific Highway, Jackson County. Bids received December 5, 1957. Contract awarded January 2, 1958 to Steeck Electric Company, Medford, low bidder.

The Commission confirmed the awards as reported.

The Engineer recommended and the Commission confirmed removal as of December 4, 1957, of the 25 miles per hour construction speed zone that has been in effect on the Ross Island Bridge in Portland, since July 19, 1957. He recalled that the speed zone was ordered because of construction operations on the bridge which operations are now complete so the speed zone is no longer required.

The Engineer reported that as previously authorized by the Commission hearings had been held in the City of Grants Pass and in the City of Rogue River, a few miles east of Grants Pass, concerning the proposed relocation of the Pacific Highway which would by-pass the City of Grants Pass and affect the City of Rogue River. The hearing in Grants Pass, he stated, was held at 9:00 a.m. on December 18 in the Rogue Theater and was conducted by Commissioner M. K. McIver. City officials and several Grants Pass businessmen spoke in favor of the proposed relocation, including the proposed interchange at the junction with the Redwood Highway near Grants Pass. The only opposition to the by-pass route and the proposed interchange was voiced by a spokesman for business interests along the existing Pacific Highway east of Grants Pass on a section known as the Miracle Mile. Commissioner McIver pointed out that it was apparent at the meeting that not all of the property owners represented by the objecting spokesman were opposed to the proposed highway rerouting.

On the same day at 1:30 p.m. a hearing was held in the City Hall in the City of Rogue River concerning the proposed relocation of the Pacific Highway as it affects Rogue River. This meeting was also conducted by Commissioner McIver. The Engineer pointed out that only one person at the Rogue River meeting offered objections to the proposed route of the highway and he, at a later date, had advised the Engineer that the proposed relocation is the only route on which the highway could be feasibly located. Commissioner McIver observed that most of the testimony heard at the

Rogue River hearing expressed concern as to property which would be acquired, possible effect of the new highway on the Rogue River during high water and other details which could be determined at a later date.

In view of the apparent preponderance of public opinion in Grants Pass and Rogue River in favor of the proposed highway relocation, the Engineer recommended approval of the proposed route for the Pacific Highway, as planned, which route starts on the existing highway about one-half mile north of Grants Pass, by-passing the city of Grants Pass, and extends easterly and southerly along the northerly side of the Rogue River through the town of Rogue River to a point near Homestead, where it crosses to the south side of the river and continues to a connection with the existing highway at a place known as Rock Point near Gold Hill. He also recommended approval of the relocation survey for this highway revision and for the proposed interchange at the junction of the Redwood Highway and the existing Pacific Highway near Grants Pass. He commented that the proposed relocations have been given very careful engineering study in order to provide the most adequate highway for the minimum amount of funds commensurate with standards required on the Interstate Highway System.

After carefully considering the Engineer's reports on both hearings and the facts presented by him, the Commission upon motion by Commissioner McIver duly seconded by Commissioner Chessman, unanimously approved the route and the surveys as recommended by adopting the attached resolutions relative thereto, marked EXHIBITS "K-1" and "K-2" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details of the hearings in Grants Pass and Rogue River see copy of the Court Reporter's transcript of each and a resume of the hearings as prepared by the Assistant Secretary in the General Files.)

A report was submitted by the Engineer concerning a request from Linn County School District No. 552C for elimination of a grade crossing immediately east of Halsey on the Halsey-Sweet Home Secondary Highway where the highway crosses the main line of the Southern Pacific Railroad at grade. An investigation was made, the Engineer stated, and it was found that the overcrossing would cost approximately $248,000. He further stated that there have been no reported accidents at this crossing since 1945, and since 1949 the crossing has been protected by a standard railroad crossing signal. Of 44 crossings equipped with similar signals, this one, he said, rates priority No. 32. As there are no funds immediately available to finance construction, and for other reasons he recommended that the project be deferred. The Commission accepted his recommendation.

Attention was given to a resolution submitted by the Oregon School Boards Association requesting that grade separations be constructed at all main line railroad crossings on state secondary highways that furnish access to freeways and to high schools and specifically mentioning the grade crossing at Halsey on the Halsey-Sweet Home Secondary. The Engineer advised that of 305 highway fatalities that occurred in 1956, only one was at a grade crossing. Of the 250 grade crossings in the State,

he said, the crossing at Halsey rates 117th in order of hazard. The Commission ordered that the Association be advised that funds are not available to undertake construction of all grade separations at this time, and that the Commission now, as in the past, is eliminating grade crossings as fast as funds are available and in order of hazard priority.

A request from Mr. O. H. Hinsdale, Reedsport, for permission to construct a railroad under the Coos Bay Bridge at Coos Bay was discussed. The Engineer recalled that the State in 1936 acquired by court procedure right of way across the tide flats on the south side of Coos Bay and under the Coos Bay Bridge which property was later sold to Weyerhaueser Timber Company and is now owned by Mr. Hinsdale. The court order gave the defendants the right to construct beneath the bridge a road and/or railroad with stipulations as to location and the amount of fill which may be placed beneath the bridge structure. He recommended that Mr. Hinsdale be allowed to construct a railroad within the limits prescribed by the court order and under terms of a supplemental agreement to be formulated. The Commission accepted his recommendation.

A report was presented by the Engineer concerning a request from the Oregon US Highway 20 Association for improvement of a 2.51 miles section of the Santiam Highway between Lebanon and Sodaville Junction. Improvement of this section to four lanes, he stated, will cost approximately $500,000. The accident rate on this section is well below the national average for this type of highway. It is apparent that at some future date the road will need to be four-laned, however, due to lack of funds, the Engineer recommended that the project be denied now but that it be kept in mind for a future program. His recommendation was accepted by the Commission.

Consideration was given to an exchange of properties at the old Price-Fuller Road near 82nd Avenue and King Road on the Cascade Secondary Highway. The County and the adjoining property owner, the Engineer stated, desire to vacate that portion of the old Price-Fuller Road which is outside of the present right of way. To avoid establishment of a service station or other business which would reestablish the dangerous intersection that previously existed, he recommended an exchange of properties which, he said, is agreeable to the County and the adjoining property owner, and which will prevent any through traffic from entering 82nd Avenue from the Price-Fuller Road. The Commission approved the exchange of properties as recommended.

The Engineer reported that the City of Medford has executed the agreement pertaining to construction of the Pacific Highway on the Hawthorne Park-Bear Creek Route, subject, however, to a supplementary agreement which the city prepared, covering an off ramp at Jackson Boulevard and a connection at the northerly limits of Medford near the Crater Lake Junction. He pointed out that the supplementary agreement provides that the off ramp at Jackson Boulevard is to be constructed or not constructed at the option of the City. The connection near the Crater Lake Junction involves a small extension of the off ramp across the railroad to comply with Bureau of Public Roads requirements. It was his opinion that both of the supplemental items desired by the City are in order and he recommended approval of

both the original and supplemental agreements. The Commission approved the agreements as recommended.

The Engineer presented a report concerning ways and means of allowing 55-foot and 58-foot semitrailer combinations to operate under permit on the Wallowa Lake and Enterprise-Flora Highways. The only remaining condition which presently precludes operation of these vehicles, the Engineer stated, is at the Minam railroad undercrossing on the Wallowa Lake Highway. Because of limited horizontal clearance and limited sight distance the only safe control is installation of fully actuated stop-and-go traffic signals which would allow one-way traffic through the undercrossing. An investigation at this location showed that approximately 50 vehicles in the 55-foot 58-foot pass through the undercrossing weekly. He recommended installation of the signals at an estimated cost of $5,000. The Commission approved the installation.

Consideration was given to a report submitted by the Engineer concerning a protest registered by M. D. VanVanderburgh against construction of a curb on US30 in front of the John Day Cafe in Rufus. The Engineer reviewed the matter pointing out that the residents in Rufus have asked for traffic control measures and an agreement has been reached whereby property owners would build curbs located by the Highway Department, with parking allowed back of the curbs. All of the parties concerned constructed the curbs except the owners of the John Day Cafe who have been advised that if they construct the curbs as the others have done they will be allowed to remove an island installed by State forces in front of the cafe. If they do not construct the curb the Engineer recommended that they not be allowed to remove the island. He also recommended that sight posts be installed at four-foot intervals to outline a portion of the proposed curb to stop dangerous traffic movement. He also recommended that vehicles be prohibited from parking on highway shoulders between curbs in the community of Rufus. The Commission approved his recommendations and thereupon adopted the attached resolution prohibiting the parking of vehicles on the highway shoulders, marked EXHIBIT "I", which resolution by this reference is made part hereof, with like effect as though extended in full herein.

Proposed improvement on the 10th Street route of US30 in the City of Baker was discussed. The Engineer reviewed the matter, outlining that in September, 1953, the City had requested the improvement, and in October, 1953, a delegation had tentatively agreed to cooperate in the amount of $24,000, which is the cost of installing the curbs. He recommended that a project estimated to cost $160,000 be performed, provided the City will cooperate to the extent of $24,000, and that the work be performed as soon as necessary federal-aid funds have been authorized, probably in 1959. The Commission approved the project on such basis.

The Engineer brought up for discussion the matter of cooperating with Multnomah County in construction and repair of roads leading to the Oregon Centennial site in North Portland. He exhibited a map on which was shown in green, a new roadway, and in brown, existing roadways that are to be repaired. The proposed roadways, he stated, will provide one-way

traffic into and out of the Centennial site and will cost about $102,000. He also said that Multnomah County has agreed to pay one-half the cost of the improvement, which should be performed in 1958. He recommended approval of the project on a 50-50 cooperative basis and requested authority to execute a form of agreement with the County and thereafter to conduct necessary surveys and to proceed with construction. The Commission granted authority as requested.

The Commission considered items of unfinished business as shown on the Secretary's summary dated December 6, 1957, as follows:

1. Request of Heppner-Morrow County Chamber of Commerce that a state park be developed on Route 207, approximately 25 miles south of Heppner: This matter had been considered earlier in a report by the Parks Superintendent and was ordered removed from the list of unfinished business.

2. Offer of Mr. A West Johnson, Eugene, to deed 140 acres of land at Hug Point for state park purposes: The Parks Superintendent stated that his report on this matter is not yet ready. The Commission ordered the item retained on the list of unfinished business.

3. Request of School District 552C, Linn County, for construction of a grade-separation structure at the SPRR crossing of the Halsey-Sweet Home Secondary Highway: Action was taken on this matter in connection with a report submitted by the Engineer earlier in the day, and the item was ordered deleted from the list of unfinished business.

4 Proposed Interstate Highway, Ellensburg to Pendleton: The Engineer reported that from what information he has received it appears that the route will cross the Columbia River near Boardman but a bridge will not be constructed for probably ten or fifteen years. In the meantime traffic will probably be routed temporarily over the Columbia River by the Umatilla Bridge. The State of Washington, he continued, to his knowledge has not made official request for designation of the route. He also said that a letter has been sent to Mr. B. D. Tallamy requesting reasons for placing the route on the Interstate System but his reply has not been received to date. The Commission ordered the item deleted from the list of unfinished business. It is to be considered new business if it again arises.

5 Designation as a Group I Highway of the highway between LaGrande and Lewiston: A report was submitted by the Engineer on this matter earlier in the session and the item was ordered deleted from the list of unfinished business.

6. Request for improvement of the Santiam Highway between Lebanon and Sodaville: This subject was covered in an earlier report rendered by the Engineer so the item was ordered deleted from the list of unfinished business

7 Protest of M. D. VanVanderburgh, The Dalles, against construction of a curb on US30 in front of the John Day Cafe in Rufus: This item was

ordered deleted from the list of unfinished business inasmuch as a report on the subject was rendered by the Engineer earlier in the session.

8. Request of Mid-Willamette Valley Planning Council of Salem that 1.4 acres of state owned land on the Salem By-pass Section of US99 be deeded to Marion County for park purposes: The Engineer stated that he received a letter from Marion County on the preceding day, stating that the County does not wish to acquire the property. He recommended that the property, which is not needed for highway use, be sold at public sale for not less than $3,861 which is the cost to the state. The Commission authorized the sale and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "D-6", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Attention was given to a request from Sister M. Marcia Ann, Principal of St. Ignatius School, 4320 S. E. Franklin Street, Portland 6, for traffic signals at the intersection of S. E. Powell Boulevard and S. E. 43rd Avenue in Portland. This request, the Engineer stated, was investigated jointly by Traffic Engineers of the State Highway Department and the City of Portland, and it was found that traffic and pedestrian conditions warrant the installation of a semi-actuated traffic signal which is estimated to cost $4,000. He recommended that the signal be installed, with the cost of installation to be shared equally by the State and the City, and the City to provide all maintenance and power for operation of the signal. The Commission approved the installation.

Authority was requested by the Engineer to spend $48,000 of federal-aid interstate funds for illumination of the Union, Denver and Swift Avenue interchange, south of the Interstate Bridge in Portland. He pointed out that illumination will be installed as a part of the Interstate Bridge project and it would not be desirable to have an illuminated section for several miles north of the interchange and then require traffic to negotiate the Union, Denver and Swift Avenue interchange without adequate illumination. The Commission approved the illumination project as outlined.

A request from W. W. Southwell, Klamath Falls, for installation of a traffic signal at the intersection of South 6th Street, ORE66, and Summers Lane, just east of Klamath Falls, was discussed. The Engineer advised that an investigation disclosed that approximately 100 children cross the highway at this point twice daily and the facts assembled disclosed further that installation of a traffic signal at this point is not justified. He recommended that the request be denied and in lieu thereof that an overhead school crossing sign with flashing yellow indication be installed at an estimated cost of $800, to be operated during hours when children are going to and from school provided that the local authorities will arrange for manual operation of the flasher unit by some one from the school. The Commission approved his recommendation.

The Commission gave attention to a request from Ernest F. Huber, Superintendent, Whitaker School District No. 17, 5135 N. E. Columbia Boulevard, Portland 13, for installation of a crosswalk flasher at the intersection of N. E. Portland Highway and N. E. 52nd Avenue, Portland. The Engineer reported that a traffic investigation which was conducted

disclosed that the installation of the flasher is not warranted. He pointed out that a reduced speed zone had been established in this section on October 11, 1951, but at the time of establishment, the school crossing exception of 20 miles per hour was not included. He recommended that the speed zone adopted October 11, 1951, be revised to include an indicated speed of 20 miles per hour during the hours of school crossings between M.P. 2.50 and M.P. 2.67. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "H-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from Robert Clute, City Manager of Oregon City, for a study of traffic hazards at the intersection of Washington Street, ORE213, and 12th Street in Oregon City. The Engineer reported that a traffic investigation which was conducted disclosed that this is a four-lane intersection on a grade, approximately halfway up the Washington Street hill. The intersection is in a 25 mile per hour speed zone and vehicles entering the intersection from 12th Street are required to stop. Traffic volumes are far below the minimum warrants for installation of traffic signals but because of the accident record and traffic on 12th Street he recommended that a flashing beacon be installed at an estimated cost of $600, to be paid by the State, with the City to maintain the beacon and pay for power consumption. The Commission approved the installation on such basis.

Increases in project authorizations were requested by the Engineer and approved by the Commission as follows:

1. $72,000 in connection with Contract No. 4998 for the S. W. 14th Avenue-Washington County Line project on the R. H. Baldock Freeway, because of unstable soil conditions and revisions of city water lines.

2. $16,800 in connection with Contract No. 4835 construction of the Adams Street one-way couplet project in McMinnville, for repair of county road over which surfacing materials were hauled, and additional cost to adjust public utilities.

The Commission discussed a letter from the City of Delake advising that the City does not have funds available to finance construction of curbs and to provide drain off in connection with the improvements of the Oregon Coast Highway southerly from "D" River in Delake as required by the state and requesting that the work be done at the sole cost of the state. The Engineer recalled that at a meeting on September 13, 1957, the Commission agreed to widen the highway if the City of Delake would construct curbs and provide proper drainage which is estimated to cost $2,450. He recommended as a matter of established policy, that the Commission reaffirm its previous position that if the City will install curbs and drainage the State will take care of the surfacing and paving. The Commission approved the recommendation and ordered that the City be so informed.

The Commission considered requests from South Tillamook Coast Road Committee, and others, for improvement of a 1.8 mile section of the

Little Nestucca Secondary Highway, extending easterly from US101 in Tillamook County. The Engineer stated that an investigation disclosed that application of an oil mat will cost between $33,000 and $37,000, and that such improvement would be only 18 feet wide, without shoulders, and would not be acceptable to the Bureau of Public Roads for federal participation. A 20-foot oil surface with four-foot gravel shoulders, he said, would cost approximately $100,000. The traffic on the road is quite light, he continued, and while it would be desirable to make the improvement funds are not now available to finance it. It was his recommendation that the interested parties be informed that the project will be considered at some future time when funds are available. The recommendation was accepted by the Commission.

Consideration was given to a request from the Oregon Coast Ad Club, Oceanlake, for construction of a climbing lane on US101 between Nelscott and Taft. The Engineer advised that the section involved consists of a half mile for southbound traffic, located south from Nelscott, and a half mile section northerly from Taft for northbound traffic. He estimated the cost of the project at $104,000 and recommended that the request be denied for the present because there are no funds presently available to finance the work. The Commission approved the recommendation.

The Engineer presented a map showing proposed realignment of the Richardson-Eugene Secondary Highway easterly from Richardson. The survey, he stated, has been completed on this unit and money for construction has been programmed from 1960 federal-aid allotments. Careful engineering attention, he stated, has been given to the proposed relocation to provide the best highway location commensurate with the cost. He recommended that the survey be approved. The Commission approved the survey by adopting the attached resolution relative thereto, marked EXHIBIT "K-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer brought up for discussion the matter of reconstructing the Trail and Elk Creek Bridges and a short section of road adjacent thereto on the Crater Lake Highway in Jackson County. He recalled that construction of this project was previously authorized and an amount of $550,000 was budgeted in the two year program but the project was deferred because of the proposed construction of Lewis Creek Dam, which would affect alignment of the highway in that vicinity. A reconnaissance investigation has been made and it now appears possible to construct the Trail Creek bridge and highway revision independent of any changes that might be made as a result of construction of the Lewis Creek Dam. He recommended in view thereof that construction be undertaken now on the Trail Creek Bridge and the portion of adjacent roadway unaffected by future dam construction at an estimated cost of $300,000 but that work be deferred on the Elk Creek Bridge pending clarification of the plans for the dam by the Bureau of Reclamation. He also requested permission to hold a public hearing in Trail regarding the project. The Commission approved the recommendation of the Engineer and authorized the hearing.

Attention was given to a letter from the Honorable Charles O. Porter, U.S. Congressman, concerning placing of a new highway on the

forest highway system between Selma and Gold Beach. The Engineer pointed out that under the present allocations for improvement of forest highway roads it would take approximately 20 years to improve existing forest highways; also, the State has been requested to improve Highway 42 and to construct a new highway between Brookings and O'Brien. He recommended that no action be taken to place the proposed highway on the forest highway system nor that any survey be made of the proposed route. After some discussion, Chairman Reynolds instructed that Congressman Porter be advised that the Commission cannot comply with his request for financial reasons and because of the urgency of completing improvements on existing highways.

The Commission discussed a petition from the Brookings Chamber of Commerce requesting that the State place on the State Highway System a highway route extending from Brookings to a connection with US199 in the vicinity of O'Brien. The Engineer pointed out that there have been numerous requests to construct routes from the coast to US99 and he mentioned a new road from Coos Bay to Roseburg, improvement of the Coos Bay-Roseburg Highway and the request of Congressman Porter for a road from Selma to Gold Beach. He recommended that the request be denied and that no survey be made as construction cannot be undertaken in the foreseeable future. The Commission accepted his recommendation.

A request was considered from Umatilla County Judge D. R. Cook that the State perform snowploughing and sanding operations on the section of the former Stanfield-Pendleton Highway between Stanfield Junction and the City of Echo. The Engineer stated that on December 5, 1957, the Stanfield-Pendleton Highway was returned to Umatilla County as a County road except a 0.17 mile section in the City of Echo. He further stated that maintenance crews frequently pass over the section in traveling to and from their operations on the Lexington-Echo Highway so it would not be out of their way to perform the work requested by Judge Cook. Upon his favorable recommendation, the Commission approved the request with the understanding that the County is to reimburse the State for the cost of the work which is estimated at $500 annually.

The Engineer reported that funds have been made available to the cities and towns of Oregon from their proportionate share of gas tax monies received during the last half of 1957. The allotments to the cities and towns, he stated, have been determined according to law and he recommended that the funds be allocated. The Commission approved the allocation by adopting the attached resolution relative thereto, marked "EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission upon the recommendation of the Engineer took action as noted on the following requests of contractors for extensions of time within which to complete State Highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. A. H. Saxton and Son, Contract No. 4807, for grading and paving the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County, requested an extension of time of 8 workdays from 109 to 117. Approved as requested.

2. Cartwright Construction Company, Contract No. 4996, for grading and surfacing S. W. 2nd Avenue-S. City Limits Section of the John Day-Burns Highway in the City of John Day, Grant County, requested an increase of 5 workdays, from 60 to 65 days. The request was denied. The contract is not yet complete.

3. Birkemeier Construction Company, Contract No. 4735, for structures, grading and surfacing on the T. H. Banfield Expressway in Multnomah County, requested an extension of time from June 30 to November 27, 1957. Approved as requested. A letter from the Bureau of Public Roads concurring therein was presented.

4. Roy L. Houck & Sons, Contract No. 4575, for grading and oiling on the East Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Highway in Yamhill County, requested an extension of time from September 30, 1956 to December 4, 1957. Approved as requested.

5. Tom Lillebo, Contract No. 4615, for construction of South 6th Street Overcrossing of Klamath Falls-Lakeview Highway in Klamath Falls, Klamath County, requested an extension of time from August 31 to October 30, 1957. Approved as requested. A letter from the Bureau of Public Roads concurring therein was presented.

The Engineer reported that Contract Nos. 4615, 4622, 4735, 4807, 4826, 4829, 4885, 4901, 4930, 4937, 4940, 4972, 4980, 4993, 5007, 5011, 5012, 5028, 5033, and 5061 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Requests from Gilliam, Linn and Washington Counties were considered for additions to the Federal Aid County Road Secondary System, totaling 36.4 miles. These proposed additions, the Engineer stated, have been examined and it has been determined that they meet the requirements for the FAS system. It was his recommendation that the following additions be approved:

FAS 716, 8 miles; FAS 717, 8.6 miles; Gilliam County. Proposed FAS 716 extends from the John Day Highway south of Arlington easterly to a county road junction. Proposed 717 extends from a junction with proposed FAS 716 near Eightmile Canyon southerly and easterly to a county

road junction.

FAS 770, 15.2 miles, Linn County. From a junction with FAS 576 south of Albany southerly to FAS 569, northwest of Brownsville.

FAS 837, 4.6 miles, Washington County. From a junction with FAS 624 southeasterly to a junction with the Tualatin Valley Highway. The Commission approved the additions.

The Engineer presented proposals from Benton, Gilliam, Linn, Washington, and Harney Counties for FAS projects on county roads. These proposals, he said, meet the requirements for County FAS projects and he recommended that they be approved as follows:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Benton	206	Alsea Junction-Beaver Creek School Section, 4.63 miles. S. & O.	$ 51,000	'59
Gilliam	441	Lonerock Creek Bridge, Structure only		
	716	Eightmile Canyon Bridge, Structure only	$ 50,000	'59
	717	Eightmile Canyon Bridge, Structure only		
Harney	450	N. Unit, Burns-Wright Point Section (State Highway). NOTE: This is a state highway project for which Harney County has agreed to release $80,000 of Federal funds. As Federal funds represent 60% of county's total fund allocation, available total funds are being reduced by $133,000.	$ 133,000	'59
Linn	214	Bates Park (South Fork Santiam River Bridge, Structure only.	$ 100,000	'59
	770	Albany Canal-Lebanon Junction Section, 4 miles. Paving.	85,000	'59
		Subtotal, Linn County.....	$ 185,000	
Washington	581	Fanno Creek Bridge, Structure only.	$ 10,000	'59
	631	Tualatin River Overflow Bridge Section. G. S. O. & Bridge	50,000	'59
	837	Gales Creek Bridge, Structure only.	60,000	'59
		Subtotal, Washington County	$ 120,000	
		TOTAL ADDITIONAL 1959 FUNDS.....	$539,000	

SUMMARY, FISCAL YEARS 1958 & 1959 FUNDS*

January 16, 1958

Available Funds*	$ 8,033,000
Previously Approved**	6,270,000
Unprogrammed Balance**	$ 1,763,000
Proposed Projects 1/2/58	539,000
Unprogrammed Balance	$ 1,224,000

* Includes additional fiscal year 1957 funds provided in Federal-aid Highway Act of 1956 and $33,000 (Washington County) carry-over from regular fiscal year 1957 funds.
** These are revised total from "Status, 1958 & 1959 County FAS Funds" tabulation dated 1/2/58.

The Commission approved the projects as recommended.

Based on investigations made by the Traffic Engineering Department the Engineer recommended the establishment of reduced speed zones and the rescinding of some existing speed zones in order to correlate with speed zones established within cities by the State Speed Control Board and to meet changing conditions in rural area as follows:

1. 50 miles per hour speed zone on the Pacific Highway between a point 400 feet north of Mace Road, M.P. 306.27, and the north city limits of Medford, M.P. 306.95. Speed Zone Resolution No. 73, adopted October 11, 1951, is to be rescinded. See EXHIBIT "H-2".

2. 40 miles per hour speed zone on The Dalles-California Highway in the community of Lapine between a point 0.16 mile south of First Street, M.P. 167.70, and Ninth Street, M.P. 168.41, except that between 0.04 mile north of Fourth Street and a point 0.04 mile south of Main Street, the indicated speed shall be 20 miles per hour during the hours of school crossings. Speed Zone Resolution No. 132, adopted January 21, 1954, is to be rescinded. See EXHIBIT "H-3".

3. 40 miles per hour speed zone on the north frontage road to the Columbia River Highway between its westerly terminus at the Columbia River Highway and the west city limits of The Dalles. Speed Zone Resolution No. 206, adopted August 11, 1955, is to be rescinded. See EXHIBIT "H-4".

4. Speed Zone Resolution No. 189 on the Mt. Hood Highway is to be amended by deleting the following:

> "Except between a point 300 feet west of S. E. 14th Avenue (M.P. 8.42) and a point 0.12 mile east of S. E. 145th Avenue (M.P. 8.63) the indicated speed shall be 20 miles per hour during the hours of school crossings,"

and insert

> "Except that between S.E. 145th Avenue (M.P. 8.30 and S. E. 148th Avenue (M.P. 8.46) the indicated speed shall be 20 miles per hour during the hours of school crossings."

See EXHIBIT "H-5".

5. 25 miles per hour speed zone on the westbound portion of the T. H. Banfield Freeway and a temporary ramp connection to N.E. 3rd Avenue between Engineer's Stations 16+50 and 30+00. See EXHIBIT "H-6". The Commission approved the reduced speed zones as recommended, by adopting the attached resolutions relative thereto, marked EXHIBIT "H-2", through EXHIBIT "H-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Upon the favorable recommendation of the Engineer, the Commission authorized out of State travel expenses for the following Highway personnel: G. W. Harra, Materials Engineer, to attend meeting of American Society for Testing Materials in St. Louis, Missouri, February 9 to 15, 1958, at an estimated cost of $330.00. L. E. George, Traffic Operations Engineer, to attend Street Lighting Institute at Hendersonville, North Carolina, conducted by General Electric Company, February 5 to 7, 1958, at an estimated cost of $389.50.

Authority was requested by the Engineer to set a date for a public hearing in the City of Corvallis concerning the proposed change in location of the Corvallis-Newport Highway within the City. The City Manager of Corvallis, he said, advises that requests for a hearing have been received. The Commission authorized the hearing and set Thursday, February 13, 1958, as the date for such hearing.

The Engineer also requested and the Commission granted authority to hold a hearing in the town of Aumsville concerning proposed relocation of the North Santiam Highway which will by-pass the town. The letter received from the City Recorder, he stated, does not indicate any opposition but people are concerned about access to the highway. (The date for this hearing was later set by the Engineer for Tuesday February 11, 1958.)

The Secretary reported for the record receipt of a letter from the City of Seaside stating that a public hearing on the matter of rerouting US101 through this city is not required.

The Engineer requested authority to install steam radiators in the coffee shop and the law library in the basement of the Highway Building in Salem. He explained that during the cold weather of the last few weeks, it has been evident that additional heating is necessary. The Commission approved the installation, which the Engineer estimated would cost $1200.

A request was considered from Douglas County that the State turn over to the county the old Fords Bridge over the South Umpqua River on

the old Pacific Highway. The Engineer reported that the new section of highway has been completed and that the bridge no longer is needed for highway traffic; also, that because of the narrow roadway width of the bridge, it is not practical to use it on any state highway. Cost of dismantling the bridge, in his opinion, would be more than could be secured in salvage sale. He therefore recommended that the bridge be turned over to Douglas County provided that the County will remove the bridge and clean up the site. The recommendation was approved by the Commission.

The Commission discussed briefly with the Engineer a letter from C. W. Enfield, General Counsel for the U.S. Bureau of Public Roads concerning toll charges on the Interstate bridges between Portland and Vancouver, Washington. Mr. Enfield's letter pointed out that before reimbursement can be made for cost of construction of the bridges the matter must be presented to Congress as required by law. The letter was ordered filed in the department records.

The Commission discussed the reappointment of Mr. C. H. Maison as Chief Auditor such matter having been overlooked when Mr. Maison's previous appointment expired on July 22, 1957. After due consideration the Commission reappointed Mr. Maison to this position for a four-year term beginning July 22, 1957. The attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer reported that a billing in the amount of $474.10 has been submitted by The Pacific Telephone and Telegraph Company representing the cost to repair telephone cables in conduit that were ruptured by a State Highway sign crew on August 5, 1957, while digging a hole for a steel post on Commercial Street near Seventh Street in Klamath Falls. Although it was known that the cable was located in the vicinity, there was no map in existence to indicate its exact location and as a result the accident occurred. Following his favorable recommendation, the Commission approved payment of the claim.

Attention was given to a letter from Marshall N. Dana as Chairman of the Recreational and Natural Resources Committee of the Portland Chamber of Commerce in which he urges relocation of the route of the Oregon Coast Highway across the property of Mr. W. N. Brady north of Brookings where it will least affect Mr. Brady's holdings. The Engineer advised that to construct the alternate route suggested by Mr. Dana and which apparently Mr. Brady prefers, will cost approximately $200,000 more than the adopted route, the contract for which will soon be awarded as a result of bids already received on December 5, 1957. He recommended that Mr. Dana's request be denied as being in the best interests of the motorists of Oregon who pay for highway improvements in this state. The Parks Superintendent stated that the Assistant Parks Superintendent who investigated the matter from the park standpoint is of the opinion that from the standpoint of public interest, the plans as they now exist are satisfactory. The Engineer's recommendation was accepted by the Commission. The Engineer was instructed to advise Mr. Dana the reasons for the Commission's action.

Abandonment of two old sections of state highways was recommended by the Engineer, who reported that in each instance construction of the new section has been completed and opened to public travel. The sections are to be abandoned in conformity with agreements previously executed with Umatilla and Crook Counties which are concerned. The Commission approved abandonment of both the highway sections, which are described as follows, by adoption of the attached resolutions relative thereto, Marked EXHIBIT "G-1" and EXHIBIT "G-2", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein:

1. Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County.

2. East Unit. Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

Termination of Pole Permit No. 1753 by mutual consent with Pacific Telephone & Telegraph Company was discussed. The Engineer explained that this permit was issued March 21, 1950, to cover maintenance of the Company facilities on the Columbia River Bridge between Portland and Vancouver, which facilities were removed several years ago. He pointed out that the termination agreement has been signed by the State of Washington which is involved and he recommended that the agreement also be signed by the Commission to clear the records. The Commission approved termination of the permit.

A request from the City of Athena for vacation of a portion of Jefferson Street lying between First and Second Streets, in Athena, was presented by the Engineer who explained that the City wants to build a municipal garage on the property. The Engineer also reported that this portion of Jefferson Street has not been developed and that vacation of the street will not affect the use of the State's adjoining maintenance material storage site. According to law the vacated portion would revert to owners of abutting property. In this case, Mr. Charles Simpson, who owns property to the north, has agreed to quitclaim his portion of the street to the City. The Engineer recommended that the State deed its portion to the City. The recommendation was approved by the Commission.

The Commission considered a claim submitted by West Slope Water District for the cost to rearrange its facilities on the Sylvan Section of the Sunset Highway. The Engineer advised that in acquiring right of way for the Sylvan Section and for the State Highway maintenance headquarters at Sylvan it was necessary to rearrange facilities of the West Slope Water District, including the moving of its large storage tank and it was agreed that the Water District would be reimbursed for the actual cost of the necessary changes, including a new reservoir. Several months ago the District submitted a bill for $42,747.88. A careful review, including field investigations, determined that the proper amount of reimbursement should be $32,642.82, which amount the Water District has now agreed to accept. However, they have not given the state a complete release of responsibility but have excepted the most easterly 1400-foot section of their pipe line. The Engineer recommended that the Water District be paid the sum of

$32,642.82, provided they will give the State a complete release. Action was deferred pending contact with the Water District.

(On the following day the matter was again discussed. Release had not been obtained from the Water District and the Commission approved the Engineer's recommendation to pay them $32,642.82 if and when the District furnishes a complete release.)

The Commission approved the Secretary's report concerning papers that were signed by him on behalf of the Commission during the period of December 2, 1957 through January 10, 1958.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Thursday and Friday, February 27 and 28, 1958, in the Queens Room of the Imperial Hotel in Portland. The Commission also authorized the opening of bids in the Highway Commission Office in Salem on February 6, 1958. The next following regular meeting date was set tentatively for April 10 and 11 in the Imperial Hotel in Portland, and an intermediate bid opening date in the Highway Commission Office in Salem was authorized on March 20. In connection with the bid opening date of March 20, the Engineer remarked that it is contemplated to open bids on that date for remodeling the present bridge across the Columbia River between Portland and Vancouver because the new bridge now under construction probably will be opened in July. If a satisfactory proposal is received for remodeling the old structure it will then be necessary to advertise the sale of bridge bonds to finance it.

The Commission gave attention to a proposed program of awarding service pins to career employees of the State Highway Department. The Engineer explained that under the proposed plan, awards of sterling silver pins will be made to employees who have completed ten years service and it is planned to give the same kind of pin to employees with fifteen years service. Employees with twenty and twenty-five years of service would receive 10 carat gold-filled lapel pins. Employees with thirty or more years of service at five-year intervals would receive 10 carat solid gold pins. He estimated the cost of installing the program at $1,800 and an annual cost of $430 to maintain it. The Personnel Director stated that many large corporations and governmental agencies use a similar system as an aid to good morale among employees, mentioning the New Mexico Highway Department which has an excellent program. Commissioner McIver stated that he felt that the idea is a good one and he moved that the program be put into effect. Commissioner Chessman seconded the motion and it was declared unanimous by Chairman Reynolds.

The Commission considered and upon favorable recommendation of the Engineer approved an agreement with Southern Pacific Company concerning a grade crossing of Southern Pacific Company tracks on the 8th Street portion of the one-way couplet of the Medford-Provolt Highway in the city of Medford.

Attention was given to a claim submitted by Mrs. Joseph A. Wilson, Payette, Idaho, in the amount of $40.00 for damage to her automobile

resulting from an accident on the Snake River Bridge at Ontario. The Engineer reported that a bridge maintenance crew in repairing concrete curbs, left some curb forms in place overnight which protruded about 5 inches into the traveled roadway. Mrs. Wilson's car struck these forms while she was crossing the bridge. The bridge is very narrow and the impaired clearance along the curbs should have been outlined with Scotch-lite tape or other means. Payment of the claim in the amount of $40.00 was recommended by the Engineer and approved by the Commission

The Commission discussed with the Engineer problems to be presented by delegations scheduled to appear before the Commission on the following day. Action thereon was deferred pending appearance of the delegations.

Construction of the proposed East Bank freeway route for the Pacific Highway through the City of Portland was brought up by the Engineer. He advised that the City of Portland, the U. S. Bureau of Public Roads, and the State are very near in accord on matters pertaining to the proposed route, and he expressed the hope that at the next Commission meeting arrangements could be made to schedule the necessary hearing so that right-of-way acquisition could be started next year. He outlined briefly costs on two alternate routes, one referred to as the high level line and the other as the low level line near the Willamette River. The low level line, he said, appears to be the most feasible route and is estimated to cost $27,117,000 for construction and right of way between the north end of Marquam Gulch Bridge and Oregon Street. The high level line between the same two points is estimated to cost $29,498,000 for construction and right of way. The total cost of the freeway project on the east side through the City of Portland he estimated would cost $83,000,000. In response to an inquiry by Chairman Reynolds he stated that he felt the east bank route could be constructed in about five years and that construction of the Stadium and Laurelhurst routes on the west side would follow. The Commission took no action at this time.

Chairman Reynolds inquired as to when the T. H. Banfield Expressway is to be opened to public travel. The Engineer replied that the section from Troutdale to Union Avenue, three blocks east of the Burnside Bridge, is scheduled to be opened at 10:00 a.m. on Friday, January 24, 1958, and that Portland civic organizations are preparing plans to dedicate the highway on that day.

The Commission discussed with the Engineer bids received at the morning session for highway construction and at 4:00 p.m. Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED AT THE MORNING SESSION, JANUARY 16, 1958

Install traffic signals at "A" Avenue on Oswego Highway in Clackamas County. The Commission awarded the contract to the low bidder, Rochat Electric Company, Portland, at $7,326.64.

"Construct additional park facilities in Sunset Bay State Park on Cape Arago Secondary Highway in Coos County. The Commission awarded the contract to the low bidder, Baughman & Son, Coos Bay, at $42,160.58.

"Coquille Rock Production Project on the Oregon Coast and Coos Bay-Roseburg Highways in Coos County. The Commission awarded the contract to the low bidder, Woodward & Son & Barklow, Coquille, at $30,876.00.

"Burns-Princeton Rock Production Project on the Burns-Crane and Crane-Scotts Butte Highways in Harney County. The Commission awarded the contract to the low bidder, Hebener & Jenkins, Burns, at $34,600.00.

"Add new traffic signals at 9 intersections on Sixth and Seventh Streets and revise signals at 8 intersections on Sixth Street in Grants Pass in Josephine County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $38,890.00.

"Dairy-Bly Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath County. The Commission awarded the contract to the low bidder, The Central Heating Company, Oregon Limited, Eugene, at $28,000.00.

"Oiling and rock production on the Rosa Creek-Adel Section of the Warner Highway in Lake County. The Commission awarded the contract to the low bidder, The Central Heating Company, Oregon Limited, Eugene, at $56,707.50.

"Grading and paving Third Street South, South City Limits (Lakeview) Section of the Fremont Highway in Lake County. The Commission elects to accept the low bid of Russell Olson Construction Company, Pendleton, in the sum of $53,010.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Lakeview is received and the sum of $14,950.00 is deposited by the City and the approval of the Bureau of Public Roads is received.

"Rock Production on the Hunter Hill-Clover Flat Road Section of the Fremont Highway in Lake County. The Commission awarded the contract to the low bidder, Roseburg Sand & Gravel Company, Roseburg, at $23,800.00.

"Rainrock-Blachly Rock Production Project on the Siuslaw Highway in Lane County. The Commission awarded the contract to the low bidder, Roseburg Sand & Gravel Company, Roseburg, at $46,511.00.

"Grading on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County. The Commission elects to accept the low bid of Earl L. McNutt Company, Eugene, in the sum of $540,280.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading of additional park area and construction of additional park facilities at Beverly Beach State Park on the Oregon Coast Highway in Lincoln

County. The Commission awarded the contract to the low bidder, Zuber Brothers Contractors, Portland, at $67,761.30.

"Construct steel girder bridge with reinforced concrete approaches over Sandy River on Columbia River Highway near Troutdale in Multnomah County. The Commission awarded the contract to the low bidder, Pacific Concrete Company and Otis P. Jordan, Jr., Portland, at $293,337.30.

"Construct South Yamhill River Bridge and Wallace Bridge Overcrossing Structures on Salmon River Highway in Polk County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene under Alternate B for $290,247.00.

"Grading and paving and construction of reinforced concrete bridge on the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County. The Commission elects to accept the low bid of Durbin Brothers, Eugene, in the sum of $1,117,802.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving and construction of prestressed beam concrete structure on the Murray Road Interchange Section of the Sunset Highway in Washington County. The Commission elects to accept the low bid of Porter W. Yett, Portland, in the sum of $267,835.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

Commissioner Chessman stated that he has received an inquiry from officials of the City of Cannon Beach regarding the possibilities of securing access to the Oregon Coast Highway (Roosevelt Avenue route) to accommodate the city sewage disposal plant located between the by-pass and the old highway. The City, he explained, would like to have access to the new highway route about three times weekly and has agreed to install a gate to prevent unauthorized use. The Engineer stated that on this particular section it would be necessary for the Commission to give a "Grant of Access" if the request is allowed. He also said that he would have the County and City Relations Engineer investigate the matter and would report the finding to the Commission. The Commission asked the Engineer to render his report at the next Commission meeting.

The Commission signed the following agreements and other papers:

1. "Indentures of Access" on the following properties:

   a. Fahy, et al., property on Davis Slough-Bandon Section of Oregon Coast Highway, Coos County.

b. Olsen property on Forest Boundary-Hauser Section of Oregon Coast Highway, Coos County.

c. LeCrone property on Hillsboro-Forest Grove Section of Tualatin Valley Highway, Washington County.

"Bargain and Sale Deed" conveying one acre of S. P. Overcrossing-Lane County Line Section of Pacific Highway, Linn County, to John G. Burkhart.

"Bargain and Sale Deed" conveying to Coos County 0.2 acre of right of way on Glasgow County Road Section of Oregon Coast Highway for consideration of $2,333.33. Under terms of agreement it is County's obligation to pay for this right of way.

"Right of Way Easement" granting to Pacific Telephone and Telegraph Company a 10 foot easement on Grass Valley-Kent Reconstruction Project, Sherman County, as a replacement for their easement which they quitclaimed to the State on December 4, 1957.

"Agreement" with users of Offenbacher-O'Brien irrigation ditch on China Gulch-Copper Road Section of Medford-Provolt Highway. (Stations 92+50 to 100+00.)

"Agreement" with City of Medford covering construction of US99 Freeway on the Hawthorne Park-Bear Creek Route. Supplemental "Agreement" pertaining to the off ramp at Jackson Boulevard and a connection at the northerly limits of Medford near Crater Lake Junction.

"Termination of Permit No. 1753" terminating by mutual consent Pole Permit No. 1753, issued to Pacific Telephone and Telegraph Company on March 21, 1950, to cover maintenance of the Company facilities on the Columbia River Bridge between Portland and Vancouver.

"Agreement" with the Southern Pacific Company covering grade crossing of the railroad tracks on the Elm Street-Front Street Project on Medford-Provolt Highway in Medford.

"Agreement" with Lincoln County covering the transfer of the old Oregon Coast Highway from Lincoln County to the state in the vicinity of Beverly Beach Park. (Authorized October 31, 1957)

"Agreement" with Multnomah County to relocate and construct the Harbor-Drive-Washington County Line Section of the Pacific Highway, Oregon Highway No. 1, as a throughway.

"Agreement" with the city of Grants Pass covering the proposed installation of signals on the one-way couplet in Grants Pass. (Authorized January 16, 1958)

"Agreement" with the city of Lakeview relocating a portion of the Fremont Highway, Oregon Primary Highway No. 19, located within the city limits of Lakeview. (Authorized October 31, 1957)

"Agreement" with Union County to construct the Perry-Oro Dell Section of the Old Oregon Trail State Highway No. 6 as a throughway. (Authorized August 16, 1956)

"Agreement" with Mr. J. L. Campbell to operate the Silver Falls Lodge for the year 1958. (Authorized December 5, 1957)

"Agreement" with the city of Monmouth to relocate and construct a portion of the Monmouth-Independence Highway located within the city limits of Monmouth. (Authorized October 31, 1957)

"Agreement" with Multnomah Falls Lodge and Gift Shop, Inc. for the leasing of grazing rights on state highway property in Rooster Rock State Park.

"Agreement" with City of Oswego covering traffic signal installation at intersection of State Street and "A" Avenue in Oswego. (Authorized October 1, 1957)

"Bargain and Sale Deed" with Green Crest Memorial Park Association covering deeding of 0.8 acre on Valley Junction-Sheridan Section of Salmon River Highway, Yamhill County.

"Agreement" with State Game Commission for the purpose of providing a public parking area and boat launching facility to permit public access to Shinglehouse Slough.

"Trust Agreement" with B.P.A. re compensation for adjusting a power line on Comstock-Anlauf Section of Pacific Highway in Douglas County.

"Indenture of Access" to the Ernest A. Smith property on the Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

"Land Lease Contract" with William T. Rains for a parcel of land on the Stout Creek-Salem Section of the North Santiam Highway in Marion County.

"Bargain and Sale Deed" to Floyd H. Reith, Jr., for a parcel of land in Lot 2, Block 10, McClures Astoria in City of Astoria, Clatsop County.

"Bargain and Sale Deed" to Walter J. Brynd for a parcel of land on the Florence-Glenada Section of Oregon Coast Highway in Lane County.

"Permit Agreement" with Lloyd C. Finley re renewal of their lease of an antenna site in Boiler Bay State Park, for a period of five years.

"Lease Agreement" with State Board of Aeronautics covering construction of a flight strip at Nehalem Bay State Park.

Minutes of September 12 and 13 and October 31 and November 1, 1957.

The meeting adjourned at 4:30 p.m., to be reconvened at 10:00 a.m. the following day.

January 16, 1958

Portland, Oregon
January 17, 1958

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Charles H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. James F. Johnson, Director of the State Department of Motor Vehicles was present. He thanked the Commission for the cooperation extended to his Department by the State Highway Engineer in numerous instances. He mentioned that he is interested in conserving highway funds and he pointed out briefly the great percentage of increase in rental rates which is being asked for the building that the Department of Motor Vehicles now occupies in Portland. Plans have been made, he continued, to move these offices into the building owned by the State, which is now occupied by the Howard Cooper Company at 58th Street and Glisan Street. He also called attention to 35 other Motor Vehicle Department field offices in addition to State Police and Public Utilities Commission offices which are frequently located in the same towns throughout Oregon. He asked the Commission for the privilege of renting space from the Highway Department when it constructs additions or new buildings in these towns. Many of the leases under which the Department of Motor Vehicles is operating, he said, are now held on a 30-day basis and he expressed the hope that cheaper rental rates might be available and thus conserve highway money. It was his opinion that there would be considerable advantage to the public as well as a monetary saving to the State if the PUC, State Police, Motor Vehicle Department, and the Highway Department offices could all be located under one roof. Concerning the Motor Vehicle offices in Salem, he pointed out that the present space is badly crowded and that the Secretary of State has aked the Department of Motor Vehicles to move out of the capitol building as soon as possible. Proposed rental rates in a privately owned building will cost the State $640,000 over a ten-year period to house the Salem Motor Vehicle office. He mentioned that a Salem citizen has offered to donate land on which to construct a state office building in Salem if arrangements can be made to finance the building. It was his thought that considerable money in rentals could be saved if a state-owned building were provided. Chairman Reynolds inquired if the proposed location for the Department of Motor Vehicles in the Howard Cooper Building is satisfactory. Mr. Johnson replied in the affirmative and pointed out that the building that they now occupy is in a highly congested area. He also

mentioned that there is considerable advantage in having the Department of Motor Vehicles and the State Police located near each other in Salem as they have occasion to use many of the same records and facilities. Commissioner McIver inquired if all buildings leased by the Department of Motor Vehicles outside of Salem are on a one-year lease basis. Mr. Johnson replied that six of them are on a 30-day basis and some of the owners would like to have the Department move out as they can get greater returns from other renters. Commissioner Chessman inquired if the legality of using State Highway funds for construction of office buildings to house other state departments has been checked. Chairman Reynolds replied in the affirmative. He also told Mr. Johnson that the Commission is glad to have his views on the subject and that the Commission will do whatever it can to help him.

Following Mr. Johnson's departure, the Commission instructed the Engineer to render a complete report on the building situation in Salem, covering all phases of the subject with the thought in mind that the matter will then be presented to the members of the Board of Control.

Morris Temple, Chairman, Traffic Committee, Pendleton Planning Commission; Leland M. Swanson, City Manager; and Gerald Ulett, City Engineer, all from the city of Pendleton were present, and asked the Commission (1) to reaffirm funds previously allocated to finance construction of the Emigrant Street Overpass in Pendleton and (2) to urge early construction of the new Interstate highway between Ellensburg, Washington, and Pendleton which has been proposed by the U.S. Bureau of Public Roads Mr. Temple reviewed the history of the Emigrant Overpass project, recalling that the cost of the project had mounted so high that it appeared impractical to build it, and that they had been told informally that the money would be used for another project in the city that would be of mutual interest to the city and the state; however, it now appears from newspaper accounts that the Commission is not going to build the by-pass route for some ten years. He asked the Commission to affirm the original arrangement for the record.

As to their second project, Mr. Temple recalled a suggestion offered by the City in August, 1957, that US395 north from the city of Pendleton to the Columbia River be abandoned and that the State exert its efforts to make a good highway connection in the general direction of Hermiston and Stanfield The recent announcement that the U.S. Bureau of Public Roads proposes to designate a new Interstate highway from Seattle to Pendleton via Ellensburg, he said, coincides with their suggestion and they want the Commission to know that they are heartily in favor of such highway and wish to urge the Commission to cooperate with the Bureau in the construction of the same because it will do a great deal to improve that section of the state. He reiterated their request for reaffirmation of the Commission's position with respect to the Emigrant Street grade separator project and will allocate funds for expenditure within the corporate limits of Pendleton to improve traffic conditions, and asked the Commission to agressively pursue studies with respect to the proposed new Interstate highway

Mr. Swanson stated that the City favors early construction of the US30 by-pass route around Pendleton which would permit the City to co-ordinate its community planning with Highway Department plans which is essential to the orderly growth and development of Pendleton and to the economy of eastern Oregon.

The Engineer pointed out on a map proposed by-pass routes and explained details of each. Mr. Temple stated that the City wants the middle interchange to be as near as possible to the center of the Pendleton business district. Chairman Reynolds remarked that tentative plans contemplated two interchanges, one at each side of the city. Mr. Swanson reiterated the City's desire for a third interchange and he again pointed out the importance of the City knowing what the Highway Department plans are so that the City can plan accordingly and zone the by-pass area to prevent development. The Engineer remarked that a third interchange would be a desirable feature if the Bureau of Public Roads will approve it. Chairman Reynolds stated that construction of the by-pass is probably ten years in the future and federal regulations will not allow acquisition of right of way on the interstate system more than five years in advance of construction. The Commission, he stated, cannot make any definite promises or commitments at this time. He commended the group for their advanced thinking in this matter. The matter of fairness to owners of property in the vicinity of the proposed by-pass was mentioned by Commissioner McIver who questioned the advisability of imposing restrictions on property to prevent development for a period of ten years or more with no commitment to buy the properties. It was his opinion that land owners will be hurt financially if they were prohibited from making developments. The Chief Counsel called attention to a point in law that restrictions of this nature must be reasonable in order to be valid. He doubted if property owners could be denied the right to build for all purposes although they probably could be restricted to certain uses. Chairman Reynolds again stated that the Commission can make no definite promises in the matter today because the project is too far in the future but the Commission and the Engineer will consider the points brought up at this meeting in the study of this project. The location of the by-pass route, he added, is not yet definitely known. Concerning the Emigrant Street Overpass, he stated that he is quite sure that the present Commission or any of those in the future will give fair consideration to the problem when the overpass is needed. As to the proposed Interstate highway, he said that the Commission has made no recommendation regarding it to date because it affects the state of Washington more than Oregon and the Washington officials have not yet completed their plans on the subject.

Mr. Eugene Marsh, attorney from McMinnville, came before the Commission regarding a settlement for highway right-of-way acquired from E. G. Calkins, et al., on the Neskowin-Salmon River Section of the Oregon Coast Highway. He pointed out that in 1956 the state tendered an offer of $5,710.00 to Calkins and Green Mountain Lumber Company who jointly owned the property. At a later date an individual settlement was made with Green Mountain Lumber Company in the amount of $2,000.00 and they were allowed to remove the timber, and a separate offer was then made to Mr. Calkins in the amount of $2,500.00 with the provision that he perform

necessary fencing. Mr. Calkins who had originally been offered $3,710.00, is now willing to accept the sum of $3,500.00, and perform the fencing, if necessary. He objected to the tactics employed in the settlement by which the individual owners were offered separate settlements without contacting the attorney representing them. He requested that he be furnished construction plans for this section, particularly in regard to cattle passes which his clients need because of their dairy business. The Chief Counsel stated that while he was not personally familiar with the case in the beginning, the records indicate that the settlement with Green Mountain Lumber Company was made before it was known that Mr. Marsh represented Calkins and Green Mountain Lumber Company. The Commission suggested that Mr. Marsh get together with the Chief Counsel to see if an agreeable settlement can be reached and then return with a recommendation.

Mr. Sam Hall, Brookings attorney, was present and proposed to the Commission an exchange of land between the State and the Port of Brookings to enable the Port to established a small boat basin near the mouth of the Chetco River. The State, he pointed out, owns an eight acre parcel of land at this place which the Port can use to advantage for its purposes and if the Port can get this property it will make available to the State in exchange therefore an area suitable as a source for gravel. He also mentioned that he had heard that a Mrs. Gardner had made application to purchase the State-owned bar. He asked that the bar be not transferred into private ownership but that it be transferred to the Port of Brookings in exchange for a like area as outlined. The Engineer commented that an investigation had been made of the Port's proposal and that the source of material offered by the Port appears to be acceptable. The Commission informed Mr. Hall that the transfer of properties would be made if the Port of Brookings can provide a satisfactory source of materials with adequate title and will allow the state to take materials from the area as may be required. Mr. Hall accepted this arrangement.

Mr Vernon Miller, Sherman County Judge; Mr. Luther Davis, Mayor of the town of Kent; Mr. Robie Roberson, Mayor of the town of Moro; Mr. Ben Fanning, President of the Okanagon Caribou Trail Association, representing the Central Oregon and Bend Chambers of Commerce; and Mr. Howard Milton of Redmond, representing the Central Oregon Chamber of Commerce composed a delegation which came before the Commission regarding the proposed bridge across the Columbia River at Maryhill, and other matters. Mr. Miller, who acted as spokesman, introduced the members of the group and inquired as to the Commission's plans for improvement of US97 between Grass Valley and Kent. The Engineer advised that this improvement is not in the present program and is at least two years in the future; moreover, there are no funds immediately available to finance it. Chairman Reynolds stated that the Commission is aware that the section does need improvement and that consideration will be given to it when funds are available. Mr. Miller then called attention to a traffic problem on US97 at the southwest edge of the town of Moro. It appears that people during the hours of darkness or fog have difficulty locating the intersection which leads to the new high school. He inquired if an island could be installed or some other improvement provided to prevent accidents. Chairman Reynolds informed him that an investigation would be made.

Mr. Miller stated that the principal reason for the delegation being present is to request help from the states of Oregon and Washington in reducing the cost to construct the proposed Biggs Rapids Bridge across the Columbia River. He said that they have to reduce the cost of this structure by about $1,500,000 in order to make the project feasible so it can be financed by a bond issue and it is their hope that the two states could help by financing the bridge approaches. He suggested that Oregon could helpby constructing the southerly approach to the bridge. Chairman Reynolds observed that it has not been the policy of the Commission to participate in the cost of the Columbia River toll bridges except to advance certain engineering charges which have been repaid and that is the thought and practice of the Commission at this time. The Engineer pointed out that at some time in the future the Columbia River Highway will have to be relocated, probably north of the railroad, and it will then be necessary to construct a traffic interchange at the intersection with the road leading to the bridge which would eliminate the approach, but such construction may not be required for 10 years. The interchange, when constructed, he said, will be near the end of the bridge and in his opinion would require practically no additional cost for the bridge approach. Mr. Roberson commented that Washington authorities have indicated that the State of Washington will construct the approach on the Washington side and it appears that the only thing that is holding up construction of the bridge is the lack of provision for construction of the bridge approach on the Oregon side. If a method can be found to handle this situation, it was his opinion that construction plans could proceed. A suggestion was made by the Engineer that the County explore the possibility of arranging a crossing of the railroad at grade as a temporary measure until the interchange is required. Chairman Reynolds concluded the discussion by stating that an investigation would be made as to what can be done and that they would be advised after the Engineer has made his report.

A delegation representing "Housewives for 42" urged the Commission to immediately modernize the Coos Bay-Roseburg Highway. The following women were present: Mrs. Paul Hammer, Mrs. Elden Brodie, Mrs. Harold Stemler, Mrs. C. E. Weed, Mrs. Al Wyld, Mrs. W. W. Gurney, Mrs. Ray Harris, Mrs. Effie K. Shindal, Mrs. Harry Earls, Mrs. B. F. Pillette, Mrs. Loraine Cribbens, Mrs. Maxene Bryant, Mrs. Gordon MacKerrow, Mrs. Arlo Duncan, Mrs. Arthur Henry, Mrs. Floyd Hall, Mrs. George Linn, Mrs. Reed Gurney, all of Myrtle Point; Mrs. Don Earle, North Bend; Mrs. Gareth Goddard and Mrs Kenneth Kraemer, both of Portland; Mrs. Enid Weist and Olive Barth, both of Camas Valley; Mrs. A. L. Erickson, Mrs. Pat McMurray and Mrs. Julius Ruble, all of Coquille; Mrs. John A. Fisher, Oregon City; Mrs. Laurence Barklow and Mrs. Wayne Woodward, both of Arago. Mrs. Paul Hammer, who acted as spokesman, pointed out that during the past few weeks, the Coquille area had been again isolated because Highway 42 was closed by high water and slides. Mrs. Brodie exhibited a number of colored slides showing the poor condition of the highway. Chairman Reynolds stated that he could only repeat the statement that he made to the ladies at the Commission meeting held on December 6, 1957, when their delegation was present, which statement was to the effect that it is not possible to alter the present highway program and allocate funds to Highway 42 in 1958

but future programs would be reviewed to determine if it would be possible to allocate funds in 1959. Careful consideration, he stated, will be given to the improvement of Highway 42 when the next construction program is formulated. He also pointed out that the Commission has received additional requests for highway construction in southwestern Oregon and he mentioned the following: request from Brookings for an east-west road between Brookings and O'Brien on the Redwood Highway, a proposed road extending from Gold Beach easterly to Selma on the same highway, and a new road extending easterly from Coos Bay to a connection with the Pacific Highway at Roseburg via the route of the old Coos Bay Wagon Road. The Commission, he continued, has no intention to abandon modernization and construction on Highway 42 and when funds are available, further improvement will be considered. Mrs. Brodie emphasized the need for improvement of Highway 42 before any new highways are constructed. In reply to an inquiry from Mrs. Gurney as to whether or not the Commission can state that improvement of Highway 42 is the most urgent project in the area, Chairman Reynolds replied that the Commission cannot so state but it is a very needed improvement. However, each locality has its own problems and each feels that its problems should have priority.

Mrs. Ruble inquired as to what action they could take to get improvements under way. Chairman Reynolds replied that the Commission cannot alter its existing program but consideration will be given to improvement of Highway 42 when the next construction program is formulated. Mrs. Ruble then inquired if money allocated for improvement for the south end of the Oregon Coast Highway could be diverted. Chairman Reynolds replied that it could not be diverted because the money for that improvement was obtained from the special bond issue that was authorized by the Legislature.

Commissioner McIver commented that the Highway Commission serves without compensation and its interest is to see that highway funds are distributed fairly and economically about the state. Many highways need improvement and it is difficult to not be able to perform all of the work needed. He recalled that the Oregon Coast area, several years ago, had presented a united front in urging improvement of the Oregon Coast Highway in Southern Oregon and considerable funds have been expended for its improvement. He mentioned that other communities are undoubtedly watching the outcome of the request of the "Housewives for 42" to see what success they have, and he predicted that if the Commission accedes because of pressure, to the wishes of this group it could mean only that many other groups would use the same tactics He again emphasized that every consideration will be given to improvement of Highway 42 when the next construction program is formulated, which the Engineer stated would probably be in September or October, 1958. Chairman Reynolds stated that the Commission would not deviate from committments they had made and that there was nothing further that the Commission could tell them. Mrs. Stemler remarked that according to newspaper accounts major improvements are contemplated in the City of Portland. She inquired why funds could not be secured from the same source to improve Highway 42. Chairman Reynolds replied that funds that are now being spent for improvements in Portland are interstate funds provided principally by the

Federal Government specifically for the improvement of the Pacific Highway and the Old Oregon Trail Highway. On other highways in the state regular Federal-Aid monies must be used. He thanked the delegation for its presentation.

Consideration was again given to a request made by the Chief Counsel on the previous day for authority to condemn certain parcels of real property that are needed as right-of-way for State Highway improvements or for other highway purposes. After carefully considering the proposed condemnations in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the condemnations by adopting the attached resolutions relative thereto marked EXHIBIT "L-1" through "L-13", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission also gave the Parks Superintendent authority to proceed with the calling of bids for construction of a concession building at Rooster Rock State Park, on US30 east of Portland as recommended by him.

The Commission again considered the claim submitted by the West Slope Water District, Portland, for reimbursement of expenditures made by the District in rearranging its facilities on the Sylvan Section of the Sunset Highway to accommodate a highway improvement amounting to $42,747.88. The Commission adopted the Engineer's recommendation with regard thereto presented on the previous day that the District be paid the sum of $32,642.82 if and when the District furnishes a complete release of its claim in writing.

Commissioner McIver brought up the matter of employing a firm of accounting experts to make suggestions on procedures of the Accounting Division. It was his opinion that there might be some advantage in having the same firm conduct the survey which performed a like service about ten years ago. The Commission instructed the Auditor to contact a reliable firm or two who perform this service, determine the time and cost of a survey and give the Commission his recommendation.

The Commission again discussed the matter presented by the Director of the Department of Motor Vehicles, urging the Highway Commission to provide office facilities for that Department in Salem and at other locations throughout the State. The Engineer stated that it appears that the State could save considerable money if state-owned buildings were used, and that the Board of Control had been requested to reserve 13 acres for building purposes near the State Highway Shops east of Salem. Commissioner McIver commented that there appeared to be very material savings to the State in the use of state-owned buildings, and also there would be an advantage to the public if the Motor Vehicle Department were located near the Shops in Salem where ample parking space is available. However, he warned that location of buildings for this purpose should be located carefully to provide the greatest efficiency for the State and the greatest amount of convenience for the public. He made a motion that an investi-

gation be made to determine the facts as to advantages and disadvantages of a state-owned building in Salem, needs of the Departments as well as the public, and to get a complete picture of the situation. The motion was seconded by Commissioner Chessman and was declared carried unanimously by Chairman Reynolds, who instructed the Engineer to render a report on the subject at the next meeting.

Deepening of the Columbia River channel between Astoria and Megler to provide depth necessary for ferry service between these two points was discussed. The Engineer reported that an investigation disclosed that it might take several years for the Army Engineers to get around to perform the work necessary for the ferry operation. He recommended that the Commission authorize action to secure deepening of the channel as soon as possible which he estimated will cost about $30,000. Commissioner Chessman commented that large numbers of people will be using the Astoria Ferry this spring during very low tides when clam digging is particularly good in Washington, and if the ferry is delayed by these low tides due to shallow river conditions, there will be considerable public clamor. The Commission authorized the Engineer to investigate the matter and submit a report at the next meeting.

There being no further business to consider, the meeting was declared adjourned at 12:40 P.M. by Chairman Reynolds.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 17, 1958

EXHIBITS "A" through "L-13"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

January 16 and 17, 1958

EXHIBIT "A"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27029 Claussen, Fred B. et al (Grothaus)
Right of Way, 0239 S.W. Hamilton, Sta. 129
Option expires June 29, 1958

425 sq. ft.	$100.00	
Improvements	200.00	
Encroachment damage	350.00	
Amount to be paid owners - chrg to Right of Way		$650.00

Oak tree on W. line of taking not to be disturbed, with understanding that if it should ever become a public hazard, State could take steps to eliminate same, and settlement for said oak tree to be negotiated at that time.

Complete restriction of access -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27041 Schnavely, Mary E. et al (Scott)
R/W and Temp. Ease. for construction, 4606 S.W. Corbett Ave.
Option expires June 30, 1958 - Sta. 135

375 sq. ft. at $0.24 per sq. ft.	$ 90.00	
105 sq. ft. temp. easement	50.00	
Damage	110.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Complete restriction of access -

27269 Collins, Harold and Julia (Grothaus)
Right of Way, Stas. 257-259
Option expires July 1, 1958

4,000 sq. ft. at $0.15 per sq. ft.	$600.00	
Damages	650.00	
Amount to be paid owners - chrg to Right of Way		$1,250.00

Complete restriction of access -

27265 Eizema, Meine and Bessie (Scott)
Right of Way and Temp. Ease. for construction, Sta. 268
Option expires June 30, 1958

675 sq. ft. and ease., 900 sq. ft.	$ 600.00	
Landscaping	400.00	
Proximity damage and change in shape	3,000.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Complete restriction of access -

27094 Richards, Frank et al (Black)
Right of Way, 3303 S.W. Hood, Sta. 96
Option expires June 3, 1958

10,000 sq. ft. at $0.322 per sq. ft.	$3,220.00	
House, 2,680 sq. ft.	5,680.00	
Lawn, shrubs, walks and retaining wall	300.00	
Amount to be paid owners - chrg to Right of Way		$9,200.00

Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27095 McCrory, S. M. and Katherine (Black)
Right of Way, 0335 S.W. Whitaker St., Sta. 100
Option expires June 2, 1958

5,000 sq. ft. at $0.336 per sq. ft.	$1,680.00	
House and garage	4,200.00	
Yard improvements	120.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00

Grantors to vacate 30 days after notice.

Entire taking -

27007 Wiley, John S. and Grace Popejoy (Scott)
Right of Way, Sta. 229
Option expires June 10, 1958

1,700 sq. ft. at $0.30 per sq. ft.	$ 510.00	
3,300 sq. ft. at $0.07- per sq. ft.	230.00	
Waiver of access	50.00	
Damage	1,260.00	
Amount to be paid owners - chrg to Right of Way		$2,050.00

Complete restriction of access -

27009 Portland Public Schools District 1 (Scott)
Right of way, 68 S.W. Miles, Sta. 210
Option expires June 16, 1958

2,325 sq. ft. at $0.75+ per sq. ft. and sev. damage	$1,750.00	
137' fencing at $3.50+ per sq. ft. and reestablish posts	500.00	
Amount to be paid owner - chrg to Right of Way		$2,250 00

Complete restriction of access -

27097 Neuman, Hazel M. (Smith)
Right of Way, 0322 S.W. Whitaker, Sta. 100
Option expires June 16, 1958

1,250 sq. ft.	$ 400.00	
House, 780 sq. ft.	3,500.00	
Yard improvements	100.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Grantor to vacate 30 days after payment but not earlier than March 1, 1958.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

22771 Green, H. Gordon and Betty Jane (Scott)
Right of Way, Sta. 200
Option expires March 1, 1958
1,875 sq. ft. at $0.16 per sq. ft. $ 300.00
Loss of access to S.W. View Point Terrace 1,170.00
Amount to be paid owners - chrg to Right of Way $1,470.00

Complete restriction of access -

25003 Wauters, Theodore F. et al (Grothaus)
Right of Way, Intersection of S.W. Slavin Rd. and Corbett St.
Option expires June 25, 1958, Stas. 138-139
694 sq. ft. $250.00
Amount to be paid owners - chrg to Right of Way $250.00

Entire taking -

27008 Powell, Grace M. (Scott)
Waiver of Access, Sta. 225
Waiver signed December 7, 1957
Waiver of access $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Complete restriction of access -

27096 Keller, Francis J. and Ruth Y. (Smith)
Right of Way, 0323 S.W. Whitaker St., Sta. 100
Option expires June 16, 1958
5,000 sq. ft. at $0.25 per sq. ft. $1,250.00
House, 694 sq. ft. 4,610.00
Garage 180.00
Lawn, walks, shrubs and flowers 260.00
Amount to be paid owners - chrg to Right of Way $6,300.00
Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

23681 Wauters, Theodore F. and Mary (Scott)
Right of Way, 4753 S.W. Corbett Ave., Sta. 139
Option expires June 30, 1958
47,500 sq. ft. (15,750 sq. ft. Excess)

at $0.086+/sq. ft.	$4,100.00	
House	5,600.00	
Garage	550.00	
Improvements	550.00	
Amount to be paid owners - chrg to Right of Way		$10,800.00
State's pro-rata share of 1957-58 taxes. Estimate		110.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,910.00

Grantors to vacate by February 28, 1958

Entire taking -

HIGHLAND INTERCHANGE SECTION - SUNSET HIGHWAY

25889 City of Portland (Mayhew)
Right of Way and Slope Easements, Stas. 100-121
Bargain and Sale Deed signed December 19, 1957
94,269 sq. ft. plus easements, 3,050 sq. ft.
2.5 acres $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Access controlled -

MURRAY ROAD INTERCHANGE SECTION - SUNSET HIGHWAY

26960 Erland, George V. and Helen Marie (Scott)
Right of Way, Sta. 3082
Option expires February 1, 1958

17,860 sq. ft. at $0.27- per sq. ft.	$4,800.00	
Amount to be paid owners - chrg to Right of Way		$4,800.00
State to assume last half of 1957-58 taxes. Est.		20.00
GRAND TOTAL (Est.) - chrg to Right of Way		$4,820.00

Access not controlled -

26969 Franzen, George Knute and Eunice R. (Scott)
Right of Way, 13485 N.W. Milburn St., Sta. 3087
Option expires June 15, 1958

500 sq. ft. at $0.16 per sq. ft.	$ 80.00	
Improvements	30.00	
Moving fence	115.00	
Damages	700.00	
Amount to be paid owners - chrg to Right of Way		$925.00

Grantors to remove fencing by February 1, 1958, or it becomes property of State.

Access not controlled -

EXHIBIT "A" (Cont)

FOREST GROVE-CORNELIUS UNIT, FOREST GROVE-HILLSBORO SECTION - TUALATIN VALLEY HIGHWAY

26515 Archdiocese of Portland, Oregon (Grant)
Right of Way, Stas. 211-214
Option expires June 26, 1958
0.33 acre $ 750.00
Proximity damage and access restriction 2,450.00
Allow. to build 2 access pts. at 212+20 and 210+75 500.00
Amount to be paid owner - chrg to Right of Way $3,700.00

THINGS TO BE DONE BY THE STATE

Construct access at 212+95.
Access: 212+95 (Present driveway), N., residential, only, 212+20, 66', and 210+75, N., unrestricted.

Access controlled -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25430 Schmitz, John P. and Agnes M. (Mayhew)
Right of Way, Stas. 84-87
Option expires June 1, 1958
0.41 acre at $1,000 per acre $410.00
Damages 340.00
Amount to be paid owners - chrg to Right of Way $750.00
Access: 84+40, S., residential and 85+50, S., for motel activity, only.

Access controlled -

VALLEY JUNCTION-FORT HILL SECTION - SALMON RIVER HIGHWAY

27438 Shenk, Wesley E. and Evelyn M. (Reeder)
Right of Way Scale Site, Sta. S. of 48-59
Option expires June 10, 1958
0.78 acre at $500 per acre $390.00
Amount to be paid owners - chrg to Right of Way $390.00

THINGS TO BE DONE BY THE STATE

Lower existing N. ditch line approx. 1' bet. 62+30 and 64+69, during dry season.

Access controlled -

EXHIBIT "A" (Cont)

SALEM BY-PASS-JEFFERSON JUNCTION SECTION - PACIFIC HIGHWAY

27168 Eoff, Asel C. and Mary J. (Benner)
Right of Way, Stas. 428-440
Option expires June 22, 1958
0.35 acre $150.00
Amount to be paid owners - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.
Re-establish r/w fence, if necessary.

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25673 Reagan, Mabel J. et al (Hart)
Right of Way, Stas. 2318-2344
Option expires May 20, 1958
28.23 acres at $175+ per acre $4,950.00
Severance, loss of access to channel and gen damage 2,675.00
Amount to be paid owners - chrg to Right of Way $7,625.00
State to assume 1958-59 taxes. Estimate 80.00
GRAND TOTAL (Estimate) - chrg to Right of Way $7,705.00
Grantors allowed use of land until June 30, 1959, or until needed by State, if this occurs sooner, and to vacate upon notice, but not prior to September 1, 1958.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road, and construct road approaches E. side opp. 2322+00 and 2335+00, with 20' gates. Fence r/w with #2 sheep type fencing. Provide drainage facilities along right of way. Not less than 18" conduit for carrying water from relocated channel opp. 2319+35, W. side of r/w to E. side of r/w opp. 2326+00, approximately.

Complete restriction of access -

Confirmation of phone approval by Mr. McIver, December 30, 1957.

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25460 Humphrey, Ida Forster et al (Hart)
Right of Way, Stas. 1613-1644
Option expires June 5, 1958
12.7 acres at $265- per acre $3,365.00
Severance damage and loss of through Co. rd. frontage 8,675.00
Amount to be paid owners - chrg to Right of Way $12,040.00
Grantors allowed to use land until June 30, 1958, or until needed for construction, if this occurs sooner, and to vacate immediately upon notice, and State not liable for damage because of the loss of such use.

THINGS TO BE DONE BY THE STATE

Provide W. cul-de-sac frontage road. Construct #2 sheep-type fence along r/w with gate provided. Reestablish road approach to W. side of frontage road at 1628+00, approximately.

Complete restriction of access -

SOUTH BEACH-BEAVER CREEK SECTION - OREGON COAST HIGHWAY

27510 Lincoln County (Reeder)
Park
B & S. Deed signed December 4, 1957
235,000 sq. ft. $1.00
Amount to be paid owner - chrg to Parks $1.00

Entire taking -

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26561 Lee, Lorena Jane and Charles G. (Henry)
Right of Way, Stas. 589-602
Option expires June 4, 1958
4 acres at $125 per acre and 3.5 acre $ 740.00
Cabin, 360 sq. ft. at $3.50 per sq. ft. 1,260.00
Amount to be paid owners - chrg to Right of Way $2,000.00
Grantor to vacate upon payment. State not to make final settlement until Grantors have paid Consumer's Power, Inc. amount due.

THINGS TO BE DONE BY THE STATE

Construct road approach at 597+50.
Access: 597+50, S., residential.

Access controlled -

EXHIBIT "A" (Cont)

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26239 Cook, Ernest H. and Mabel J. (Henry)
Right of Way, Stas. 532-582
Option expires June 19, 1958

3 acres at $80 per acre	$ 240.00	
24 acres at $30 per acre	720.00	
5.1 acres at $225 per acre	1,148.00	
Timber	1,722.00	
Damage due to loss of creek	300.00	
Amount to be paid owners - chrg to Right of Way		$4,130.00

THINGS TO BE DONE BY THE STATE

Construct r/w fence and maintain.
Install 78" C.M.P. cattle pass at 556+40.
Construct road approaches at 540+25 and 568+50 on S., and at 556+00 on N.
Access: 540+25 and 568+50, S., and 556+00, N. side for residential and production and transportation of timber products.

Access controlled -

LINN COUNTY LINE-McKENZIE RIVER UNIT, LINN COUNTY LINE-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25291 Southern Pacific Company (Chidsey-Wright)
Right of Way, Stas. 334-336
Deed signed November 14, 1957

0.106 acre and executing deed	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

FREEWAY-MOHAWK ROAD UNIT, FERRY STREET BRIDGE-MOHAWK ROAD ("Q" ST. RT.) SECTION - EUGENE-SPRINGFIELD HIGHWAY

26687 Huser, C. F. and Mary (Riley)
Right of Way, Stas. 226-239
Option expires April 1, 1958

143,718 sq. ft.	$26,250.00	
Amount to be paid owners - chrg to Right of Way		$26,250.00

THINGS TO BE DONE BY THE STATE

Fence S. right of Way line with type III fencing.

Entire taking -

EXHIBIT "A" (Cont)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

27494 Wiltse, Alpha D. and Fannie M. (Riley)
Right of Way, 1612 Augusta St., Eugene, Sta. 194-195
Option expires February 1, 1958
9,000 sq.ft. (7,200 sq.ft. Excess) plus landscaping $2,000.00
House, 1,040 sq.ft. at $7.50 per sq.ft. 7,800.00
Garage, 392 sq.ft. at $1.78+ per sq.ft. 700.00
Amount to be paid owners - chrg to Right of Way $10,500.00
Grantors may retain possession until June 1, 1958, and may salvage designated shrubs and berry plants.

Entire taking -

CLOVERDALE-COAST FORK BRIDGE UNIT, PLEASANT HILL-CRESWELL SECTION - SPRINGFIELD-CRESWELL HIGHWAY

27519 Rinehart, D. E. and Fern M. (Morgan)
Ditch Easement, Opp. Sta. 265
Option expires June 4, 1958
0.04 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

UMPQUA BEND-SOUTH UMPQUA RIVER UNIT, MYRTLE CREEK CANYONVILLE SECTION - PACIFIC HIGHWAY

27564 Fuller, Mitchell E. and Marjorie L. (Riley)
Destruction of water supply, Stas. 377-379
Option expires June 26, 1958
4.02 acres at $400 per acre $1,608.00
House, 768 sq.ft. at $5+/ sq.ft. 3,892.00
Amount to be paid owners - chrg to Right of Way $5,500.00
Grantors may rent at $50 per month, payable in advance commencing March 1, 1958.

Complete restriction of access -

EXHIBIT "A" (Cont)

SHADY-BOOTH RANCH UNIT, SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

27515 Carnes, Olivia (Allen)
Right of Way, Stas. 2876-2893
Option expires July 2, 1958
1.72 acres at $290+ per acre $500.00
Amount to be paid owners - chrg to Right of Way $500.00
Subject to access provisions set out in Decree entered in Circuit Court of Douglas County, Oregon, Case No. 16748.

Complete restriction of access -

N. GRANTS PASS INTERCHANGE-SAVAGE STREET SECTION - PACIFIC HIGHWAY

26640 The California Oregon Power Company (Holt)
Right of Way, Sta. 12'57
Quitclaim deed signed October 22, 1957
Elimination of interest in ease. for a guy anchor $1.00
Amount to be paid owner - chrg to Right of Way $1.00

WILDERVILLE-JEROME PRAIRIE UNIT, HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

23992 Estate of Thomas Engleman (Holt)
Right of Way, Stas. 568-577
Option expires June 2, 1958
10.02 acres at $529.44+ acre (5.72 A. Excess) $5,305.00
House, 520 sq.ft. at $3.15+ per sq.ft. 1,645.00
Three sheds and 84' well 550.00
Amount to be paid owner - chrg to Right of Way $7,500.00

THINGS TO BE DONE BY THE STATE

Relocate irrigation ditches outside and adjacent to N. right of way line.

Complete restriction of access -

EXHIBIT "A" (Cont)

COLUMBUS AVENUE-RIVERSIDE AVENUE SECTION - MEDFORD-PROVOLT HIGHWAY

27028 Gibson, LaVeta A. et al (Allen)
Right of Way, 31 Elm St., Opp. Sta. 42
Option expires May 21, 1958
112 sq. ft. $125.00
Amount to be paid owners - chrg to Right of Way $125.00

THINGS TO BE DONE BY THE STATE

Re-establish sidewalk disturbed by taking.

Access not controlled -

27032 County of Jackson (Allen)
Right of Way, Stas. 74-76
Option expires June 4, 1958
0.03 acre $1.00
Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Plant trees along r/w; make necessary changes in sprinkler system; remove and replace sidewalks and lawn area, as indicated.

Access not controlled -

DAVIS SLOUGH-BEAVER LOOKOUT UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

25897 Larson, Carrie R. SUPPLEMENTAL REPORT (Morgan)
Right of Way, Stas. 370-400
Quitclaim Deed signed November 14, 1957
Surface rights to 14.14 acres to clear title on Menasha Wooden Ware transaction $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Access controlled -

25897 Crandall, Irella F. SUPPLEMENTAL REPORT (Morgan)
Right of Way
Quitclaim Deed signed October 15, 1957
Surface rights to 0.84 acre and access to clear title on Menasha Wooden Ware Transaction $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Access controlled -

EXHIBIT "A" (Cont)

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26919 Gardner, Alvilda H. REVISED REPORT (Riley)
Right of Way, Stas. 1367-1370, 1402-1417
Option expires June 4, 1958
13.73 acres at $500 per acre $6,865.00
0.31 acre, temporary easement Gratis
Amount to be paid owner - chrg to Right of Way $6,865.00

THINGS TO BE DONE BY THE STATE

Reconnect road approx. 1415+00 and reconstruct road approx. 1402+50.
Access: 1415+00, E., residential and 1368+42.46, W., and 1402+50, E., residential and production and transportation of mineral products.
Supersedes and cancels previous Oct. 31-Nov. 1, 1957 approval of $6,525.00.

Access controlled -

26922 Strid, L. H. and Alma M. (Riley)
Right of Way, Stas. 1377-1379
Option expires June 19, 1958
1.26 acres at $800- per acre $1,000.00
Severance damage 500.00
Amount to be paid owners - chrg to Right of Way $1,500.00

Complete restriction of access -

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY

26838 Pacific Telephone and Telegraph Company (Saling)
Exchange of easements, Stas. 1005-1106, 1186-1268
Quitclaim Deed signed December 4, 1957
Private easement adjacent to original right of way plus State to give 10' easement in exchange $1.00

Access not controlled -

EXHIBIT "A" (Cont)

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

(Bucknum)

26853 Rowe Creek Ranch, Inc.
Right of Way, Stas. 1055-1136
Option expires June 4, 1958
12.2 acres at $10 per acre $ 122.00
Timber: 27 MBF at $10 per; 290.00
4 MBF at $5 per MBF
312 rods fencing at $3.50 per rod 1,092.00
Amount to be paid owner - chrg to Right of Way $1,504.00

THINGS TO BE DONE BY THE STATE

Construct approach on W. side at 1053+00.

Complete restriction of access -

(Bucknum)

26862 Seeley, S. M. et al
Right of Way, Stas. 400-405, 412-447
Option expires June 4, 1958
6.89 acres at $10+ per acre $75.00
2.5 M timber at $10 per M 25.00
Amount to be paid owners - chrg to Right of Way $100.00

Complete restriction of access-

(Bucknum)

26851 Midstate Lumber & Supply Co.
Right of Way, Stas. 1000-1015
Option expires June 26, 1958
2.65 acres at $10 per acre $26.50
Timber: 1.4 M. at $20 and 6 M. at $5 per M. 58.00
Amount to be paid owner - chrg to Right of Way $84.50
It is understood and agreed that $58 out of the above amount to be paid Mr. Gross for the timber.

Complete restriction of access -

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

(Bucknum)

26847 Page, Leota and Robert
Right of Way, Stas. 156-159, 170-172
Option expires June 2, 1958
0.17 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE

Re-establish fences disturbed by taking. Est. cost 100.00
GRAND TOTAL (Est.) - chrg. to Right of Way $125.00

Access not controlled -

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

27446 Moro Grain Growers Association (Bucknum)
Right of Way, Stas. 0-3
Option expires June 1, 1958
0.1 acre $25.00
Amount to be paid owner - chrg to Right of Way $25.00

Complete restriction of access -

26842 Ragsdale, Lida H. et al (Bucknum)
Right of Way, Stas. 62-104, 124-135
Option expires June 14, 1958
5.42 acres at $25 per acre $ 135.50
1 acre at $200 per acre 200.00
61 rods woven wire at $4/and 391 rods barbed wire fencing at $3.50 per rod 1,612.50
Amount to be paid owners - chrg to Right of Way $1,948.00

THINGS TO BE DONE BY THE STATE

Construct connection to existing road lying W. between 124 and 145.
Access: 25' on S. at 90+00 and 68+00, 64+50 on N. and 131+15 on E. side for agricultural and residential.

Access controlled -

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

26949 Woodward, Earl O. and Beulah E. (Chatwood)
Right of Way, Stas. 183-185
Option expires June 19, 1958
0.6 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

HILGARD-ORO DELL UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27108 Mathson, Rosie (Chatwood)
Right of Way, Stas. 851-870
Option expires June 1, 1958
7.6 acres $150.00
Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access -

EXHIBIT "A" (Cont)

HILGARD-ORO DELL UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27109 Kleng, Mike and Flora A. (Chatwood)
Right of Way, Stas. 836-852
Option expires June 2, 1958

10.5 acres	$1,000.00	
House, 845 sq.ft. at $3 per sq.ft.	2,535.00	
Water system: Spring, pump, etc.	900.00	
Store room, 240 sq.ft. at $2 per sq.ft.	480.00	
Garage, barn, shed, outbuilding	685.00	
Amount to be paid owners - chrg to Right of Way		$5,600.00

Grantors to vacate 5 days after payment.

Entire taking -

27106 Hodge Brothers, a partnership SUPPLEMENTAL REPORT
Surplus, S. of Sta. 915 (Brainerd)
Option expires June 4, 1958

15 acres±	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

This approval to be in addition to $19,900 approval of December 5-6, 1957.

Entire taking -

27105 Slack, Clifton and Irene L. (Chatwood)
Right of Way, Stas. 865-880
Option expires June 10, 1958

5.47 acres at $300 per acre	$1,641.00	
Encroachment and severance damage	2,977.40	
Amount to be paid owners - chrg to Right of Way		$4,618.40

Grantors to salvage old fencing inside r/w, before construction, or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Provide S.W. frontage road. Fence r/w with No. 2 fencing, and to be installed before construction.

Complete restriction of access -

EXHIBIT "A" (Cont)

HILGARD-ORO DELL UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27071 Rosenbaum, Jesse and Nellie M. (Chatwood)
Right of Way, Stas. 646-657
Option expires June 14, 1958

2.6 acres	$50.00	
Timber	10.00	
Amount to be paid owners - chrg to Right of Way		$60.00

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Access controlled -

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27270 McCoy, Ella (Brainerd)
Right of Way, Stas. 941-978
Option expires June 2, 1958

2.4 acres at $400 per acre	$960.00	
1.0 acre at $50 per acre	50.00	
6.15 acres at $15 per acre	92.25	
House, 560 sq. ft. at $1 per sq. ft.	560.00	
Garage, barn, stock feeder, trees, outbuilding	282.75	
Timber	55.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

THINGS TO BE DONE BY THE STATE

Fence r/w and maintain.

Complete restriction of access -

27273 Carland, James T. and Cora E. (Brainerd)
Right of Way and Channel Ch., Stas. 952-972
Option expires June 1, 1958

3.0 acres at $600 per acre	$1,800.00
10.0 acres at $200 per acre	2,000.00
5.0 acres at $25 per acre	125.00
3.50 acres Excess (3.9 A. Excess included above)	10.00
House, 814 sq. ft. at $4 per sq. ft.	3,256.00
Garage, 520 sq. ft. at $0.80 per sq. ft.	416.00
Warehouse, 120 sq. ft. at $0.50 per sq. ft.	60.00
Chicken house, 91 sq. ft. at $1.50 per sq. ft.	136.50

EXHIBIT "A" (Cont)

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27273 Carland, James T. and Cora E. (Cont)

2 barns, 576 sq. ft. at $1/sq. ft., 750 sq. ft., no value	$ 576.00	
Well and pump	225.00	
10 trees at $25/, raspberries, blackcaps, strawberry bed	450.00	
Damages	455.50	
Amount to be paid owners - chrg to Right of Way		$9,510.00

Grantors to give possession 5 days after payment, but may rent if agreeable with State.

Entire taking -

27260 Jensen, Jackie L. et al (Brainerd)
Right of Way, Stas. 980-985
Option expires June 9, 1958

0.50 acre at $500 per acre	$250.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Access: 983+50, N., unrestricted.

Access controlled -

HUNTINGTON SOUTH JUNCTION-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

23884 Grace, C. C. and Anna M. SUPPLEMENTAL REPORT (Chatwood)
Elimination of Access
Option expires June 3, 1958

Allow. to build 4,775' of access road	$3,000.00	
Cost of easement and legal fees	500.00	
Severance damage and damage due to poor access	1,500.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

THINGS TO BE DONE BY THE STATE

Install cattle guard in existing r/w fence opp. 222+27, on E. side, and leave gate in.
Move cattle guard and gate in use at 199+00 to line fence between properties, where access road to be constructed.

Complete restriction of access -

EXHIBIT "A" (Cont)

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26859 Crawford, W. E. and Belle (Bucknum)
Right of Way, Stas. 1400-1403
Option expires July 1, 1958
0.23 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Complete restriction of access -

SOUTH NEWPORT AND PACIFIC VIEW ADDITION SECTION - OREGON COAST HIGHWAY

23456 Wineberg, William J. and Janet R. (Reeder)
Park
Bargain and Sale Deed signed December 24, 1957
140 lots Gratis

Access not controlled -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25984 Stolsig, Roy Peter and Velma L. (Curfman)
Materials Source and Ease. for haul road
Option expires February 13, 1958
19.39 acres at $200 per acre $3,878.00
3.55 acres at $147 per acre, haul road easement 522.00
Amount to be paid owners - chrg to Quarry Site $4,400.00

Access not controlled -

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27274 Rinehart, Clay et al (Brainerd)
Right of Way and Mat. Source, Stas. 950-971
Two options expire June 25, 1958
8.20 acres at $48- per acre (option no. 1) $ 392.00
30 acres± at $20/A., barn and hay shed, Excess 1,000.00
House, 832 sq. ft. at $2 per sq. ft. 1,664.00
Garage, attached warehse., well hse., 422 sq. ft. at $1/ 422.00
Well, pump and outbuilding 160.00
Severance damage (option no. 1) 1,362.00
Amount to be paid owners - chrg to Right of Way $4,980.00
Amount to be paid owners - chrg to Quarry Site 20.00

EXHIBIT "A" (Cont)

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27274 Rinehart, Clay et al (Cont)

GRAND TOTAL $5,000.00

State to have possession five days after check is received by Grantor.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27030 Empire Construction Company (Scott)
Right of Way, 0234 S.W. Bancroft St., Sta. 126
Option expires July 6, 1958
813 sq.ft. at $0.15+ per sq.ft. $122.00
Fence and concrete bank facing 278.00
Amount to be paid owner - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE

Pour concrete facing on newly created bank equal to present retaining wall.

Complete restriction of access -

27040 Bollinger, Robert E. and Ruth M. (Grant)
Right of Way, 0249 S.W. Seymour St., Sta. 135
Option expires April 5, 1958
2,660 sq.ft. at $0.075+ per sq.ft.
(1,330 sq.ft. excess) $ 200.00
House, etc. 2,550.00
Amount to be paid owners - chrg to Right of Way $2,750.00

Entire taking -

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27234 Otten, Fred R. and Florence S. (Brainerd)
Right of Way, Stas. 973-985
Option expires July 5, 1958
3.0 acres at $100 per acre, (timber and damages) $300.00
Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Fence r/w line, where changed by taking, and maintain. Construct access to r/w line and install gate. Install 18" and 12" conduits under highway. Estimate 600.00

EXHIBIT "A" (Cont)

ORO DELL-LaGRANDE UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27234 Otten, Fred R. and Florence S. (Cont)

Access: 984+85, S., unrestricted.

Access controlled -

TILLAMOOK-DONALDSON CREEK SECTION - WILSON RIVER HIGHWAY

27495 Donaldson, Lester (Friess)
Right of Way, Stas. 160-161
Option expires June 10, 1958

0.05 acre	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27077 Tigglebeck, Marie E. (Chatwood)
Right of Way, Stas. 731-768
Option expires July 6, 1958

0.5 acre at $300 per acre	$ 150.00	
3.0 acres at $200 per acre	600.00	
23.75 acres at $10 per acre	237.50	
Timber	292.50	
Damages	1,981.75	
Amount to be paid owner - chrg to Right of Way		$3,261.75

THINGS TO BE DONE BY THE STATE

Fence r/w with No. 1 fence, and provide access to water at 750+00 for livestock.

Complete restriction of access -

27536 Gregory, John J. and Verla C. (Brainerd)
Materials Source
Option expires July 5, 1958

15.2 acres at $100- per acre	$1,500.00	
Damages	250.00	
Amount to be paid owners - chrg to Quarry Site		$1,750.00

THINGS TO BE DONE BY THE STATE

Maintain existing fence along hwy. and preserve existing stock water where possible.

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

(Chatwood)

26945 Walnum, Charles G. and Velma
Right of Way, Stas. 67-95
Option expires June 30, 1958

0.5 acre at $250 per acre	$125.00	
8.2 acres at $20 per acre	164.00	
Timber	115.00	
Amount to be paid owners - chrg to Right of Way		$404.00

THINGS TO BE DONE BY THE STATE

Re-establish est. 197 rods stock fences. Est. cost	689.50	
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,093.50

Access: 89+50, S., unrestricted

Access controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

(Scott)

27517 Notos, Nick A. et al
Right of Way, 4921 S.W. Corbett Ave., Sta. 145
Option expires July 6, 1958

365 sq.ft. at $0.274- per sq.ft.	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Complete restriction of access -

SUNDIAL ROAD-ROOSTER ROCK SECTION - COLUMBIA RIVER HIGHWAY

(Scott)

26348 Troutdale Farms, Inc.
Materials Source
Option expires July 6, 1958

3.68 acres at $150- per acre	$540.00	
Amount to be paid owner chrg to Quarry Site		$540.00

Access not controlled -

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

(Bucknum)

26855 Potter, Earl G. and Susan E.
R/W and Material Source, Stas. 1190-1264
Option expires June 16, 1958

3.70 acres at $200 per acre	$ 740.00
4.46 acres at $25 per acre	111.50
5.74 acres at $10+ per acre	58.10
3.67 acres at $25 per acre	91.75
11 fruit trees at $20 each	220.00
Picket fence and rock retaining wall	50.00

EXHIBIT "A" (Cont)

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26855 Potter, Earl G. and Susan E. (Cont)

Fencing: 470 rods barbed wire at $3.50 per rod	$1,645.00	
180 rods woven wire at $4 per rod	720.00	
Amount to be paid owners - chrg to Right of Way		$3,544.60
Amount to be paid owners - chrg to Quarry Site		91.75
TOTAL AMOUNT to be paid owners		$3,636.35

THINGS TO BE DONE BY THE STATE

Cold-deck merchantable timber on Grantors' remaining land. Grantors may fence along r/w across quarries and State to provide gates or stock guards at entrances to same. Leave old road undisturbed between 1252+50 and 1258 or construct access to road at 1256. Re-establish irrigation ditches and flumes if disturbed by taking. Access: 25', N.E. side at Stas. 1197+50, 1234+50, 1240+85, 1246+25 and S.W. at 1223+00, 1239+85, 1246+90 for farming and residential.

Access controlled -

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26933 Hedberg, Elmer et al (Curfman)
Right of Way, Stas. 1410-1417
Option expires March 4, 1958

1 acre	$1,700.00	
0.2 acre at $1,500 per acre	300.00	
Damage	1,500.00	
Release of damage to water system	6,000.00	
Amount to be paid owners - chrg to Right of Way		$9,500.00

THINGS TO BE DONE BY THE STATE

Fence r/w with type 2 fence. Allow perpetual easement for operation and maintenance of water system.

Complete restriction of access -

EXHIBIT "A" (Cont)

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

(Brainerd)

27544 Newquist, Earl J. and Mary
Materials Source
Option expires July 7, 1958
10 acres at $50 per acre $500.00
Amount to be paid owners - chrg to Quarry Site $500.00

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

(Bucknum)

26863 Stirewalt, James M. et al
Right of Way, Stas. 427-447
Option expires July 8, 1958
0.45 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

(Hart)

26319 Hooker, Royal L. and Zola
Right of Way, Stas. 13-14
Option expires July 5, 1958
0.32 acre at $1,500 per acre $ 480.00
House, 744 sq.ft. with attached garage and sheds 5,770.00
Amount to be paid owners - chrg to Right of Way $6,250.00
Grantors allowed to remove shrubs prior to removal of house. House to be vacated by February 15, 1958 or 5 days after receipt of payment, whichever occurs later.

Complete restriction of access -

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

(Henry)

26237 Guy Roberts Lumber Co.
Right of Way, Stas. 509-532
Option expires July 9, 1958
13.87 acres at $30- per acre $ 416.00
270 rods fencing at $4.50 per rod 1,215.00
Damage 284.00
Amount to be paid owner - chrg to Right of Way $1,915.00
Grantor to have until March 1, 1958 to remove all merchantable timber, and State not to interfere with logging operations.

EXHIBIT "A" (Cont)

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26237 Guy Roberts Lumber Co. (Cont)

THINGS TO BE DONE BY THE STATE

Construct road approaches at 510+90 and 530+00, S., and 511+50, N.
Access: 510+90 and 530+00, S., and 511+50, N., for residential and production and transportation of timber products, only.

Access controlled -

26238 Guy Roberts Lumber Co. (Henry)
Right of Way, Stas. 548-552
Option expires July 9, 1958

1.91 acres	$200.00	
47 rods fencing at $4.50+ per rod	212.00	
Timber	266.00	
Amount to be paid owner - chrg to Right of Way		$678.00

THINGS TO BE DONE BY THE STATE

Construct road approach at 552+50, S.
Access: 552+50, S., for residential and production and transportation of timber products.

Access controlled -

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27074 Barnes, Alice A. (Brainerd)
Right of Way, Stas. 689-702
Options expire June 10 and 18, 1958

6.0 acres at $500 per acre	$ 3,000.00	
26.8 acres at $4- per acre, Excess	104.50	
Bldgs. 1255 sq.ft. at $6 per sq.ft.	7,530.00	
Canopy and basement, 935 sq.ft. at $1.50/sq.ft.	1,402.50	
Motel, 1,611 sq.ft. at $6 per sq.ft.	9,666.00	
Motel and cafe equip.	3,500.00	
Allow. for water systems, septic systems and piping	1,200.00	
Log cabin and rest rooms, 580 sq.ft. at $3/sq.ft.	1,740.00	
Engine room house, 156 sq.ft. at $1.50/ sq.ft.	234.00	
Garage and shop, 343 sq.ft. at $1/sq.ft.	343.00	
Bear pens	30.00	
Neon Signs	250.00	
Amount to be paid owner - chrg to Right of Way		$29,000.00

Entire taking -

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26841 Belshe, Robert and Bertha CORRECTION REPORT (Bucknum)
Right of Way and Materials Source
Option expires July 9, 1958

6.9 acres at $25 per acre	$ 172.50	
2.84 acres at $200 per acre	568.00	
2.00 acres at $100 per acre	200.00	
Re-est. corrals, haystack, power pole and reconn. w. line	400.00	
Fencing: 534 rods at $3.50 and 63 rods at $4/rod	2,121.00	
Severance and crop damage	293.80	
Amount to be paid owners - chrg to Right of Way		$3,722.80
Amount to be paid owners - chrg to Quarry Site		32.50
GRAND TOTAL		$3,755.30

THINGS TO BE DONE BY THE STATE

Install CMP stock pass and drain at Stas. 53+18 and 116+80.
Protect well lying N. of 53+00. Install conduit for water pipe at 120+00.
Grant annual permit to Grantors to construct fence on r/w at toe of slope on W. side between 111+45 and 123+03.33.
Farm crossing, 60', at 51+25 and 135+10.
Access: SW at 121+25, both sides at 54+75; NE, 40', at 121+25; E. at 112+50 and NE, 20', at 119+03.33.
Previous approval of December 5, 1957 for same amount of money, $3,755.30. Changes now in access and farm crossing points and additional provision on fencing.

Access controlled -

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

27545 Grace, C. C. and Anna M. (Chatwood)
Materials Source and Haul Road Easement
Option expires July 9, 1958

10 acres at $50 per acre	$500.00	
3.75 acres easement	100.00	
Damages	200.00	
Amount to be paid owners - chrg to Quarry Site		$800.00

Grantors to give B. & S. deed, Grantors to retain all mineral rights except road building materials. Grantors reserve right to use easement strip and haul road for livestock and mining operations.

EXHIBIT "A" (Cont)

BAKER COUNTY LINE-OLDS FERRY SECTION - OLD OREGON TRAIL HIGHWAY

27545 Grace, C. C. and Anna M. (Cont)

THINGS TO BE DONE BY THE STATE

Leave haul road in good repair and usable condition. State not to fence. State agrees to permit Grantors access to all springs and percolating waters.

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27039 Multnomah County (Smith)
Right of Way, Stas. 125-177
Option expires July 5, 1958

102,801 sq. ft. at $0.06+ per sq. ft. (12 parcels R/W)	$6,580.00	
4,680 sq. ft. Excess at $0.06- per sq. ft. (3 parcels)	270.00	
Amount to be paid owner - chrg to Right of Way		$6,850.00

To be by Bargain and Sale deed

Complete restriction of access -

27344 Carocci, Albert R. and June M. (Grothaus)
Right of Way, S. W. Falcon and S. W. Mult. Blvd.
Option expires July 9, 1958, Stas. 258-259

1,165 sq. ft.	$210.00	
Damages	190.00	
Amount to be paid owners - chrg to Right of Way		$400.00

Complete restriction of access -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26318 Palmer, George B. and Mary Lou (Hart)
Right of Way, Stas. 11-12
Option expires July 6, 1958

0.11 acre and temp. ease. for moving hse. and garage	$ 500.00	
House, 754 sq. ft. and attached garage	4,250.00	
Amount to be paid owners - chrg to Right of Way		$4,750.00

Premises to be vacated by February 15, 1958 or within 5 days after payment, whichever occurs first.

Complete restriction of access -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26339 Sullivan, Muret H. and Muriel E. (Henry)
Right of Way, Sta. 83
Option expires July 9, 1958
0.01 acre $10.00
Amount to be paid owners - chrg to Right of Way $10.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at 82+90.

Access not controlled -

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

27364 Yaquina Bay Timber & Logging Co. (Henry)
Right of Way, Stas. 480-497
Option expires July 12, 1958
5.7 acres at $30- per acre $170.00
Damage due to loss of access 100.00
Amount to be paid owner - chrg to Right of Way $270.00
Grantor to have right to remove all merchantable timber prior to date property needed for construction, otherwise State to colddeck near Sta. 480+00.

Complete restriction of access -

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27103 Jones, Minerva J. and E. M. (Chatwood)
Right of Way, Stas. 816-825, 835-837+70
Option expires July 13, 1958
1.0 acre at $250 per acre $250.00
0.4 acre at $500 per acre 200.00
Allow. to move garage and fence 300.00
Encroachment damage 250.00
Amount to be paid owners - chrg to Right of Way $1,000.00
Subject to Grantors rights in springs.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road Re-establish r/w fences with type II fences before old fences removed. Re-establish spring boxes where disturbed.

Complete restriction of access -

EXHIBIT "A" (Cont)

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27105 Slack, Clifton L. and Irene L. (Chatwood)
Right of Way, Sta. 863+20-867
Option expires July 13, 1958

0.11 acre at $225+ per acre	$25.00	
Sign leases	55.00	
Damages	55.00	
Amount to be paid owners - chrg to Right of Way		$135.00

Grantors to remove signs within 30 days.

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Complete restriction of access -

27507 Fugit, Karee J. et al (Chatwood)
Right of Way, Stas. 818-826
Two options expire July 13, 1958

0.5 acre at $500 per acre, 1st option	$ 250.00	
2.80 acres Excess	100.00	
House, 834 sq.ft. at $3 per sq.ft.	2,502.00	
Warehse., garage, outbuildings	310.50	
Severance damage, 1st option	837.50	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantors to remove galvanized iron pipe on pasture land
Grantors to vacate 30 days after notice or 5 days after payment, whichever is the later.

Entire taking -

IDANHA-DETROIT SECTION - NORTH SANTIAM HIGHWAY

16161 United States of America - (Army Engineers) (Porter)
Right of Way
Proposed quitclaim deed of December 20, 1957

10.36 acres ±	$255.00	
2.37 acres	Gratis	
Amount to be paid owner - chrg to Right of Way		$255.00

Access not controlled -

29437

EXHIBIT "B"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345(2), the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

(1) That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1958

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1.	Silver Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100. No charge in accordance with agreement dated July 6, 1956.	No charge
2.	Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50	$350.00

EXHIBIT "B" (Cont)

3.	North Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 150. No charge in accordance with agreement dated September 26, 1955.	No charge
4.	Short-term permit: (up to 2 weeks) Silver Creek and Smith Creek Youth Camps, Silver Falls State Park. Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours.	$5.00
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours.	$2.00
	Each person per night.	.25
5.	Short-term permit: (up to 2 weeks) North Falls Youth Camp and Davidson Ranch area at Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks.	
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours.	$3.00
	Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours.	2.00
	Each person per night.	.15

Fuel, propane gas, miscellaneous materials, breakage and losses will be charged at cost.

EXHIBIT "B" (Cont)

B. GROUP USE - YOUTH ORGANIZATIONS ONLY
(Any park where no overnight facilities are provided.)

1.	Short-term permit, open area group camping for youth under 14 years of age. 20 person or less - first night.	$3.00
	Each person over 20 for the first night, and per person each night thereafter.	.05

C. GROUP USE - FAMILIES OR GROUPS

1.	Short-term permit, overnight tent camping only, areas where water, fuel, and toilets are provided. Per night per person.	.25

D. INDIVIDUAL AND FAMILY OVERNIGHT CAMPERS

1.	Improved camps where water, fuel, toilet, are provided. Per night per car.	1.00
2.	Per night per self-propelled vehicle provided with living quarters or car and trailer with living quarters.	1.50
3.	Semi-improved camps for tent and trailers with living quarters. Table, stove provided, but water and sanitary facilities some distance away.	.75
4.	Final checking-out time for all overnight camps is 3:30 P. M. after which an additional night's stay will be charged.	

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1.	Children 14 years of age and under	.20
2.	Over 14 years of age	.40
3.	Season tickets - Children under 14 years of age.	4.00
4.	Season tickets - Over 14 years of age.	6.00
5.	Red Cross Swimming Classes - Children under 14 years of age, 8:00-11:00 A. M.	Free of Charge

EXHIBIT "B" (Cont)

III. LANTERN FEES

A. LAVA RIVER CAVES STATE PARK

1. State-owned lanterns used for visiting the caves. .10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter-controlled units - approximately 30 minutes of electricity or gas. .10

(2). That the above charges shall be posted within the main entrance of the above park facilities.

(3). That said charges are to take immediate force and effect for the year 1958.

(4). That this resolution be duly entered in the minutes and records of the Commission this 16th day of January, 1958, as State Parks Resolution File No. 12.

EXHIBIT "C"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4615, with Tom Lillebo, for constructing the South 6th St. Railroad Overcrossing on the Klamath Falls-Lakeview Highway in Klamath County, completed October 30, 1957.

"Contract No. 4622, with Hansen & Parr, for constructing the Nyssa Bridge over the Snake River on the Old Oregon Trail Highway in Malheur County, completed December 13, 1957.

"Contract No. 4735, with Birkemeier Construction Co., for constructing the Grand Avenue Structures on the T. H. Banfield Expressway in Multnomah County, completed November 27, 1957.

"Contract No. 4807, with A. H. Saxton & Son for grading, paving and structure on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County, completed November 1, 1957.

"Contract No 4826, with Durbin Bros., for grading and paving on the E. & W. Forks Illinois River Bridge Section of the Redwood Highway in Josephine County, completed November 19, 1957.

"Contract No. 4829, with Donald M. Drake Company, for constructing 37th Avenue-42nd Avenue Structures on the T. H. Banfield Expressway in Multnomah County, completed December 3, 1957.

"Contract No. 4885, with Valley Construction Co., for constructing the Mohawk River Bridge on the Eugene-Marcola Highway in Lane County, completed January 3, 1958.

"Contract No. 4901, with Earl L. McNutt Co, for grading on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County, completed October 26, 1957.

"Contract No. 4930, with Vernie Jarl, for furnishing crushed materials in stockpile on the Warrendale-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties, completed July 25, 1957.

"Contract No. 4937, with Hughes & Dodd Co. and Tru-Mix Equipment Co., for grading and paving on the Gregory Road-Central Point Jct. and Table Rock Road-Crater Lake Jct. Section of the Table Rock Road and Crater Lake Hwy. -Jacksonville Road in Jackson County, completed October 11, 1957.

EXHIBIT "C" (Cont)

"Contract No. 4940, with The Central Heating Co., Oreg. Ltd., for grading and paving on the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County, completed November 15, 1957.

"Contract No. 4972, with R & M Construction Co., for constructing box culvert on the Medford-County Farm Section of the Pacific Highway in Jackson County, completed December 10, 1957.

"Contract No. 4980, with Harney Homes, Inc., for constructing the Middle Fork Malheur River Bridge on the Van Drewsey Highway in Harney County, completed December 13, 1957.

"Contract No. 4993, with Inland Construction Co., for Ross Island Bridge roadway widening on the Mt. Hood Highway in Multnomah County, completed November 27, 1957.

"Contract No. 5007, with Valley Construction Co., for constructing Pudding River and Beaver Creek Bridges on County Road No. 735 in Marion County, completed December 11, 1957.

"Contract No. 5011, with J. O. Young & Sons, for constructing the Eagle Creek Bridge on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, completed December 20, 1957.

"Contract No. 5012, with Steeck Electric Co., for installing illumination on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, completed January 3, 1958.

"Contract No. 5028, with E. H. Itschner Co., for furnishing crushed materials in stockpile on the Unity Jct.-Mill Gulch Section of the Baker-Unity Highway in Baker County, completed December 5, 1957.

"Contract No. 5033, with Vernie Jarl, for furnishing crushed materials in stockpile on the Parkdale Section of the Mt. Hood and Hood River Highways in Hood River County, completed December 13, 1957.

"Contract No. 5061, with Hattan & Bingham, for Clear Lake Drainage Improvement on the Oregon Coast Highway in Douglas County, completed December 5, 1957.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 69 shall be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

29443

EXHIBIT "D-1"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Tigard-Newberg Section of the Pacific Highway West described as follows:

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 21, Township 2 South, Range 1 West, W.M., Washington County, Oregon, and being a portion of that property described in that deed to the State of Oregon, recorded in Book 345, Page 632, of Washington County Records of Deeds:

Beginning at Engineer's center line Station 263+29.7, said Station being 233.02 feet North and 502.08 feet East of the NE Corner of said Section 21; thence S 51° 42' W 1827.2 feet to Station 281+56.9.

The said parcel being all that portion of said property lying Southeasterly of a line parallel to and 134 feet Southeasterly of the centerline of the Southbound lane of the Pacific Highway West, said Centerline being coincident with the existing Centerline of said highway. Access point to be left of Station 278.

The parcel of land to which this description applies contains 3.79 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,500, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 57 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

29444

EXHIBIT "D-2"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-pass Section of the Pacific Highway East described as follows:

A parcel of land lying in Lots 2 and 3, Cherry City Fruit Tracts, situated in Section 13, Township 7 South, Range 3 West, W.M., Marion County, Oregon, and being that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 503, Page 742, and a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission recorded in Book 444, Page 104 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of said Lot 2, said corner being the most Easterly Northeast corner of said Lot 3; thence West along the Northerly line of said Lot 3, a distance of 190 feet; thence Southeasterly 280 feet, more or less, to the West line of said Lot 2, at a point which is 210 feet South of the Northwest corner of said Lot 2; thence East parallel to the North line of said Lot 2, a distance of 125 feet, more or less, to a line which is parallel to and 130 feet West of the center line of the Salem By-pass Section of the Pacific Highway; thence North parallel to and 130 feet West of said center line 210 feet to the North line of said Lot 2; thence West along the North line of said Lot 2, a distance of 125 feet, more or less, to the point of beginning.

Grantor to retain a permanent easement over and across the Easterly 5 feet of said property.

The parcel of land to which this description applies contains 1.08 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,250.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "D-2" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 58 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "D-3"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in Unit 5 of the T. H. Banfield Expressway described as follows:

A parcel of land situated in Section 28, Township 1 North, Range 3 East, W.M., Multnomah County, Oregon, and being a portion of that land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 1476, Page 132 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at a stone monument marked with a cross cut in the top in the East line of Osborn Park Tracts that is North along the East line of the Jacob Zimmerman Donation Land Claim, 2,019.6 feet and North 89° 30' West at right angles from the claim line 980.1 feet from the southeast corner of the claim; then South along the East Line of Osborn Park Tract and parallel with the East line of the claim 690 feet, more or less, to a line which is parallel to and 100 feet northerly of the center line of the Banfield Expressway; thence easterly along said parallel line 252 feet, more or less, to the East line of said State of Oregon tract; thence North along said East line 715 feet, more or less, to the northeast corner; thence West along the North line 252 feet to the point of beginning.

The parcel of land to which this description applies contains 4.08 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the T. H. Banfield Expressway.

EXHIBIT "D-3" (Cont)

AND EE IT FURTHER RESOLVED that this Property Sale Resolution No. 59 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "D-4"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway described as follows:

A parcel of land lying in Lots 12 and 13, Block 31, Laurelhurst, within the corporate limits of the city of Portland, Multnomah County, Oregon, and the said parcel being described as follows:

Beginning at the southwest corner of said Lot 13; thence easterly along the southerly lines of said Lot 13 and 12 to a point which is 45 feet easterly of the southwest corner of said Lot 12; thence northerly in a straight line 75 feet more or less, to the East line of said Lot 13 at a point which is 38 feet southerly of the northeast corner of said Lot 13; thence northerly in a straight line 55 feet more or less, to the northerly line of said Lot 13 at a point which is 38 feet westerly of the northeast corner of said Lot 13; thence westerly along the northerly line of said Lot 13 a distance of 12 feet to the northwest corner of said Lot 13; thence southerly along the westerly line of said Lot 13 a distance of 100 feet to the point of beginning.

The parcel of land to which this description applies contains 5,673 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the T. H. Banfield Expressway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 60 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "D-5"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Sutherlin Section of the Pacific Highway described as follows:

All of Lots 25, 26, 27, 28, 29, 30, 31 and 32 of Block 16, of the Amended Plat of Plat "O" of the J. F. Luse Company, in the City of Sutherlin, Douglas County, Oregon.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No 61 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "D-6"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land on the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 5, Cherry City Fruit Tracts, situated in Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being that tract of land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 443, page 758 of Marion County Records of Deeds; the said parcel being described as follows:

That portion of said Lot 5 lying Westerly of that tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 434, page 220, Marion County Deed Records and lying southerly of that certain strip of land 60 feet in width extending from the West line of said property to the East line of said property, said strip of land being the easterly prolongation of Livingston Avenue, the center line of which would intersect the center line of the Salem By-Pass Section of the Pacific Highway approximately at Engineer's center line Station 139+22 of said highway center line.

The parcel of land to which this description applies contains 1.48 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,861.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 62 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "E"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the Commission.

(2) Such account shall be spent each year by the Commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The Commission shall determine the distribution of the expenditures after considering applications made to it therefore from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the Commission, which shall certify the apportionment to the

EXHIBIT "E" (Cont)

Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefore payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period July 1 to December 31, inclusive, of the year 1957, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 4,523,216.24
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	19,266,958 67
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	6,481,510.03
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	222,968.77
	$30,494,653.71

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $3,049,465.37, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1957, the sum of $2,924,465.37, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

EXHIBIT "E" (Cont)

City	Population*	Amount
Adams	205	$ 698.00
Albany	12,800	43,582.27
Amity	635	2,162.09
Antelope	60	204.29
Arlington	680	2,315.31
Ashland	3,750	29,792.56
Astoria	12,331	41,985.38
Athena	863	2,938.40
Aumsville	300	1,021.46
Aurora	242	823.98
Baker	9,529	32,444.95
Bandon	1,650	5,618.03
Banks	373	1,270.01
Barlow	100	340.49
Bay City	828	2,819.23
Beaverton	4,200	14,300.43
Bend	12,450	42,390.56
Boardman	134	456.25
Bonanza	259	881.86
Brookings	3,250	11,065.81
Brownsville	1,180	4,017.74
Burns	3,600	12,257.51
Butte Falls	362	1,232.56
Canby	2,117	7,208.10

EXHIBIT "E" (Cont)

City	Population*	Amount
Cannon Beach	516	$ 1,756.91
Canyon City	642	2,185.92
Canyonville	1,150	3,915.59
Carlton	1,050	3,575.11
Cascade Locks	800	2,723.89
Cave Junction	300	1,021.46
Central Point	2,050	6,979.97
Chiloquin	909	3,095.02
Clatskanie	888	3,023.52
Coburg	687	2,339.14
Columbia City	464	1,579.86
Condon	1,121	3,816.85
Coos Bay	7,450	25,366.24
Coquille	4,825	16,428.47
Cornelius	1,145	3,898.57
Corvallis	18,500	62,989.99
Cottage Grove	4,200	14,300.43
Cove	300	1,021.46
Creswell	780	2,655.79
Culver	350	1,191.70
Dallas	5,383	18,328.39
Dayton	680	2,315.31
Dayville	257	875.05
Delake	800	2,723.89

EXHIBIT "E" (Cont)

City	Population*	Amount
Detroit	274	$ 932.93
Donald	212	721.83
Drain	1,290	4,392.28
Dufur	524	1,784.15
Dundee	300	1,021.46
Eagle Point	711	2,420.86
Eastside	1,450	4,937.05
Echo	522	1,777.34
Elgin	1,400	4,766.81
Elkton	212	721.83
Empire	3,925	13,364.09
Enterprise	1,958	6,666.72
Estacada	914	3,112.05
Eugene	46,480	158,258.10
Fairview	464	1,579.86
Falls City	825	2,809.01
Florence	1,720	5,856.37
Forest Grove	5,409	18,416.91
Fossil	683	2,325.52
Garibaldi	1,249	4,252.68
Gaston	368	1,252.99
Gates	418	1,423.23
Gearhart	580	1,974.82
Gervais	467	1,590.07

EXHIBIT "E" (Cont)

City	Population*	Amount
Gladstone	3,592	$ 12,230.27
Glendale	1,000	3,404.86
Gold Beach	1,900	6,469.24
Gold Hill	655	2,230.19
Granite	3	10.21
Grants Pass	9,986	34,000.98
Grass Valley	198	674.16
Gresham	3,480	11,848.93
Haines	316	1,075.94
Halfway	393	1,338.11
Halsey	406	1,382.38
Hammond	520	1,770.53
Harrisburg	857	2,917.97
Helix	182	619.69
Heppner	1,648	5,611.22
Hermiston	4,495	15,304.87
Hillsboro	7,282	24,794.22
Hines	1,169	3,980.29
Hood River	4,100	13,959.94
Hubbard	493	1,678.60
Huntington	825	2,809.01
Idanha	309	1,052.10
Imbler	150	510.73
Independence	2,050	6,979.97

EXHIBIT "E" (Cont)

City	Population*	Amount
Ione	333	$ 1,133.82
Irrigon	261	888.67
Island City	150	510.73
Jacksonville	1,166	3,970.07
Jefferson	653	3,223.38
John Day	1,625	5,532.91
Jordan Valley	264	898.88
Joseph	850	2,894.14
Junction City	1,600	5,447.78
Juntura	119	405.18
Klamath Falls	19,000	64,692.43
Lafayette	600	2,042.92
La Grande	9,100	30,984.27
Lakeview	3,100	10,555.08
Lebanon	6,450	21,961.38
Lexington	266	905.69
Lonerock	34	115.77
Long Creek	345	1,174.68
Lostine	260	885.27
Lowell	575	1,957.80
Madras	1,604	5,461.40
Malin	592	2,015.68
Manzanita	465	1,583.26
Maupin	410	1,395.99

EXHIBIT "E" (Cont)

City	Population*	Amount
McMinnville	7,000	$ 23,834.05
Medford	23,571	80,256.06
Merrill	993	3,381.03
Metolius	287	977.20
Mill City	1,642	5,590.79
Milton-Freewater	4,250	14,470.67
Milwaukie	6,190	21,076.11
Mitchell	415	1,413.02
Molalla	1,560	5,311.59
Monmouth	2,344	7,981.00
Monroe	370	1,259.80
Monument	230	783.12
Moro	371	1,263.21
Mosier	240	817.17
Mount Angel	1,434	4,882.58
Mount Vernon	475	1,617.31
Myrtle Creek	2,410	8,205.72
Myrtle Point	3,202	10,902.38
Nehalem	285	970.39
Newberg	4,000	13,619.46
Newport	4,800	16,343.35
North Bend	7,600	25,876.97
North Powder	412	1,402.80
Nyssa	2,830	9,635.77

EXHIBIT "E" (Cont)

City	Population*	Amount
Oakland	1,017	$ 3,462.75
Oakridge	2,125	7,235.34
Oceanlake	1,333	4,538.68
Ontario	4,650	15,832.62
Oregon City	8,352	28,437.43
Oswego	4,670	15,900.72
Paisley	229	779.71
Pendleton	15,174	51,665.41
Philomath	1,390	4,732.76
Phoenix	731	2,488.96
Pilot Rock	1,750	5,958.51
Portland	274,733**	935,428.64
Port Orford	1,300	4,426.32
Powers	1,300	4,426.32
Prairie City	840	2,860.09
Prescott	124	442.20
Prineville	3,700	12,598.00
Rainier	1,325	4,511.45
Redmond	3,750	12,768.24
Reedsport	3,500	11,917.03
Richland	275	936.34
Riddle	1,020	3,472.96
Rockaway	1,200	4,085.84
Rogue River	600	2,042.92

** 2/3 of 1957 census, as defined in ORS 366.785(3)

EXHIBIT "E" (Cont)

City	Population*	Amount
Roseburg	13,000	$ 44,263.24
St. Helens	5,189	17,667.84
St. Paul	268	912.50
Salem	46,313	157,683.49
Sandy	1,260	4,290.13
Scappoose	890	3,030.33
Scio	460	1,566.24
Scotts Mills	163	554.99
Seaside	3,886	13,231.30
Shaniko	61	207.70
Sheridan	1,819	6,193.45
Sherwood	725	2,468.53
Siletz	600	2,042.92
Silverton	3,116	10,609.56
Sisters	700	2,383.41
Sodaville	176	599.26
Springfield	13,500	45,965.67
Stanfield	850	2,894.14
Stayton	2,165	7,371.53
Sublimity	440	1,498.14
Summerville	54	183.86
Sumpter	130	442.63
Sutherlin	2,780	9,465.52
Sweet Home	4,150	14,130.19

EXHIBIT "E" (Cont)

City	Population*	Amount
Taft	475	$ 1,617.31
Talent	895	3,047.35
The Dalles	11,250	38,304.73
Tillamook	4,271	14,542.18
Toledo	3,000	10,214.59
Troutdale	504	1,716.05
Tualatin	330	1,123.61
Turner	800	2,723.89
Umatilla	890	3,030.33
Union	1,367	4,654.45
Vale	1,335	4,545.49
Vernonia	1,521	5,178.80
Waldport	700	2,383.41
Wallowa	1,055	3,592.13
Warrenton	1,920	6,537.34
Wasco	325	1,106.58
Waterloo	195	663.95
West Linn	3,700	12,598.00
Weston	745	2,536.62
Wheeler	290	987.41
Willamina	1,050	3,575.11
Winston	2,490	8,478.11
Woodburn	2,750	9,363.38
Wood Village	815	2,774.96

EXHIBIT "E" (Cont)

City	Population*	Amount
Yamhill	500	$ 1,702.43
Yoncalla	710	2,417.45
Totals	858,908	$2,924,465.37

*Population as determined by Oregon State Board of Census July 1, 1957) or by official enumerations made subsequent to July 1, 1957.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 16, 1958.

29463

EXHIBIT "F"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by Miscellaneous Resolution 191 adopted by the Commission on the 26th day of April, 1956, the Commission authorized the State Highway Engineer and any Assistant State Highway Engineer under his direction, to execute and issue upon the form of "Pipeline Permit" which was attached to said resolution and by reference made a part thereof, any and all necessary pipeline permits; and

WHEREAS, it has been found necessary to revise the form of "Pipeline Permit" covered by said resolution; and

WHEREAS, the State Highway Commission has general supervision and control over all matters pertaining to the operation and administration of state highways and has full power to carry out the provisions of and make such rules and regulations that are deemed necessary for the accomplishment of the purpose of the laws concerning state highways; and

WHEREAS, cases frequently arise wherein it is necessary and desirable for pipelines carrying water, gas and other substances to be installed along or across the right of way of state highways; and

WHEREAS, it is the judgment and opinion of the Commission that the economic welfare of the State will be promoted by permitting such pipelines to be installed along or across the right of way of state highways upon terms and conditions which will protect the interest of the State, the State Highway Department and members of the traveling public; and

WHEREAS, the Oregon Legislature under the provisions of ORS 374.307, to 374.320 authorizes the State Highway Commission to issue the type of permit hereinbefore referred to; and

WHEREAS, the Oregon Legislature, under the provisions of Chapter 635, Oregon Laws of 1957, has authorized the State Highway Commission to delegate to the State Highway Engineer authority to issue the type of permits hereinbefore referred to; and

WHEREAS it is the judgment and opinion of this Commission that it is desirable and in the best interests of the State and applicants who wish to install pipelines upon the right of way of state highways that a procedure be established whereby prompt and efficient action may be taken to eliminate the necessity of delaying such matters to a succeeding meeting of the Commission.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED:

EXHIBIT "F" (Cont)

1. That Miscellaneous Resolution No. 191, adopted by the Commission the 26th day of April, 1956, be and it hereby is rescinded.

2. That permits for the construction or installation and maintenance of pipelines upon the right of way of any state highway, for a period not exceeding twenty-five (25) years, may be issued for and on behalf of the Oregon State Highway Commission by the State Highway Engineer, or under his direction, by the Deputy or any Assistant State Highway Engineer, as hereinafter provided, upon the forms of "Pipeline Permit Agreement" and "Supplemental Pipeline Permit Agreement" which are marked "Exhibit A" and "Exhibit B", attached hereto and by this reference made a part hereof subject to the following:

3. Whenever application is made for permission to install a pipeline across or along the right of way of any state highway, the State Highway Engineer or his designated assistants or employees shall investigate the application and determine the manner, method and location for said installation which will result in the least possible interference with or injury to existing, or future highway improvements and hazard to the motoring public.

4. That when such manner, method and location of installation have been so determined, the same shall be set forth in paragraphs 16 through 22, of the said "Pipeline Permit Agreement" under the heading of "Provisions Relating to Location, Construction, Removal and Relocation" and the Engineer or designated assistant, may also include such other special provisions as may be deemed necessary for the proper installation of said pipeline and the protection of the highway and motoring public.

5. That the applicant for permission to install the pipelines shall be required to furnish evidence of liability and property damage insurance in compliance with paragraph 14 of the "Provisions Relating to Liability Insurance and Bond" as provided in the said "Pipeline Permit Agreement" and said insurance shall be in the amount of $ 50,000 for property damage resulting from any single occurrence and $ 100,000 for the death or injury or any person, subject to a limit of $ 200,000 for injuries or deaths resulting from any single occurrence, unless the applicant is a company or individual who is wholly or partially self insured, in which event the requirement that liability and property damage insurance be furnished may be waived by the Engineer executing and issuing the "Pipeline Permit Agreement", provided the company or individual also furnishes to such Engineer satisfactory evidence of their ability to respond to a claim or judgment for damages in the maximum amounts of the insurance which would otherwise be required. The requirement of posting insurance may also be waived by the Engineer when, in his judgment, the installation of the pipeline for which a permit is applied for, will be of sufficient distance from the main traveled portion of the highway right of way as to eliminate the need of such insurance because of lack of hazard.

EXHIBIT "F" (Cont)

6. That the applicant for permission to install the pipeline or lines shall be required to furnish a surety bond in compliance with paragraph 15 of the "Provisions Relating to Liability Insurance and Bond" of said permit form to assure faithful compliance of all of the terms, conditions and provisions of the "Pipeline Permit Agreement" relating to construction and installation of said pipeline, and to guarantee complete and satisfactory repair and restoration of the highway facility after the installation of the pipeline. Such bond shall be in an amount approved by the State Highway Engineer, sufficient to guarantee the complete and satisfactory repair of all damages to the highway facility caused by the construction and installation of the pipeline or lines.

7. That this resolution shall be entered in the minutes of the Commission this 16th day of January, 1958, as Miscellaneous Resolution No. 191a.

EXHIBIT "F" (Cont)

OREGON STATE HIGHWAY COMMISSION
PIPE LINE PERMIT AGREEMENT

Pipe Permit No. _____

WHEREAS, _____, hereinafter called Permittee, of _____, Oregon, has filed an application with the Oregon State Highway Engineer under the provisions of ORS 374.305 to 374.325 for permission to install a _____ _____ pipe line, for the transmission of _____ _____, upon the right of way of the _____ Highway in _____ County, Oregon between/at/near _____ and _____, and more particularly described as being between/at Mile Post NO. _____ _____(Highway Engineer's Station _____) and Mile Post NO. _____(Highway Engineer's Station _____), as shown on the map which is attached hereto, and by this reference made a part hereof; and

WHEREAS, the application has been fully considered by the Oregon State Highway Engineer, and it is the opinion and judgment of the said State Highway Engineer that the said application should be granted, and that a permit agreement as requested should be issued;

THEREFORE, the application of _____, Permittee, for permission to install the said pipe line along/across the right of way of the said highway at the aforementioned location hereby is approved and a permit agreement for such purpose hereby is granted to the said _____, Permittee, subject to and upon the following conditions, terms, requirements, and agreements and not otherwise:

GENERAL PROVISIONS

1. The word "Commission" as used herein shall mean the Oregon State Highway Commission.

EXHIBIT "A"

EXHIBIT "F" (Cont)

2. The word "Engineer" as used herein shall mean the State Highway Engineer or his duly authorized representative.

3. The words "pipe line" as used herein shall mean any and all pipe line or lines or other facilities authorized by this permit agreement.

4. The Permittee herein agrees to employ any and all methods in the construction of said pipe line which the Engineer may require in order to properly protect the highway from damage both during the construction of said pipe line and subsequent to its completion.

5. During the installation or construction of said pipe line, and during the repair, removal, or relocation of said pipe line, the Permittee shall at all times maintain such watchman or watchmen, barricades, and other safety devices as may be necessary to properly protect traffic upon said highway, and to warn and safeguard the public against injury or damage resulting from the operations of said Permittee in the construction and maintenance of said pipe line. The Permittee shall place and maintain lighted warning lights on all barricades and obstructions during the hours between sunset and sunrise

6. The Permittee shall indemnify and hold harmless the State, the State Highway Commission, the members thereof, and all officers, employees, or agents of the State or the State Highway Commission, against any and all damages, claims, demands, actions, causes of action, costs, and expenses of whatsoever nature which may result from any injury to or the death of any person, or from the loss of, or damage to, property of any kind or nature, including the highway and highway facilities or structures, property, or equipment used or owned by the State or the State Highway Department, and facilities such as wires, lines, poles, or pipe lines, which now or may hereafter occupy the right of way of said highway, when such injury, death, loss, or damage is due to the existence of said pipe line, or to the construction, installation, maintenance, repair, removal, relocation, operation, or use thereof, or to the contents therein or therefrom.

7. The Permittee shall so conduct his construction operations that there shall be no interference with or interruption of traffic upon and along the highway The Engineer may specify details in connection with the handling of traffic and such specifications shall be complied with by the Permittee.

8 The installation, construction, and maintenance of said pipe line is subject to the paramount control of the legislature over said highway and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control said highway, and the Permittee in accepting this permit accepts it knowing that the rights and privileges granted herein may at any time be defeated and abrogated by legislative act

9 The said Permittee shall at all times keep said pipe line free from leaks and in a good state of repair, so that no damage or injury will

EXHIBIT "F" (Cont)

be done to the said highway.

10. The entire cost of installing said pipe line, including the cost of materials, trenching, laying, backfilling, supervision, and inspection, and any other expense whatsoever incident thereto, is to be paid by said Permittee. The Permittee shall, in addition, reimburse the Commission for any and all expenses that they may incur in connection with said installation. The reimbursement to the Commission shall be made by said Permittee within ten (10) days after receiving a statement therefore from the Engineer.

11. Any supervision or control exercised by the Engineer shall in no way relieve the Permittee of any duty or responsibility to the general public nor shall such supervision or control relieve said Permittee of any liability for loss, damage, or injury to persons or property sustained by reason of the installation, maintenance, or repair of said pipe line, or in the removal or relocation thereof as hereinafter provided, nor of the Permittee's liability for any damage to said highway.

12. If for any reason it becomes necessary in the judgment of the Commission or its Engineer to disconnect the said pipe line or any section thereof for the purpose of repairing the said highway, or any work or improvement thereon, or if the said highway is being damaged or injured by reason of the presence of said pipe line or the seepage of gas or any liquid therefrom, the Engineer may give the Permittee ten (10) days written notice to turn off the gas or liquid and should said Permittee fail and neglect to do so, then the Engineer may turn off the gas or liquid and disconnect said pipe line and by so doing neither the State, the Commission, its Engineer or other officer, agent, or employee shall be liable either personally or officially for any damage or injury sustained thereby, either by said Permittee, consumers, or patrons, or persons to whom the Permittee owes a responsibility or liability.

13. It is understood and agreed that the Commission, its Engineer, officers, agents, or employees shall not be held responsible or liable for injury or damage that may occur to said pipe line or any connection or connections thereto by reason of any construction or maintenance operations that may be carried on by or under the direction of either the said Commission or any duly authorized representative of said Commission, or by any person constructing or installing, maintaining, repairing, operating, or using any facility pursuant to a permit or permit agreement either heretofore or hereafter issued by the Commission or Engineer.

PROVISIONS RELATING TO LIABILITY INSURANCE AND BOND

14. Permittee shall obtain and carry, for the period of time required for the complete installation of said pipe line, including the repair and restoration of the highway facilities, a liability and property damage insurance policy or policies providing for coverage against any claim, demand, suit, or action

EXHIBIT "F" (Cont)

for property damage, personal injury, or death resulting from any activities of the Permittee, his officers, employees, agents, or contractors in connection with the construction or installation of said pipe line and the repair and restoration of the highway facilities, and said policy or policies, in addition, shall include as named insureds, the State of Oregon, the Commission, and members thereof, its officers, agents, and employees, except as to claims against the Permittee, for personal injury to any members of the Commission or its officers, agents, and employees, or damage to any of its or their property. Said insurance shall provide coverage in the following amounts: $_____ for property damage resulting from any single occurrence, and $_____ for the death or injury of any person, subject to a limit of $_____ for injuries or deaths resulting from any single occurrence. The said insurance policy or policies shall be in an insurance company duly authorized and licensed to do business in the State of Oregon. A copy of the policy or policies, or a certificate evidencing the same, shall be submitted to the Director of Permits, Oregon State Highway Department, Salem, Oregon, and approved by him before any work is commenced under this permit agreement.

15. In order to assure full and faithful compliance with all of the terms, conditions, and obligations of this permit agreement, the Permittee shall furnish for the period of time required for the complete installation of said pipe line, including the repair and restoration of the highway facilities, a bond in the sum of $_____, written by a surety company duly qualified and licensed to do business in the State of Oregon and in a form satisfactory to the Engineer. No work shall be commenced under this permit agreement until said bond has been submitted to and approved by the Director of Permits, Oregon State Highway Department, Salem, Oregon.

PROVISIONS RELATING TO LOCATION, CONSTRUCTION, REMOVAL, AND RELOCATION

16. The diameter of the pipe line to be installed shall not exceed _____( ) inches, and it shall be _____ pipe of a quality and condition satisfactory to the Engineer.

17. Trenching or tunneling nearer than four (4) feet from either edge of the surfaced portion of the highway or the cutting and digging up of the paved or macadamized portion of said highway will not be permitted unless special permission is first obtained from the Engineer. No trench shall be excavated with a top width in excess of eighteen (18) inches more than the outside diameter of the pipe to be installed, unless special permission is first obtained from the Engineer.

EXHIBIT "F" (Cont)

18. The backfilling of all trenches and tunnels must be accomplished immediately after the pipe line has been placed therein and must be well tamped and fully compacted so as to allow the least possible amount of subsequent settlement. All debris, refuse, and waste of all kinds which may have accumulated upon the highway right of way by reason of the operations of the Permittee must be removed immediately upon completion of said operations and the said highway right of way must be restored to at least as good condition as it was prior to such operations. All work in connection with the said pipe line construction must be done in a neat and workmanlike manner and under the general supervision of the Engineer whose decision shall be final with respect to any of the conditions, terms stipulations, and provisions of this permit agreement.

19. Where said pipe line is to be installed longitudinally along the highway, it shall be constructed on the _____ side of said highway right of way on a line parallel to and _____

( ) feet distant from the centerline thereof, the said centerline being, in general, the centerline of the said highway.

20. Where said pipe line crosses the highway, it shall be installed

on a line at an angle of _____ ( ) degrees to the centerline thereof, and at a depth to be specified by the Engineer.

21. Where said pipe line crosses under the surfaced portion of the highway, said pipe line shall either be driven or placed in a hold bored under the surfacing for that purpose, the diameter of which hole shall not exceed the outside diameter of the pipe to be placed therein, unless special permission is obtained from the Engineer to cut the improved surface.

22. At no point shall the top of the pipe line be less than _____

_____ ( ) inches below the grade of the highway or beneath the surface of the ground at that point, if the ground be lower than the grade of the highway.

23. If at any time, in the opinion of the Commission, or Engineer, the presence of said pipe line is detrimental to the public use and interest in said highway or to the proper repair, maintenance, or reconstruction of the same, or if, in order to better serve the public with an improved highway, it becomes necessary to reconstruct, widen, improve, or relocate the said highway across or along the right of way on which the Permittee has located a pipe line pursuant to this agreement, and it becomes necessary, in order to accomplish any of the above mentioned purposes, for the said pipe line to be removed or relocated, the Engineer shall give written notice to the Permittee to remove or relocate the said pipe line. In the event that the pipe line is to be relocated upon the right of way, the Engineer, in his written notice to the Permittee, shall designate the new location for said pipe line.

EXHIBIT "F" (Cont)

24. Permittee agrees that upon receiving the said written notice to remove or relocate the said pipe line that he will, within _____( ) days, make arrangements for the prompt removal or relocation of the said pipe line, at his sole cost, in accordance with the said written notice and instructions received from the Engineer, and Permittee agrees that before commencing any work to remove or relocate the said pipe line he will again comply with all of the provisions of paragraphs 14 and 15 herein with respect to insurance and bond (if any).

25. Permittee agrees that in the event that he fails, for any reason, to remove or relocate the said pipe line in compliance with the said written notice and instructions from the Engineer, that the Engineer or his duly authorized representatives may turn off any gas or liquid that is being conveyed by said pipe line and may remove or relocate said pipe line to the new location designated by the Engineer. Permittee further agrees that upon the completion of the said removing or relocating of the said line by the Engineer, and upon receiving a statement from the Engineer as to the cost of the removing or relocating of said pipe line, he will immediately, or within a period of time to be agreed upon between the Permittee and the Engineer, either in a lump sum or by such installments as may be arranged between the parties in an executed "Supplemental Permit Agreement", pay to the Commission the full amount of said removing or relocating costs that have been incurred by the Commission. Permittee further agrees that in the event that he fails, as provided in this paragraph, to pay the said costs incurred by the Commission for the removing or relocating of the said pipe line, covered by this permit agreement, and it becomes necessary for the Commission to commence an action or proceeding in a court of competent jurisdiction to recover the said removing or relocating costs that the Commission shall be entitled to recover in addition to the statutory court costs and disbursements, such additional sum as the court may adjudge reasonable for attorneys' fees to be allowed in such action or proceeding.

26 It is further understood and agreed that in the event that it becomes necessary for the Engineer to turn off the gas or liquids conveyed in said pipe line in order to remove or relocate the said pipe line, covered by this permit agreement, as set forth in paragraph 24 hereof, that neither the State, the Commission, its Engineer, or any of its officers, agents, or employees, shall be liable either personally or officially for any damage or injury sustained thereby, either to the Permittee, consumers, or patrons, or persons to whom the Permittee owes a responsibility or liability, and that the Permittee will indemnify and hold harmless the State, the Commission, and its Engineers, officers, employees, and agents, from any such claims for damages or liability.

This permit shall be in effect for a period of _____( ) years from and after the date hereof, unless sooner revoked by mutual consent or by the State Highway Engineer, for the failure of the Permittee to abide by the terms and conditions of this permit agreement, or by operation of the law This permit agreement shall not be effective unless accepted in writing by the permittee on or before _____, 195____.

EXHIBIT "F" (Cont)

SPECIAL PROVISIONS

Dated this _____, 19_____.

Recommended for approval:

_____
District Maintenance Superintendent

_____
Division Engineer

OREGON STATE HIGHWAY COMM.

By_____
Assistant State Highway Engineer

ACCEPTANCE OF PERMIT AGREEMENT

In consideration of the benefits accruing to Permittee, by reason of the foregoing permit agreement, this said permit agreement is hereby accepted by the Permittee and said Permittee hereby agrees to comply with all of the terms, provisions, stipulations, and conditions therein contained.

Dated this _____, 19_____.

(SEAL)

_____
Permittee

By_____
Title

By_____
Title

By_____
Title

EXHIBIT "F" (Cont)

SUPPLEMENTAL PIPE LINE PERMIT AGREEMENT TO PERMIT NO. _____

WHEREAS, on the _____ day of _____, 19_____ the State Highway Commission, by and through the State Highway Engineer, and _____ entered into Pipe Line Permit Agreenent No. _____ under which _____ _____, as Permittee, constructed and installed a pipe line within the right of way of the _____ Highway at the locations as set forth in said Permit Agreement; and

WHEREAS, the Oregon State Highway Commission in order to better serve the public interest has now authorized and approved a project to reconstruct, widen, and improve the _____ Section of the said _____ Highway along/across which the Permittee's pipe line, pursuant to said Permit Agreement, is located; and

WHEREAS, it is the judgment of the Commission and Engineer that, in order to properly reconstruct, widen, and improve the said highway, it is necessary for the Permittee, in accordance with the said Permit Agreement to remove or relocate the said pipe line to a new location in the said highway right of way in accordance with and as instructed by the Engineer; and

WHEREAS, the Permittee has notified the Engineer in writing that he is financially unable, at this time, to move or relocate at his sole cost the said pipe line provided for and agreed in paragraphs 23 and 24 of the said Pipe Line Permit Agreement No. _____ and in lieu thereof has requested the Commission, in order to prevent any delay in the completion of the said highway project, to remove or relocate the said pipe line to the new location

EXHIBIT "B"

EXHIBIT "F" (Cont)

at the expense of the Commission and that following the said removing or relocating of said pipe line by the Commission, he will reimburse the Commission for its costs as hereinafter provided.

NOW, THEREFORE, and in consideration of the benefits accruing to the parties hereto, it is hereby understood and agreed that the Commission, at its sole cost, shall cause to be removed or relocated the said Permittee's pipe line as described in that certain Pipe Line Permit Agreement No. _____ entered into between the Engineer and the Permittee on the _____ day of _____, 19_____, to the new location as selected by the Engineer;

That Permittee will cooperate with and assist the Engineer in all matters concerning the said removing or relocating of the pipe line, such as, but not limited to, shutting off any gas or liquid conveyed in said pipe line and arranging for continued service to any customers or other parties concerned;

That following the removing or relocating of said pipe line by the Commission, the Engineer shall determine the cost to the Commission for the removing or relocating thereof and shall submit a statement covering the said cost to the Permittee;

The Permittee upon receiving said statement shall then reimburse the Commission for the full amount of said cost of moving and relocating the said pipe line in _____ monthly/semi-annual/annual installments. The first of the said installments shall become due and payable to the Commission thirty (30) days after the receipt of the said Engineer's statement of costs by the Permittee.

It is further understood and agreed between the parties hereto that in the event the Permittee fails to pay any one or all of the said installments,

EXHIBIT "F" (Cont)

as herein agreed, and the Commission is required to file an action or proceeding in a court of competent jurisdiction for the collection of any one or more of said installments, the Commission shall be entitled, in each and every proceeding so filed, to recover, in addition to its statutory costs and disbursements, such additional sum as the court may adjudge reasonable for attorney's fees to be allowed in such action or proceeding.

It is further understood and agreed that the acceptance by the Commission of any installments after the date that said installment is due shall not be a waiver of the Permittee's obligation to pay any future installments when they become due and payable.

Recommended for approval:

OREGON STATE HIGHWAY COMM.

By_____

_____
District Maintenance Superintendent

_____
Division Engineer

ACCEPTANCE OF SUPPLEMENTAL PERMIT AGREEMENT

In consideration of the benefits accruing to_____

_____, Permittee, by reason of the foregoing Supplemental Pipe Line Permit Agreement, this said Supplemental Pipe Line Permit Agreement is hereby accepted by the Permittee and said Permittee hereby agrees to comply with all of the terms, provisions, stipulations, and conditions therein contained.

Dated this _____ day of _____, 19_____.

(SEAL)

_____

By_____
President

By_____
Secretary

By_____

EXHIBIT "G-1"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the State Highway Commission relocates or realigns a state highway, or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original route of the highway, any section thereof, the eliminated sections shall:

(a) If needed for service of persons living thereon or communities served thereby, be maintained by the Commission at state expense, or by the county or by state and county, under terms and conditions agreed upon; or

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, revert to the abutting property owners, unless, in the judgment of the Commission, some of said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the Hermiston Highway, State Secondary Highway No. 333, known as the Hinkle-Bucks Corner Section located in Umatilla County, the northerly terminus of which is at relocated Highway Engineer's Survey Station 4+00 and the southerly terminus of which is at relocated Highway Engineer's Survey Station 68+00 on the relocated highway, and said relocated section of highway has now been completed and is open to public travel; and

WHEREAS, due to the relocation of the aforesaid section, certain portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the said relocated Hermiston Highway, State Secondary Highway No. 333, which said sections are designated as Units "A", "B" and "C". Units "A" and "B" are shown colored in brown on the map attached hereto, marked "Exhibit A" and by this reference made a part hereof and Unit "C" is shown colored in red on said "Exhibit A"; and

WHEREAS, Umatilla County and the State Highway Commission entered into an agreement on the 14th day of December, 1955, relating to the disposition to be made of the said sections of said original Hermiston Highway, State Secondary Highway No. 333, and which are subject to elimination; and

WHEREAS, said agreement provided that the State, by resolution and upon completion of the relocated sections of said highway, would formally eliminate said Units "A" "B" and "C" as part of the Hermiston Highway, State Secondary Highway No. 333, and from the state highway system, and that all right, title and interest which State has in said Units "A" and "B" would pass to and vest in the owner or owners of the property abutting

thereon and that all the right, title and interest which State has in Unit "C" would pass to and vest in County and that the County would accept jurisdiction over and all the right, title and interest which State has in said Unit "C", for the purpose of maintaining it as a county road as long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, in the judgment of the Commission, Units "A" and "B" are no longer needed for state highway right of way purposes or for the service of persons living thereon or communities served thereby, or for any public use and therefore may be eliminated from the boundaries of the relocated highway; and

WHEREAS, in the judgment of the Commission, certain other sections of the right of way of the former and the relocated Hermiston Highway, State Secondary Highway No. 333, together with real property acquired by State for right of way and other public purposes, are needed and are valuable for public use and title should remain in the public. The section in which title is retained by State is shown colored in green on the map attached hereto, marked "Exhibit A"

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That by reason of the relocation of the Hinkle-Bucks Corner Section of the Hermiston Highway, State Secondary Highway No. 333, the hereinafter described sections of the right of way of the former Hinkle-Bucks Corner Section of the Hermiston Highway, State Secondary Highway No. 333, are no longer needed by the State of Oregon and are no longer required as part of the said new right of way of the said relocated Hermiston Highway. The said sections are identified as Units "A", "B" and "C" as shown on said "Exhibit A" and are described as follows:

Unit "A"
All the land situated within the right of way boundaries of the Hermiston Highway as formerly routed beginning at the center of the Umatilla River in the southeast quarter of the northwest quarter (SE¼-NW¼), Section 28, Township 4 North, Range 28 East, W.M.; thence southwesterly via said highway as formerly routed to the easterly line opposite Highway Engineer's Survey Station 29+50 of a parcel of State-owned right of way in the southeast quarter of the northwest quarter (SE¼-NW¼), Section 28, Township 4 North, Range 28 East, W.M.

Unit "B"
All the land situated within the right of way boundaries of the Hermiston Highway as formerly routed beginning at a place on said former highway opposite and easterly of Highway Engineer's Survey Station 29+50 of a parcel of State-owned right of way in the southeast quarter of the northwest quarter, (SE¼-NW¼), Section 28, Township 4 North, Range 28 East,

EXHIBIT "G-1" (Cont)

W.M.; thence southwesterly via said former highway to the easterly line opposite Highway Engineer's Survey Station 31+90 of said parcel of State-owned right of way in the southeast quarter of the northwest quarter (SE¼-NW¼), Section 28, Township 4 North, Range 28 East, W.M.

Unit "C"
All the land situated within the right of way boundaries of the Hermiston Highway as formerly routed beginning at Highway Engineer's Survey Station 7+14.5 of said former highway in the southeast quarter of the northwest quarter (SE¼-NW¼), Section 28, Township 4 North, Range 28 East, W.M.; thence southerly via said former highway to the northerly right of way line opposite Highway Engineer's Survey Station Y71+10 of said highway as relocated on the east-west center line of Section 33, Township 4 North, Range 28 East, W.M.

2. That pursuant to the agreement entered into with Umatilla County on the 14th day of December, 1955, Unit "C" as heretofore described and shown colored in red on the attached map, marked "Exhibit A" is hereby duly eliminated as part of the Hermiston Highway, State Secondary Highway No. 333 and the state highway system, and that all right, title, interest and jurisdiction which State has in said Unit "C" hereby passes to and vests in said Umatilla County.

3. That Units "A" and "B", as heretofore described, and as shown colored in brown on attached map, marked "Exhibit A", are hereby duly eliminated as part of the Hermiston Highway, State Secondary Highway No. 333, and the state highway system, and that all right, title and interest which State has in said Units "A" and "B" hereby passes to and vests in the owner or owners of the property abutting thereon.

4. That title shall remain in State to that portion of the right of way of the former and of the said relocated section of the Hermiston Highway, State Secondary Highway No. 333, known as the Hinkle-Bucks Corner Section in Umatilla County, together with real property acquired by State for right of way and other public uses as shown colored in green on said "Exhibit A" attached hereto.

5. That this resolution shall be entered in full in the minutes and records of the Oregon State Highway Commission this 16th day of January, 1958, as Abandonment and Retention Resolution No. 346, and the Secretary is ordered to mail a duly certified copy thereof to the County Court of Umatilla County.

EXHIBIT "G-1" (Cont)

FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 346, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the relocated East Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway No. 380, located in Crook County, the southwesterly terminus of which is at Highway Engineer's Survey Station 165+00, and the northeasterly terminus of which is at Highway Engineer's Survey Station 589+93 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right-of-way is no longer needed for right-of-way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Crook County and the State Highway Commission entered into an agreement on the 22nd day of March, 1957, relating to the disposition to be made of the portion that may be eliminated, therein and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provided that Unit "A" would be eliminated, to County by State, as part of the Paulina Highway; and that Unit "A" would be maintained thereafter by County as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right-of-way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said realignment:

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portion of the former right-of-way which by reason of the relocation of the East Unit, Camp Creek-Paulina Section of the Paulina Highway is no longer needed as part of the new right-of-way, is identified as Unit "A" and described as follows:

Unit "A".

All the land situated within the right-of-way boundaries of the Paulina Highway as formerly routed, beginning at the southerly right-of-way line opposite Highway Engineer's Survey Station 558+30 of said highway as relocated in the southeast quarter of the northwest quarter (SE¼-NW¼), Section 4, Township 17 South, Range 23 East, W.M.; thence northeasterly via said highway as formerly routed to the southerly right-of-way line opposite Highway Engineer's Survey Station 589+45 of said highway as relocated

EXHIBIT "G-2" (Cont)

in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$-$NE\frac{1}{4}$), Section 4, Township 17 South, Range 23 East, W. M.

2. Pursuant to the agreement entered into with Crook County on the 22nd day of March, 1957, Unit "A", indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, is hereby duly eliminated as part of the Paulina Highway and the state highway system; and all right, title, and interest which the State has in the right-of-way of Unit "A" herein described, passes to and vests in said Crook County.

3. The right-of-way of the former and of the relocated East Unit, Camp Creek-Paulina Section of the Paulina Highway, together with the real property acquired by the State for roadway right-of-way and other public purposes, as indicated in green on Exhibit "A" attached hereto, shall be retained and held by State.

4. This Abandonment and Retention Resolution No. 327, be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of January, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Crook County.

FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 327, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: N. E. Portland Secondary Highway

Highway number 123 Route number US 30 By-pass

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
2.05 (E. city limits of) (Portland	3.46 (N.E. Cully Blvd.)	45

except that between M.P. 2.50 and M.P. 2.67 the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

3.46 (N.E. Cully Blvd.)	4.20 (N.E. 82nd Ave.)	35
4.20 (N.E. 82nd Ave.)	5.10 (N.E. Sandy Blvd.)	45

EXHIBIT "H-1" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 71 adopted October 11, 1951.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 71a be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "H-2"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number 1 Route number US99

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
306.27 (400' N. of Mace Rd.)	306.95 (N. city limits of Medford)	50

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

January 16, 1958 1

EXHIBIT "H-2" (Cont.)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 73, adopted on October 11, 1951.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 73a be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "H-3"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: The Dalles-California Highway

Highway number 4 Route number US97

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
167.70 (0.16 mi. S. of 1st St.)	168.41 (9th Street)	40

except that in the section between a point 0.04 mile north of 4th Street (M.P. 167.83) and a point 0.04 mile south of Main Street (M.P. 168.08) the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

EXHIBIT "H-3" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 132, adopted January 21, 1954.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 132a be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "H-4"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: North Frontage Road to Columbia River Highway

Highway number: _____ Route number: _____

Location of Termini	Established Speed M.P.H.
From the west end of the North Frontage Road at US30 (M.P. 80.62) to the west city limits of The Dalles (M.P. 81.66)	40

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "H-4" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 206, adopted on August 11, 1955.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 206a be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "H-5"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Mt. Hood Highway

Highway number 26 Route number US26

Speed Zone Resolution No. 189, adopted May 25, 1955 is amended as follows:

DELETE:

"Except between a point 300 feet west of S.E. 14th Avenue (M.P. 8.42) and a point 0.12 mile east of S.E. 145th Avenue (M.P. 8.63) the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104."

EXHIBIT "H-5" (Cont.)

ADD:

"Except that between S. E. 145th Avenue (M.P. 8.30) and S. E. 148th Avenue (M.P. 8.46) the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104."

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 189a be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

29492

EXHIBIT "H-6"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: T.H. Banfield Expressway and temp. ramp connection to N.E. Third Avenue

Highway number 56 Route number US30

Location of Termini	Established Speed M.P.H.
westbound portion of the T.H. Banfield Expressway and temporary ramp connection to N.E. Third Avenue between Engineer's Stations 16+50 and 30+00	25

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "H-6" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 267 be entered in the minutes and records of the Commission as of the 16th day of January, 1958.

EXHIBIT "I"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the Columbia River Highway No. 2, is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on both shoulders of said highway between M.P. 108.17 and M.P. 108.28; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles between curbs on either shoulder of the Columbia River Highway between M.P. 108.17 and M.P. 108.28 creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width between curbs to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles between curbs on the shoulders of said highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking " Resolution No. 189 be entered in the minutes and records of the State Highway Commission as of the 16th day of January, 1958.

29495

EXHIBIT "J"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, Section ORS 366.140, Oregon Laws, directs the State Highway Commission to appoint an Auditor who shall be charged with the duty of handling the fiscal affairs of the Commission; and

WHEREAS, said law further provides that the Commission shall fix the salary of the Auditor and shall prescribe his duties and functions, and that the said Auditor shall serve at the pleasure of the Commission, but shall not serve for a period in excess of four years without reappointment; and

WHEREAS, Clifford H. Maison is duly qualified by training and experience to perform the duties and obligations of the position of Auditor, and has served satisfactorily in that capacity since his appointment on July 22, 1953; and

WHEREAS, the Commssion after considering his record and qualifications, wishes to reappoint Clifford H. Maison as Auditor for the Commission for a new term of four years;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That Clifford H. Maison be and he hereby is reappointed as Auditor and is hereby charged with the duty of handling the accounting and fiscal affairs of the State Highway Commission for a term of four years commencing on the 22nd day of July, 1957.

2. That the salary to be paid to Clifford H. Maison as Auditor shall be the maximum salary as approved by the Civil Service Commission and the Department of Finance and Administration for an Accounts Executive III, and in addition thereto the said Clifford H. Maison shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred by him in the performance of his official duties.

3. That before entering upon the duties of his position as Auditor the said Clifford H. Maison shall give to the State of Oregon a fidelity bond executed by a corporate insurance company duly licensed to transact the business of surety within this state in a penal sum of $50,000 conditioned for the faithful discharge by him of the duties of his position, for the faithful performance by all persons employed by him of their duties and trusts, and for the transfer and delivery to his successor, or to any other person designated by the Commission, of all monies, books, papers, records, and other articles or effects belonging to the position.

EXHIBIT "J" (Cont)

4. That a copy of this resolution be certified by the Secretary of this Commission and by him filed with the Secretary of State and the State Treasurer, together with a sample of the signature of Clifford H. Maison as auditor.

5. That this resolution be entered in the minutes and records of this Commission as of the 16th day of January, 1958, as Miscellaneous Resolution No. 90a.

29497

EXHIBIT "K-1"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Grants Pass-Rock Point Section of the Pacific Highway in Josephine and Jackson Counties, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by his Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Grants Pass-Rock Point Section of the Pacific Highway, beginning at Highway Engineer's Station 45+57.04, a short distance north of the city of Grants Pass, and extending in a southerly and easterly direction to Highway Engineer's Station 819+00, near Rock Point, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1049, dated July 1957 (Right-of-Way Map No. 8B-6-1, 2, 3, 4 and 5 dated July , 1957) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Pacific Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the

EXHIBIT "K-1" (Cont.)

"Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of January, 1958, as Survey Resolution No. 167.

EXHIBIT "K-2"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways in Josephine County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways beginning at Highway Engineer's Station 1335+50 on the Pacific Highway on Seventh Street in the city of Grants Pass and extending in a southerly and westerly direction to Highway Engineer's Station 1389+00 on the Redwood Highway to Highway Engineer's Station 1370+86 on the Williams Secondary Highway south of Grants Pass, and thence to Highway Engineer's Station 1371+84 on the Pacific Highway south and east of Grants Pass, together with the map, which for identification purposes, bears Sketch Map file No. 1R-5-1108, dated January 1958 (Right-of-way No. 1A-13-10, dated January, 1958) together with the field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "K-2" (Cont)

4. That theretofore by resolution of this Commission dated November 3, 1948, the said Pacific Highway and said Redwood Highway were designated as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of the said Redwood and said Pacific highways shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of January, 1958, as Survey Resolution No. 172.

EXHIBIT "K-3"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Richardson-Siuslaw River Section of the Richardson-Eugene Secondary Highway, beginning at Highway Engineer's Station 467+05.3 near the community of Richardson and extending in an easterly direction along the southerly side of the Siuslaw River to Highway Engineer's Station 640+50, near the railroad station of Austa, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1093, dated January, 1958, (Right-of-Way Map No. 5B-21-15, dated March, 1939) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of January, 1958, as Survey Resolution No. 166.

EXHIBIT "L-1"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Sunset Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-1" (Cont)

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said Sunset Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said Sunset Highway, including the Murray Road traffic interchange, and including the connecting road between N. W. Glenridge Drive and Sherry Street, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 910.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 910, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29505

EXHIBIT "L-2"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Tunnel-Namorf Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

EXHIBIT "L-2" (Cont)

needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of

EXHIBIT "L-2" (Cont)

real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 911.

*FOOTNOTE

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 911, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full here in.

EXHIBIT "L-3"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway, including the Sundial-Troutdale traffic interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "L-3" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 912.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 912, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29511

EXHIBIT "L-4"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "L-4" (Cont)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 913.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 913, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-5"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right or access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "L-5" (Cont)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of the highway of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner of the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event

that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 914.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 914, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29517

EXHIBIT "L-6"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providinga highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and widening in part, relocation in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is

EXHIBIT "L-6" (Cont)

by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs, and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 915.

*FOOTNOTE

The name of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 915, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29519

EXHIBIT "L-7"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "L-7" (Cont)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked "Exhibit A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked "Exhibit A", there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "L-7" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 916.

*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 916, under the heading "Real Property Condemnation Resolution," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-8"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hilgard-LaGrande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "L-8" (Cont)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

EXHIBIT "L-8" (Cont)

such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 917.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 917, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29525

EXHIBIT "L-9"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pioneer Summit Unit, Toledo-Eddyville Section of the Corvallis-Newport Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pioneer Summit Unit, Toledo-Eddyville Section of the Corvallis-Newport Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "L-9" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Pioneer Summit Unit, Toledo-Eddyville Section of the Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 918.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 918, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29527

EXHIBIT "L-10"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

EXHIBIT "L-10" (Cont)

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 919.

*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 919, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-11"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hilgard-LaGrande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of

EXHIBIT "L-11" (Cont)

real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 920.

*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 920, under the heading "Real Property Condemnation Resolutions," and said descriptions maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29533

EXHIBIT "L-12"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is

EXHIBIT "L-12" (Cont)

necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to

EXHIBIT "L-12" (Cont)

attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 921.

*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 921, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-13"

Minutes of January 16 and 17, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and maintain the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of relocating and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation and maintenance of the said Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining

EXHIBIT "L-13" (Cont)

after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation and maintenance of the said Newberg-Gearin Corner Section of the said Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of January, 1958, as Condemnation Resolution No. 938.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcels of real property mentioned in this resolution, together with map are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 938, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
February 27, 1958

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who stated that the Commission would announce awards of contracts at 4:00 p.m. in the same room:

BENTON AND LINN COUNTY
CORVALLIS DRAWSPAN OVER WILLAMETTE RIVER ON CORVALLIS-EASTSIDE HIGHWAY AT CORVALLIS.

James F. Turner, Corvallis	$ 61,641.00
General Construction Company, Portland	67,493.00
Robert C. Wilson, Corvallis	70,774.00
Johnson & Amens, McMinnville	73,945.00
Manson Construction & Engineering Company, Seattle, Washington	78,430.00
A. H. Saxton & Son, Portland	79,900.00
Tom Lillebo Construction Company, Reedsport	82,540.00
Babler Brothers, Inc., Portland	84,000.00
C. H. Strong Engr. & Const. Company, Eugene	85,760.00
R & M Construction Company, Central Point	87,000.00
Sig Andersson, Coos Bay	88,000.00
Johnston & Bryant, Newberg	88,891.00
Palmberg Construction Company, Astoria	93,000.00
Snook Brothers, Corvallis	93,900.00
Hamilton & Thoms, Eugene	94,125.00
W. H. Shields Construction Company, Eugene	97,264.00
Hanly Salvage Company, Longview, Washington	98,060.00
Workman & Wilson, Canby	105,100.00
Hampton & Platt, Salem	115,500.00

CURRY COUNTY

PAVING DANS POINT-PLYWOOD PLANT SECTION OF THE GOLD BEACH-BAGNELL FERRY ROAD and STONE SHOULDERS

J. C. Compton Company, McMinnville	$ 71,715.00
The Central Heating Co., Ore. Ltd., Eugene	72,685.00
Johnson's Cement Products, Coos Bay	76,110.00
Central Paving Company, Independence	86,135.00
Porter W. Yett, Portland	88,225.00
The United Contracting Company, Portland	88,610.00
Babler Brothers, Inc., Portland	93,970.00
Peter Kiewit Sons' Company, Medford	100,110.00

GRANT AND WHEELER COUNTIES

SPRAY-FIELDS CREEK ROCK PRODUCTION PROJECT ON THE JOHN DAY HIGHWAY BETWEEN SPRAY AND MT. VERNON

E. H. Itschner Company, Molalla	$ 42,262.50
Moyer Gravel Company, Alturas, California	46,402.50
Calkins Crushing Company, Oceanlake	46,575.00
Arthur Simonsen & Company, Baker	48,220.00
Vernie Jarl, Gresham	51,625.00
F. L. Somers, Medford	57,787.50
E. C. Hall Company, Portland	58,995.00

LAKE COUNTY

GRADING AND OILING HORSE RANCH-FORT ROCK SECTION OF THE FORT ROCK ROAD

A. L. Harding, Inc., Stayton	$ 103,940.80
Babler Brothers, Inc., Portland	104,838.00
Shirley G. Stone Company, Oswego	116,384.00
Vernie Jarl, Gresham	117,322.00
Inter City Sand & Gravel Co., Inc., Eugene	118,522.00
Calkins Crushing Company, Oceanlake	120,058.00
McNutt & Sons, Inc., Eugene	120,173.60
George E. Blaisdell & Sons Construction Co., Portland	120,864.30
C. C. Meisel, McMinnville	121,585.00
Greene & Buick, Inc., Salem	124,914.80
Hamson & Myers, Oswego	125,151.30
G. D. Dennis & Sons, Portland	126,847.00
The Central Heating Company, Ore. Ltd., Eugene	128,122.00
Norquist Brothers Company, Sweet Home	128,920.40
F. L. Somers, Medford	136,881.00
Tuss Brothers Construction, Woodburn	136,957.50
Funderburk Construction Corporation, Sutherlin	140,718.50
Bostick & White, Eugene	146,623.26
E. C. Hall Company, Portland	151,146.00
Q. L. Rufener, Inc., Portland	162,125.00
Shannon Const. Co. & Sardine Creek Timber Co., Sweet Home	162,761.40

LANE COUNTY
ROADSIDE IMPROVEMENT WILLAMETTE RIVER (SPRINGFIELD BRIDGE) SECTION OF THE MCKENZIE HIGHWAY

Knight Pearcy, Salem	$ 8,811.60
E. P. Baltz & Son, Portland	9,279.45
Spragues' Inc., Lynnwood, Washington	10,300.40
Ramsey-Waite Company, Eugene	10,745.44
Ernest Ferrante & Company, Portland	11,005.40
Solomon Aichele Landscaping, Portland	12,024.36
Inland Construction Company, Milwaukie	12,052.30
John Bostick, Eugene	20,921.85

MARION COUNTY
PAVING SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY STONE BASE AND SHOULDERS

Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem	$645,389.00
Central Paving Company, Independence	663,785.00
Warren Northwest, Inc., Portland	664,785.00
Dorman Construction Company, Vancouver, Wn.	682,015.00
Parker-Schram Company, Portland	691,340.00
Porter W. Yett, Portland	695,660.50
J. N. Conley, Portland	699,614.00
J. C. Compton Company, McMinnville	727,901.50
E. C. Hall	746,344.00
Newport Construction Company, Portland	826,805.00

MARION COUNTY
DETROIT LAKE STATE PARK FACILITIES

L. J. Plank, Contractor, Woodburn	$ 19,604.75
Frank and Harry's Powerditching, Salem	20,635.22
Pantovich Construction Company	20,700.00
Enoch L Maerz, Salem	21,309.50
Carl E. Nuttleman, Lyons	22,640.00
Hampton C. Platt, Salem	22,933.50
C. A. Lantz, Salem	23,021.10
George W. Millett, Jr., Eugene	23,296.35
R & M Construction Company, Central Point	24,568.25
R. I. Randolph Construction Company, Salem	24,718.00
Schrader Construction Company, Portland	27,850.00
Mills Construction Company, Salem	28,037.52
Tedrick Construction Company, McMinnville	28,853.00

MULTNOMAH COUNTY
GRADING AND PAVING TIGARD INTERCHANGE UNIT, HARBOR DRIVE-WASHINGTON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY AND CONSTRUCTION OF TWO REINFORCED CONCRETE INTERCHANGE STRUCTURES

Central Paving Company, Independence	$481,333.35

February 27, 1958

Tigard Interchange Unit (Cont.)

Central Paving Company, Independence	$	481,333.35
Valley Construction Company, Portland		514,712.70
Tom Lillebo Construction Company, Reedsport		521,843.70
Kuckenberg Construction Company, Portland		547,270.00
Lord Brothers, Contractors, Portland		553,311.00
E. C. Hall Company, Portland		573,921.50
Gibbons & Reed Company, Portland		575,237.00
Inland Construction Company, Milwaukie		611,924.50

POLK COUNTY

LITTLE LUCKIAMUTE RIVER BRIDGE AT FALLS CITY

Henry G. Stach, Oakridge	$	35,477.50
R & M Construction Company, Central Point		36,535.00
Sig Andersson, Coos Bay		36,870.00
Chas. E. Wiedeman, Independence		37,320.00
Floyd R. Grubb, Salem		37,526.75
Glenn Snook, Eugene		37,732.50
Tom Lillebo Construction Company, Reedsport		38,127.50
Babler Brothers, Inc., Portland		40,182.50
Lundmark Brothers, Colton		40,807.50
A. H. Saxton & Son, Portland		40,920.00
Schrader Construction Company, Portland		41,285.00
John L. Jersey, Inc., Portland		41,990.00
Workman & Wilson, Canby		43,057.50
L. B. Read, Portland		43,065.00
Johnson & Amens, McMinnville		43,855.00
Snook Brothers, Corvallis		44,150.00
H. G. Carl Construction Company, Salem		44,710.00
Hamilton & Thoms, Inc., Eugene		45,130.00
Orlando C. Bennard, Portland		46,905.00

UNION COUNTY

ELGIN SAND SHED

Bechtel Brothers, La Grande	$	10,486.00
Gulde Construction Company, Portland		10,869.00
H. G. Wirtz, Grants Pass		10,925.00
Floyd R. Grubb, Salem		11,250.00
FitzGerald Construction Company, Klamath Falls		11,552.00
Mann Construction Company, Redmond		11,590.00
McCormack Construction Company, Pendleton		12,423.00
Ernest E. Adams, Elgin		12,606.00
Hampton C. Platt, Salem		13,382.00
Gilbert Roberts, Hood River		13,796.00

WALLOWA COUNTY
GRADING AND PAVING MINAM-ROCK CREEK SECTION OF THE WALLOWA LAKE HIGHWAY; ALSO FURNISHING MATERIAL IN STOCK PILE

McNutt & Sons, Inc., Eugene	$ 523,902.32
Central Paving Co. and G. D. Dennis & Sons, Independence	527,189.50
Vernie Jarl, Gresham	541,984.00
F. L. Somers, Medford	542,665.00
J. C. Compton Company, McMinnville	549,859.50
Fred H. Slate Co. and E.C. Hall Co., Portland	564,224.50
Babler Brothers, Inc., Portland	592,775.00
Rogers Construction, Inc., Portland	597,035.00
The Central Heating Co., Oreg. Ltd., Eugene	602,994.00
Eagle Construction Co., Inc., Boise, Idaho	658,032.30
J. N. Conley, Portland	659,111.00
Natt McDougall, Portland	666,375.00
C. H. Strong Engineering & Construction Co., Eugene	678,207.00
Max J. Kuney Company, Spokane, Washington	710,332.50
Newport Construction Company, Portland	769,870.00
James Crick & Sons, Yardley, Washington	785,513.00

The Commission approved the minutes of meetings held December 5 and 6, 1957 and January 16 and 17, 1958.

The Parks Superintendent reported on the following park matters:

1. Agreement with Crown Zellerbach Corporation extending to December 31, 1958 the right of the State to remove rock from the Corporation's quarry near Cape Lookout State Park: The Parks Superintendent reported that the agreement involves no cost to the State. Upon his favorable recommendation the agreement was approved by the Commission.

2. Proposed agreement with Consumers Power, Inc., Corvallis, for a power line extension into Detroit Lake State Park: Power service in this park, the Parks Superintendent stated, is needed in both the overnight camping and day use area. The estimated cost to provide the service, he said, is $2,545, for which the power company is requesting an agreement providing for an annual payment in a minimum amount of $240.00 for the next ten years. It was his feeling that the amount of power consumed yearly should be at least equal the annual minimum payment and he recommended approval of the agreement. The Commission approved the agreement.

3. Proposed supplemental agreement with Central Lincoln Peoples' Utility District extending electrical power installation in Fogarty Creek State Park: Developments in the park have necessitated additional electrical

facilities, the Parks Superintendent stated. To provide this service it is necessary that the Utility District move one pole and extend the line 375 feet to the east, which, with the necessary transformers, is estimated to cost $645.87. To amortize this move the district has requested that the original agreement, which provided for payment of $108.00 annually, be increased to $144.00 annually for a period of five years. It was his opinion that the total power bill should equal or exceed the revised annual payment. Upon his favorable recommendation, the Commission approved the agreement.

4. Construction of a fence around the east portion of Beverly Beach State Park: The Parks Superintendent explained that in acquiring property for an overnight camping area the Oregon Pulp and Paper Company which owned the land, requested and the Commission approved fencing the extended area. To comply with the terms of the land sale, he recommended that approximately 7,000 lineal feet of fence be installed by contract at an estimated cost of $5,000.00, the contracting to be performed as soon as plans can be prepared. The Commission approved the project as recommended.

5. Request of the State Parks Advisory Committee that a study be made to determine the need for state parks along the Pacific Highway Interstate route: The Parks Superintendent commented that some studies have been made but additional data is needed. The Commission authorized the Parks Superintendent to conduct a complete study of the situation.

6. Request of National Park Service that the State maintain park facilities at Howard Prairie Reservoir in Jackson County: The Parks Superintendent state that a partial study of this matter indicates that the use would be largely local, probably not exceeding 20,000 visitors annually and that the cost to maintain the area would be about $3500.00 annually or approximately 17.5 cents per visitor. The amount of 15 cents per annual visitor has been established, he continued, as the maximum figure justified in recommending a project. The Game Commission also has expressed doubt that trout can be maintained in the lake, which if true, would lessen the fishermen interest. Also, the amount of drawdown during the summer months would leave a mud flat varying from 100 to 150 feet wide. The matter has been discussed with the Parks Advisory Committee who felt that action should be deferred until more information is available. He recommended that his study of the project be continued and that no action be taken at this time. The Commission approved his recommendation.

7. Request of Columbia River Gorge Commission that the State purchase 26 acres of land adjoining Shepperd's Dell State Park in the Columbia River Gorge: This property, the Parks Superintendent recalled, was considered at a previous meeting, with the understanding that it be acquired if purchase could be made at the appraised value. Mr. and Mrs. Edward K. Sheahan, the owners, are willing to accept the appraised value of $3,881.25. As the property adjoins the existing park area and has value as an addition to the park, he recommended that the property be acquired at the appraised value. The Commission approved the acquisition.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right-of-way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is madea part hereof with like effect as though extended in full herein.

In considering the options, the Right of Way Engineer recommended that the option taken from John H. and Cecelia Lucille Holton, File 27355, on the North Tigard Interchange Section of the Pacific Highway, in the amount of $12,560.00, be rejected as the Bureau of Public Roads has indicated that it will not participate because the cost is too high. If a satisfactory price cannot be negotiated he also recommended that authority be granted to condemn. The Commission approved his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "I-15" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Property Manager's monthly report showing miscellaneous sales, rental terminations, and new rentals was presented by the Right of Way Engineer. During this period, miscellaneous sales amounted to $4,608.95 and rental receipts were $9,726.20. The Commission accepted the reports.

Changes in points of access to highways at 4 locations were presented by the Right of Way Engineer who stated that the access change proposed for Buffington in Gold Beach on the Oregon Coast Highway provides that entrance to this proposed service station property be widened from 25 feet to 40 feet, but the other changes are strictly routine to better accommodate the property owners and to provide greater safety for the traveling public. He added that in no case is additional access allowed. On his recommendation the Commission approved the following indentures of access:

a. Schwering property, File 25129, on the Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

b. Owens property, File 12341, on the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County.

c. Davis property, File 20973, on the Seven Oaks-Medford Section of the Pacific Highway in Jackson County.

d. Buffington property, File 25518, on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

Authority was requested by the Right of Way Engineer to spend approximately $1,000.00 to repair the former Mack Truck Building on the Front Avenue Section of the Pacific Highway West in Portland. He explained that repairs to windows, doors, and some painting is needed in order to preserve the value of the building. The Commission approved the expenditure.

A "Release and Waiver of Restrictions of Access Use" form pertaining to access for the Inland Radio, Inc., to the Old Oregon Trail Highway south of the City of La Grande was discussed. Chairman Reynolds commented that the Commission at a previous meeting tentatively approved relaxation of access restriction at this location. He also remarked that the property has been sold and there is a possibility that the new owner may ask for a new access. The Commission approved the "Waiver of Restrictions" form as presented.

Consideration was given to the conveyance of 0.22 acre of excess highway property to Josephine County for county road purposes. The parcel of land involved, the Right of Way Engineer explained, lies on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and is not needed for state highway purposes. The County proposes to construct a county road in the vicinity of the Grants Pass Interchange and has asked that this parcel, which is a part of the former Harvey property, be deeded to the county and the Bureau of Public Roads offers no objections. Upon his favorable recommendation, the Commission approved deeding the land to the County for the sum of $1.00.

The Right of Way Engineer requested authority to sell several parcels of property that are no longer needed for highway purposes. The Commission authorized public sale of the following parcels:

a. 0.28 acre of the former Buckley property (File 6193) on the Provolt-Ruch Section of the Medford-Provolt Highway in Jackson County for a minimum price of $125.00.

b. Lots 5 and 6 of Block 2, Georgetown Addition in St. Helens (File 5860) on the Columbia River Highway, Columbia County, for a minimum price of $300.00.

c. 0.69 acre of the old former Arney property (File 20360) on the Willamette River-Gervais Road Section of the R. H. Baldock Freeway, for a minimum price of $450.00.

d. 0.53 acre of the former Lock property (File 19453) on the Salem By-pass Section of the Pacific Highway East in Marion County, for a minimum price of $1,500.00. Sale of this property was authorized by the Commission by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also requested authority to sell to Mr. G. V. Wright by direct sale for a minimum price of $100.00, 0.33 acre of the former Smith property on the Jefferson Section of the old Pacific Highway (File 27713). The Commission granted the request.

The Right of Way Engineer recommended and the Commission approved out-of-state travel expenses for W. H. Haskin, Property Manager, to go to Seattle, Washington, March 3-6, 1958, to observe the procedure followed

by the state of Washington in connection with moving some large buildings from highway right of way. Similar conditions, he said, may be encountered in Portland. He estimated cost of the trip at $60.00.

Consideration was given to selling to the Union Pacific Railroad Company three parcels of property located on the Shogren-Rowena Section of the Columbia River Highway in Wasco County. These parcels, the Right of Way Engineer explained, are no longer needed for highway purposes and do not adjoin the highway. He recommended that they be sold to Union Pacific Company for the sum of $2,060.00, which represents the fair market value of the land. The Commission approved the sale.

Expenditure of $312.50 was requested by the Right of Way Engineer to reroof the former Bailey property that is now rented for $85.00 per month and is located on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County. He commented that the house will be rented until the Freeway section is completed and that $312.50 was the low bid for the roofing. The Commission approved the expenditure.

The Right of Way Engineer requested authority to use State Highway appraisers only in acquiring right of way needed for the Lancaster Drive-Gun Club Section of the North Santiam Secondary Highway in Marion County. He pointed out that the policy in the past has been to get one outside fee appraisal on property valued at more than $10,000 and two outside appraisals on property valued at $20,000 and more. In many cases, it has been difficult to get the two outside appraisers to appraise property on the same basis and such appraisals have at times presented widely varying figures, which has made it difficult to secure Bureau of Public Roads approval on the price to be paid for right of way. It was his feeling that the State has competent appraisers and he requested authority to use them in acquiring right of way for the Lancaster-Gun Club Section with the thought in mind that the same procedure may be used in the future on other projects if this one proves to be satisfactory. The Commission approved his request.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-27282 - Portland General Electric Company
Right of Way (Multnomah County)
0.33 acre

R-27350 - Thomas T. Hopkins and Rose M. Hopkins
Right of Way (Multnomah County)
19,650 square feet

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) Cont.

R-27352 - A. C. Johannesen and Esther Johannesen
Right of Way (Multnomah County)
27,420 square feet

R-27353 - Edmond H. Verdurmen and Elodie M. Verdurmen
Right of Way (Multnomah County)
2,660 square feet

R-27359 - L. A. DesBouillons and Virta H. DesBouillons
Right of Way (Multnomah County)
600 square feet

R-27360 - Frances Davis, et al.
Right of Way (Multnomah County)
1,800 square feet

R-27361 - Eugene Scherrer and Rose Odilia Scherrer
Multnomah County
Parcel No. 1: 5,700 square feet for Right of Way
Parcel No. 2: 1,750 square feet for Right of Way

R-27363 - M. M. Munson
Right of Way (Multnomah County)
12,463 square feet

R-27497 - Sun Developers, Inc.
Right of Way (Multnomah County)
900 square feet

R-27525 - Theodore Slater Beguin and Althea Frances Beguin
Right of Way (Multnomah County)
0.03 acre

R-27565 - Guy R. Read and Edith H. Read
Right of Way (Multnomah County)
0.06 acre

R-27687 - Ronald B. Gustaff and Bernice Gustaff
Right of Way (Multnomah County)
4,000 square feet

R-27504 - Jack Rosenfeld and Fannie Rosenfeld, et al.
Right of Way (Multnomah County)
20,000 square feet

R-27682 - Frances S. Connolly
Right of Way (Multnomah County)
0.38 acre

February 27, 1958

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) Cont.

R-27683 - Grace Johnson
Multnomah County
Parcel No. 1: 0.43 acre for Right of Way
Parcel No. 2: 2,200 square feet for Right of Way

Minam-Rock Creek Section of the Wallowa Lake Highway

R-26942 - E. C. Fleser
Wallowa County
Parcel No. 1: 6.86 acres (net) for Right of Way
Parcel No. 2: 2.5 acres (net) for Right of Way

R-26943 - Olive B. Hoffman, Georgiana Hoffman and Myron S. Fleser
Right of Way (Wallowa County)
3.5 acres

R-26944 - Olive G. Hoffman, Georgiana Hoffman and Myron Fleser
Wallowa County
Parcel No. 1: 2.75 acres for Right of Way
Parcel No. 2: 2.83 acres (net) for Right of Way

R-27334 - Harry Williamson and Phyllis Williamson
Right of Way (Wallowa County)
1.91 acres

R-27336 - Jeannie Gail Ashby, et al.
Wallowa County
Parcel No. 1: 0.8 acre for Right of Way
Parcel No. 2: 4.2 acres for Right of Way

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26314 - W. J. McCready Lumber Company
Right of Way (Yamhill County)
0.59 acre

R-26315 - John J. Fortune and Rose K. Fortune
Right of Way (Yamhill County)
0.36 acre

R-26321 - Clarence Turnidge and Daisy Turnidge
Right of Way (Yamhill County)
0.52 acre

R-26323 - Elva O. Jones, et al.
Yamhill County
Parcel No. 1: 0.95 acre for Right of Way
Parcel No. 2: 0.65 acre for Right of Way

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway (Cont.)

R-26325 - Sam M. Whitney and Claire C. Whitney
Right of Way (Yamhill County)
0.12 acre

R-26326 - Walter Marion Everest and Margaret Gall Everest
Yamhill County
Parcel No. 1: 1.49 acres for Right of Way
Parcel No. 2: 0.04 acre for Right of Way
Parcel No. 3: 0.04 acre for Right of Way

R-26327 - Homer C. Parrett and Blanche E. Parrett
Right of Way (Yamhill County)
0.87 acre

R-26332 - Neal K. Grimstad and Elsie I. Grimstad
Right of Way (Yamhill County)
1.67 acres

R-26334 - Clyde H. Brawley and Ethel B. Brawley
Yamhill County
Parcel No. 1: 1.18 acres for Right of Way
Parcel No. 2: 0.23 acre for Right of Way

R-26337 - Carl E. Payne and Ava F. Payne
Right of Way (Yamhill County)
0.9 acre

R-26338 - Walter C. Gaibler and Lois B. Gaibler
Right of Way (Yamhill County)
0.22 acre

Ontario-Snake River Section of the Old Oregon Trail Highway

R-25860 - A. F. Toedter and C. H. Toedter, et al.
Malheur County
Parcel No. 1: 3.98 acres for Right of Way
Parcel No. 2: 4.07 acres for Excess Taking

R-27433 - J. M. Brown and Kate Fiser, et al.
Right of Way (Malheur County)
323 square feet

Sunset Highway

R-27590 - Humphrey Parry and Flossie Parry
Right of Way (Multnomah County)
31,495 square feet

February 27, 1958

Columbia River Highway

R-27693 - Mary K. Chamberlin
Acquisition of Roadbuilding Materials (Wasco County)
0.7 acre

R-27694 - Dolly Robinson
Acquisition of Roadbuilding Materials (Wasco County)
1.1 acres

Hilgard-La Grande Section of the Old Oregon Trail Highway

R-27072 - Jerald Cantrell and Alice May Cantrell, et al.
Right of Way (Union County)
9.0 acres

Richardson-Siuslaw River Section of the Richardson-Eugene Highway

R-27524 - International Paper Company
Lane County
Parcel No. 1: 1.08 acres for Right of Way
Parcel No. 2: 0.02 acre for a Temporary Construction Easement

R-27597 - Glenn W. Anderson and Mildred A. Anderson
Right of Way (Lane County)
0.1 acre

Butte Creek-Burton Canyon Section of the John Day Highway

R-26857 - Robert C. Jenkins, et al.
Wheeler County
Parcel No. 1: 14.2 acres (net) for Right of Way
Parcel No. 2: 0.57 acre for a Permanent Easement
Parcel No. 3: 0.32 acre (net) for Right of Way

R-26861 - Joseph R. Thomas
Right of Way (Wheeler County)
1.35 acres (net)

Pacific Highway West

L-2764 (R-25590) - Jane Ann Costello, et al.
Right of Way (Multnomah County)
1.21 acres
Amended resolution to revise description

Eckman Slough Section of the Alsea Highway

R-26112 - Fern Bolton and Bert Bolton
Right of Way (Lincoln County)
0.8 acre

February 27, 1958

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East)

R-25184 - Hubert F. Willoughby and Naomi I. Willoughby
Lane and Linn Counties
Parcel No. 1: 4.43 acres for Right of Way
Parcel No. 2: 1.81 acres for Right of Way
Parcel No. 3: 37.90 acres (net) for Right of Way
Parcel No. 4: 1.57 acres for a Haul Road
Parcel No. 5: 21.5 acres for a Material Source
Parcel No. 6: 0.48 acre for a Temporary Construction Easement

R-25189 - Juanita Wilkins Crews and John W. Crews
Lane County
Parcel No. 1: 31.4 acres for Right of Way
Parcel No. 2: 0.34 acre for Right of Way
Parcel No. 3: 0.31 acre for an Easement for Irrigation Ditch
Parcel No. 4: 0.81 acre for Temporary Easement for Detour Road
Amended resolution to change access control language

R-25383 - Edward W. Poland and Elaine M. Poland
Linn County
Parcel No. 1: 13.62 acres for Right of Way
Parcel No. 2: 5.0 acres for a Channel Change
Parcel No. 3: 1.6 acres for Right of Way
Parcel No. 4: 0.2 acre for Excess Taking
Amended resolution to acquire additional property for the Linn West County Road Overcrossing

R-25595 - Delazon C. Smith, et al.
Right of Way (Linn County)
22.67 acres

R-25596 - Oscar W. Olson and Emma Olson
Linn County
Parcel No. 1: 49.15 acres (net) for Right of Way
Parcel No. 2: 0.6 acre (net) for Right of Way

R-25597 - Fred C. Grell and Leona V. Grell
Right of Way (Linn County)
0.56 acre

R-25671 - Madeline Jo Lynch
Linn County
Parcel No. 1: 44.35 acres (net) for Right of Way
Parcel No. 2: 0.18 acre for a Haul Road
Amended resolution to authorize condemnation of Parcel No. 2

R-25900 - Earl E. Lansing and Iretha H. Lansing
Right of Way (Linn County)
9.64 acres
Amended resolution to change access control language

February 27, 1958

Myers Creek-Brookings Section of the Oregon Coast Highway and Samuel H. Boardman State Park

R-14758 - Paul de Block and Rachel de Block
Curry County
Acquisition of certain real property interests for right of way and for the enlargement and maintenance of the Samuel H. Boardman State Park

R-14759 - Nicholas Baumgartner and Alwina Baumgartner
Curry County
Acquisition of certain real property interests for right of way and for the enlargement and maintenance of the Samuel H. Boardman State Park

R-14760 - Delmer Colegrove, Jr., and Laura Colegrove, et al.
Curry County
Acquisition of certain real property interests for right of way and for the enlargement and maintenance of the Samuel H. Boardman State Park

R-15701 - G. C. Warterfield, et al.
Right of Way (Curry County)
Acquisition of certain real property interests for right of way and for the enlargement and maintenance of the Samuel H. Boardman State Park

R-26921 - E. B. Salmon and Edith R. Salmon
Curry County
Parcel No. 1: 4.7 acres for Right of Way
Parcel No. 2: 0.4 acres for Excess Taking
Amended resolution to reduce area of Parcel No. 1

R-27528 - Nettie Martin and B. A. Martin
Curry County
Parcel No. 1: 10.4 acres for Right of Way
Parcel No. 2: 1.05 acres for Slope Easement

R-27529 - Donnia N. Eggers
Right of Way (Curry County)
7.96 acres

R-27530 - Charles H. Skinner and Esther W. Skinner
Curry County
Parcel No. 1: 10.76 acres for Right of Way
Parcel No. 2: 0.68 acre for Slope Easement
Acquisition of certain real property interests for right of way and for the enlargement and maintenance of the Samuel H. Boardman State Park

February 27, 1958

R-27543 - Delmer Colegrove, Jr., and Laura Colegrove
Right of Way (Curry County)
3.7 acres

L-2931 (R-26915) - Maude Mosier Longacre
Right of Way (Curry County)
10.0 acres
Amended resolution to include construction item and convey an easement

Judkins Point-Goshen Section of the Pacific Highway

R-26700 - Varian C. Mounts and Laura D. Mounts
Right of Way (Lane County)
4.5 acres

R-26701 - George Mounts and Minnie D. Mounts
Right of Way (Lane County)
0.6 acre

Hinsdale Slough-Luder Creek Section of the Umpqua Highway

R-26354 - D. D. Hall and Willene B. Hall, et al.
Right of Way (Douglas County)
8,600 square feet

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-27355 - John H. Holton, et ux.
Right of Way (Multnomah County)
10,200 square feet

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action was deferred by the Commission pending further study.

The Commission approved the condemnations on the following day.

A report was presented by the Chief Counsel and accepted by the Commission concerning condemnation cases that have been tried in court since the last Commission meeting, details of which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
January 17, 1958 to February 27, 1958

Condemnation Cases on next page.

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Matthews R-21043 R-25810	Douglas	Pacific	Myrtle Creek-Canyonville	$ 7,500	$ 18,500	$ 14,150
Stumbo R-12198	Douglas	Pacific	Johns-Glendale Junction	No formal offer	250,274 plus interest from October 1, 1946	$ 125
Collins R-25473	Linn	Pacific	N. Jefferson Jct. -Albany	$ 9,675	$ 17,500	$ 9,675
Rothrock R-26454	Linn	Pacific	N. Jefferson Jct. -Albany	$ 350	$ 1,000	$ 1,000
DeCicco R-19362	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	$ 90,000	$ 350,000 (After jury retired)	$ 110,000
Alley R-25630	Sherman	Sherman	Moro-Kent	$ 1,484		Judgment $ 1,484
U.S. Nat'l. Bank R-25632	Sherman	Sherman	Moro-Kent	$ 1,693	$ 1,693	Judgment $ 1,693
Becker R-23509	Tillamook	Wilson River	Tillamook-Donaldson Creek	$ 11,000	$ 15,000 plus costs and attorney fees	$ 18,300
Wyss R-23511	Tillamook	Wilson River	Tillamook-Donaldson Creek	$ 11,500	$ 18,000 plus costs and attorney fees	$ 19,000
Sohrweid R-26436	Yamhill	County Mkt. Rd No. 11	Material Source	$ 5,000	$ 5,000	Judgment $ 5,500
State Gladys Hamel, et vir. R-26333	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	$ 6,500	$ 6,500	$ 6,500 (Default case) (Defendant is county employe)
State v. Lester J. Horigan, et al R-25853	Jefferson	The Dalles - California	Willowdale-Madras	$8,500	$ 35,000 Answer	$ 12,500

February 27, 1958

Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
State v. Ray Parker, et al R-22723	Multnomah	Portland-Salem Expressway	Harbor Dr. Barbur Blvd.	$ 6,250	---	$ 6,250

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2523	State	Warnock	Curry	Damage action Timber trespass	$	Judgment $640.80 (Triple damages)
L-2607	Folston	State Highway Commission	Wheeler	Inverse Condemnation Flood case in Mitchell	Complaint $20,000 + $ 6,000 attorney fees. Testimony - $20,286.	$ 12,500
L-2782	Pacific Mutual Ins. Co.	State Highway Commission, Lazar Purigraski, et al.	Lane	Foreclosure of mortgage	No monetary claim against State	Stipulation that State have title to land needed for right of way upon payment into Court of $ 1,300.

(For additional details, see tabulations attached to the Chief Counsel's letters, dated February 24 and February 26, 1958, entitled "Report of Cases Tried", in the General Files).

The Chief Counsel also mentioned the Texaco Service Station in Mitchell owned by P.M. Shown which was damaged by flood waters. He said that there is a question whether the case should be defended on the basis of taking the entire property or on the basis of damage caused by the flood. He recommended that the case be tried on the basis of damage caused by flood waters. The Commission approved his recommendation.

The Commission considered and accepted a report from the Chief Counsel on condemnation cases which have been settled out of court since the last Commission meeting, details of which are summarized as follows:

29556

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Duffy, et al R-26995	Multnomah	Pacific	Harbor Drive Barbur Blvd.	$ 3,950	$ 3,950
Dames, et al R-26535	Washington	Tualatin	Forest Grove-Hillsboro	$ 1,200	$ 1,200
Azar, et ux. R-26994	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 1,200	$ 1,200
Bennett, et al R-20205	Lane	Pacific	Judkins Point-Goshen	$ 9,754	$ 10,200
Calkins, et al R-24652	Tillamook	Oregon Coast	Neskowin-Salmon River	$ 5,710 for land, fencing and timber	$ 3,000
Davidge, et al R-26534	Washington	Tualatin	Forest Grove-Hillsboro	$ 1,700	$ 1,700
Boyd, et ux. R-26523	Washington	Tualatin	Forest Grove-Hillsboro	$ 8,430	$ 8,430
Hansen, a widow R-27046	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$ 650	$ 655
Philpott, et ux. R-26097	Coos	Oregon Coast	Davis Slough-Bandon	$ 1,535	$ 1,735
Gillmouthe, (single contract purchaser) R-24999	Multnomah	Portland Salem Expressway	Harbor Drive-Barbur Blvd.	$ 4,950 partial taking 3,000 sq. ft.	$ 5,175 Entire taking 8,700 sq. ft.
Philpott, et ux. R-27262	Coos	Oregon Coast	Davis Slough-Bandon	$ 990	$ 1,150

February 27, 1958

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Flaschner, et ux. R-24998	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$ 4,850	$ 4,800
Norman, et ux. R-23148	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$ 300	$ 1,750
Snow, et ux. R-24842	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	$ 3,215	$ 3,215

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2611	Brookshire, et ux.	State of Oregon	Wheeler	Mitchell Flood	$15,000	$10,500 (No interest)
L-2603	Folston, Sr.	State of Oregon	Wheeler	Mitchell Flood	$ 3,242.90	$ 1,600+ interest
L-2604	Payne, et ux.	State of Oregon	Wheeler	Mitchell Flood	$20,000	$13,975 (No interest)
L-2605	Jones, et ux.	State of Oregon	Wheeler	Mitchell Flood	$79,257	$47,102
L-2610	Blaylock	State of Oregon	Wheeler	Mitchell Flood	$21,138.51	$13,750 + interest
L-2800 L-2829	Gage, et al.	State of Oregon	Wheeler	Mitchell Flood	$11,773.50 (Both cases)	$ 9,000 (No interest)

(For additional details see tabulations attached to the Chief Counsel's letters of February 24, and 26, 1958, entitled "Report of Cases Settled", and "Supplemental Report of Cases Settled", in the General Files).

In conformity with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented and the Commission approved offers that were tendered to the owners for acquisition of real property prior to the

institution of condemnation proceedings, as follows:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-19388 - Daniel F. Creary, et ux. 34,472 square feet for right of way purposes. Offer of $6,500.00 approved by Mr. McIver January 24, 1958.

R-22485 - Carl N. Burgard, et ux. 10,000 square feet for right of way purposes and 10,000 square feet for excess taking. Offer of $1,950.00 approved by Mr. McIver January 23, 1958.

R-22766 - Evan T. Phillips, et al. 2,300 square feet for right of way purposes. Offer of $6,000.00 approved by Mr. McIver January 16, 1958.

R-22893 - Howard D. Hoops, et ux. 14,260 square feet for right of way purposes and 1,.750 square feet for excess taking. Offer of $2,550.00 approved by Mr. McIver January 27, 1958.

R-22902 - D. J. McClure, et ux. 5,000 square feet for right of way purposes. Offer of $800.00 approved by Mr. McIver January 20, 1958.

R-22907 - Ronald B. Gustaff, et ux. Two parcels of 7,000 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver January 21, 1958

R-23680 - T. M. Thorsen, et ux. 5,000 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver January 20, 1958.

R-24072 - Inga Howe. 4,875 square feet for right of way purposes and 2,350 square feet for excess taking. Offer of $4,800.00 approved by Mr. McIver January 20, 1958.

R-24842 - Lorne M. Snow, et ux. 6,750 square feet for right of way purposes. Offer of $3,215.00 approved by Mr. McIver January 27, 1958.

R-26724 - Frederick A. Larson, et al. 180 square feet for right of way purposes. Offer of $250.00 approved by Mr. McIver January 20, 1958.

R-26995 - Charles F. Duffy, et al. 1,014 square feet for right of way purposes. Offer of $3,950.00 approved by Mr. McIver January 28, 1958.

R-27001 - Carl J. Crouse, et al. 3,600 square feet for right of way purposes. Offer of $1,500.00 approved by Mr. McIver January 20, 1958.

R-27110 - A. J. Dreyer, et al. 8,260 square feet for right of way purposes. Offer of $600.00 approved by Mr. McIver January 21, 1958.

R-27266 - A. H. Edwards, et al. 4,188 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver January 27, 1958.

R-27267 - Mike Karaman, et ux. 13,500 square feet for right of way purposes. Offer of $1,925.00 approved by Mr. McIver January 20, 1958.

R-27448 - Ronald B. Gustaff, et al. 5,000 square feet for right of way purposes. Offer of $400.00 approved by Mr. McIver January 22, 1958.

Sunset Highway (Murray Road Interchange)

R-21835 - Harry Mittleman, Contractor, Inc., et al. 3.8 acres for right of way purposes. Offer of $29,550.00 approved by Mr. McIver February 17, 1958.

R-26959 - St. Andrew's Lutheran Church, et al. 0.23 acre for right of way purposes. Offer of $3,940.00 approved by Mr. McIver February 17, 1958.

R-26961 - Reul O. Wilkins, et al. 0.34 acre for right of way purposes. Offer of $17,500.00 approved by Mr. McIver February 17, 1958.

R-26962 - James R. Woodmansee, et ux. 0.44 acre for right of way purposes. Offer of $3,260.00 approved by Mr. McIver February 17, 1958.

R-26963 - Lester J. Wood, et al. Two parcels of 0.59 acre for right of way purposes. Offer of $21,500.00 approved by Mr. McIver February 17, 1958.

R-26964 - L. T. Graham, et ux. 0.34 acre for right of way purposes. Offer of $18,850.00 approved by Mr. McIver February 4, 1958.

R-26965 - Fred C. Shipps, Jr., et al. 0.14 acre for right of way purposes. Offer of $3,330.00 approved by Mr. McIver February 6, 1958.

R-26966 - J. Richard Eimers, et al. 0.07 acre for right of way purposes. Offer of $520.00 approved by Mr. McIver February 6, 1958.

R-26967 - Jan E. Bauer, et al. 0.09 acre for right of way purposes. Offer of $1,925.00 approved by Mr. McIver February 17, 1958.

R-26968 - Hoyt Corporation. 1,750 square feet for right of way purposes. Offer of $2,550.00 approved by Mr. McIver February 17, 1958.

Hilgard-La Grande Section of the Old Oregon Trail Highway

R-27104 - Kermit Ardell Braden, et al. 1.06 acres for right of way purposes. Offer of $50.00 approved by Mr. Reynolds February 4, 1958.

R-27107 - Leo G. Paulson, et ux. 17.4 acres for right of way purposes. Offer of $23,640.00 approved by Mr. Reynolds, February 3, 1958.

Portland-Bonneville Section of the Columbia River Highway

L-2903 (R-27162) - Chas. L. Abbott, et al. 2.45 acres for right of way purposes. Offer of $5,450.00 approved by Mr. McIver January 31, 1958. An offer of $5,400.00 was previously authorized by Mr. McIver November 26, 1957. This increase is due to additional property being acquired.

L-2906 (R-27163) - Theodore J. Schulte, et al. 0.47 acre for right of way purposes. Offer of $800.00 approved by Mr. McIver January 31, 1958. An offer of $450.00 was previously authorized by Mr. McIver November 27, 1957. This increase is due to additional property being acquired.

Toledo-Eddyville Section of the Corvallis-Newport Highway

R-26236 - C. P. Moore, et al. 9.77 acres for right of way purposes. Offer of $1,461.00 approved by Mr. Chessman February 4, 1958.

R-26240 - Charles Parker, et al. 8.4 acres for right of way purposes. Offer of $768.00 approved by Mr. Chessman February 4, 1958.

Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway

R-27172 - August A. Schuler, et ux. 1,500 square feet for right of way purposes and 500 square feet for slope easement. Offer of $50.00 approved by Mr. McIver February 13, 1958.

L-2435, R-23163 - Albert Streiff, et ux. 0.23 acres for right of way purposes. Offer of $1,750.00 approved by Mr. McIver July 5, 1957.

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26333 - Gladys F. Hamel, et vir. 0.27 acre for right of way purposes and 0.42 acre for excess taking. Offer of $6,500.00 approved by Mr. McIver February 6, 1958.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-26921 - Elmer Salmon, et ux. 4.7 acres for right of way purposes and 0.4 acre for excess taking. Offer of $4,600.00 approved by Mr. Chessman February 7, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25283 - E. G. McKenzie, et al. Three parcels of real property totaling 22.70 acres for right of way purposes. Offer of $4,650.00 approved by Mr. McIver February 6, 1958. (Benefits used to offset damage to remainder.)

R-25487 - James O. Randolph, et al. 1.32 acres for right of way purposes. Offer of $528.00 approved by Mr. McIver February 19, 1958.

Grants Pass (6th and 7th Sts.) Section of the Pacific Highway)

R-26498 - King Lumber Company. 113 square feet for right of way purposes. Offer of $170.00 approved by Mr. McIver February 6, 1958. (On July 16, 1957, it was reported that special benefits to this remaining property exceeded the value of property sought and damages to the remainder and, therefore, an amount of offer was not tendered to King Lumber Company. In view of change of benefit offset rule it is necessary to offer $170.00 for the real property sought to be acquired.)

The Chief Counsel presented a written report concerning an order issued by the Public Utilities Commissioner concerning railroad crossings in which the Highway Commission has been made a party, as follows:

PUX 251: City street crossings at grade by tracks of Southern Pacific Company across Seventh Place in Eugene. This matter arose upon application of Southern Pacific Company and does not involve any street under the jurisdiction of the Highway Commission.

The Chief Counsel reported institution of an action against the State Highway Commission by F. D. Logue and Loren Miller, owners of the John Cafe and Cocktail Lounge in the town of Rufus on the Columbia River Highway. They complain that the Commission threatens to cut off reasonable access to their property and have asked for a temporary injunction. The Chief Counsel recalled that Mr. Van Valkenburgh appeared before the Commission on December 6, 1957, concerning this matter, and that since this the State has erected some concrete posts near the cafe to protect traffic. It was his opinion that the State has not taken any improper action and that he will use all legal means to protect the interests of the State when the case comes up for hearing.

The Chief Counsel presented a brief oral report concerning legal action against Woody Smith, who operates a small business on the Hood River Secondary Highway near Dee, to compel removal of a sign from highway right of way. He recalled that the Commission previously authorized legal proceedings after Mr. Smith had threatened bodily harm to anyone who tried to move his sign which was located on and over state highway property. A court injunction ordering removal of the sign was secured and Mr. Smith has now indicated that he was in the wrong.

Authority was requested by the Chief Counsel to dismiss prosecution in the following cases:

1. State v. Dennis R. and Robert Briscoe, L-2726: The defendants in this case have been located in Lawndale, California, and since March, 1957, payments have been made at the rate of $15.00 per month on this account.

2. State v. Ruth Isaacson, L-2706: It appears from all known information that Ruth Isaacson is in DesMoines, Iowa, with no known street address. All attempts to determine her address have proved futile. The Commission authorized dismissal of both cases.

The Chief Counsel reported that a number of claims have been abandoned since his last report, as follows, and he requested approval of his action:

CAO-57-82, Ray Bell: For damage to a vertical flasher on the Pacific Highway at Fairgrounds Junction in Salem, in the amount of $68.26. Mr. Bell is in Fairbanks, Alaska, and his surety, Southwest American Fire & Casualty Company, has petitioned for bankruptcy. Attempts to correspond with Mr. Bell have been unsuccessful.

CAO-57-160, Frank Lee. Chamberlin: For damage to state equipment, in the amount of $94.33, incurred on July 16, 1957. Mr. Chamberlin carried no insurance and efforts to locate him have been unsuccessful.

CAO-57-195, Russell L. Means: For damage to state equipment, in the amount of $137.86, incurred September 4, 1957. Investigation has disclosed that there is no liability on the part of the driver of the privately owned vehicle.

CAO-56-214, Marvin A. Hall: For damages to a handrail and felloe guard at M.P. 105.33 on the Pacific Highway East, in the amount of $232 16, incurred December 7, 1955. It appears that Mr. Hall has moved to Florida, but efforts to locate him there have been unsuccessful.

CAO-56-361, Ted Puckett: To cover the cost of cleaning up a road approach constructed by Mr. Puckett, in the amount of $156.20. Certified mail sent to Mr. Puckett has been returned as unclaimed.

CAO-56-187, Frank Albert Waterbury: For damages to state equipment, in the amount of $158.57, incurred August 14, 1957. Mr. Waterbury has no insurance and no personal assets against which to make claim.

CAO-57-79, Myron and Morgan Boulware: For damage to a vertical flasher on US99 at Seven Oaks Junction, in the amount of $97.84, incurred December 17, 1956. No insurance was in effect at the time and subsequent efforts to locate the Boulwares have been unsuccessful.

The Commission authorized abandonment of each of the cases as reported.

The Chief Counsel reported that due to changed conditions it will not be necessary to acquire certain property owned by Emile F. Aufranc (File L-2860) located on the Salem By-pass Section of the Pacific Highway. As the property is no longer required for highway purposes, he requested authority to dismiss the condemnation action. The Commission granted the authority by adopting the attached resolution relative thereto, marked EXHIBIT N-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Chief Counsel stated that in negotiating for property belonging to Ralston (File L-2791) on the Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway it is now necessary to acquire additional property due to changes in plans. Accordingly he requested authority to dismiss the pending condemnation action. The Commission granted the authority by adopting the

attached resolution relative thereto, marked EXHIBIT "N-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Authority was also requested by the Chief Counsel to settle the last two claims for personal property damage arising out of the Mitchell flood, which claims have not as yet been filed in court. Both claims, he stated, have been carefully appraised and it has been determined that the settlements arrived at are legitimate and reasonable. On his favorable recommendation, the Commission approved payment of the claim of E. A. and Myrtle Horndon in the amount of $875.00 and payment of the claim of Hattie Horndon for an amount not to exceed our appraised value of the damage which would be less than $500.00.

In acquiring property from Frances L. and Francis C. Holt, wife and husband, and others, (File 24542-24543) it was agreed in the terms of the option to transfer to them 2,000 sq. ft. of land on the North Jefferson Junction Section of the Pacific Highway in Marion County. This provision, the Chief Counsel stated, was overlooked and he requested that the property be transferred to them as originally agreed. The Commission approved the transfer of property as recommended.

Consideration was given to an exchange of property with the U. S. Army Engineers, involving relocation of the Willamette Highway necessitated by construction of Lookout Point Dam. The Chief Counsel explained that the exchange of property is to comply with terms of an agreement entered into between the State and the U. S. Corps of Army Engineers on August 19, 1949 in which the State transfers to the Army Engineers the old roadway. Following this action the Army Engineers will transfer to the State the land occupied by the existing highway. The Commission approved the exchange by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Upon the favorable recommendation of the Chief Counsel, the Commission approved payment of attorneys fees in the amount of $158.00 and expenses in the amount of $27.62 to Fred Anderson and William Tassock, respectively, in the case of the State Highway Commission v. Stone, L-2811. Payment of these amounts are required by law, he stated, but were overlooked when original payment was made.

The Chief Counsel reported that in widening the Columbia River Highway near Troutdale it is necessary to acquire additional land from Paul Martin. He pointed out that the land required is part of the old borrow area which was deeded back to Mr. Martin, however, provision was made in the deed that the property could be repossessed by the State if the land is needed for highway purposes. He exhibited a map showing the land and read aloud provisions of the original deed. Following his favorable recommendation, the Commission approved repossession of the land by adopting the attached resolution relative thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The matter of a timber trespass committed by the Klamath Cedar Company in Section 33, Township 38S, Range 14W, in the Carpenterville -Brookings Forest Wayside, Curry County, was reported by the Chief Counsel. It appears that the Klamath Cedar Company removed timber from the State property valued at $572.00. Their excuse was that they could not determine the property line and upon being informed of the trespass had submitted their check for $572.00, which is the single value of the timber. He pointed out that under the law, double damages may be secured if the trespass is unintentional and triple damage if the trespass is intentional. He inquired as to what action the Commission wished to take. The Parks Superintendent commented that the Company made no attempt to locate the property line so the state had to go to the expense of a survey; also, that double value for similar offenses had been secured in the past and that the logs are still lying on the state property. The Chief Counsel stated that in his opinion action should be taken as provided by law. There is no direct evidence that the trespass was intentional but when the area was surveyed and the cutting on state property was discovered, the Klamath Cedar Company submitted their check. The Commission approved his recommendation that action be taken to collect double the value of the timber

The Engineer reported that under authority previously granted him by the Commission he has awarded contracts referred to him to award when certain conditions have been fulfilled. He said that the conditions have been satisfied and that he has awarded the following contracts:

(1) Grading the Cape Ferrelo-Brookings Section of Oregon Highway, Curry County. Bids received December 5, 1957. Contract awarded January 17, 1958 to Peter Kiewit Sons' Company, Medford, low bidder.

(2) Grading and paving Elm Street-Front Street Section of Medford-Provolt Highway, Jackson County. Bids received December 5, 1957. Contract awarded January 17, 1958 to M. C. Lininger & Sons, low bidder.

(3) Grading, paving and oiling the Forest Grove-Cornelius Unit of the Tualatin Valley Highway, Washington County. Bids received December 5, 1957. Contract awarded January 17, 1958 to Warren Northwest, Inc. Portland, low bidder.

(4) Grading and paving Third Street S. - South City Limits (Lakeview) Section of Fremont Highway, Lake County. Bids received January 16, 1958, Contract awarded January 22, 1958 to Russell Olson Construction Company, Inc., Pendleton, low bidder.

(5) Grading the Lowell Street-21st Avenue Unit, Harbor Drive-Washington County Line Section of Pacific Highway (R. H. Baldock Freeway) in Portland, Multnomah County. Bids received December 5, 1957. Contract awarded January 31, 1958 to Kuckenberg Construction Company, Portland, low bidder.

The Commission confirmed the award of contracts as reported.

The Commission discussed with the Engineer the routing for the proposed Ellensburg-Pendleton Interstate Highway. The Engineer exhibited a map, pointing out that the Washington Highway Department had studied four routes from Ellensburg southeasterly to Pendleton, and the Washington Commission had approved a line intersecting US Highway 30 about two or three miles east of the city of Boardman involving a crossing of the Columbia River at Blalock Island requiring construction of a new bridge. He further stated that he has given the matter study and in his opinion a better route would be one that crosses the Columbia River at Umatilla where an existing bridge could be utilized. This route, he stated, is somewhat shorter than that proposed by Washington, being 47.5 miles long, and estimated to cost $16,280,000 whereas the Washington route is 48 miles in length and is estimated to cost $19,020,000. Oregon's share of the costs are $4,780,000 and $6,133,000 respectively. It was his opinion that the route utilizing the Umatilla River Bridge should be used inasmuch as the existing bridge will carry the traffic for several years and can be readily widened to 28 feet when such widening becomes necessary. He suggested that he be given authority to discuss the matter with the authorities of the State of Washington on the basis of adoption of the Umatilla bridge route. The Commission deferred its decision until later in the session. (Discussion of this matter was resumed near the end of the following day at which time the Commission instructed the Engineer to discuss it with Mr. Wm. Bugge, Director of Highways, State of Washington, in an endeavor to reach an agreement as to the route that should be adopted. The Engineer was further instructed to report at the next meeting a recommendation from both states.)

The meeting recessed at 12:00 noon and reconvened at 1:30 p.m. in the same room, with the same persons present and participating.

The Commission accepted a report from the Engineer showing statistics taken from the weighmaster records covering overweight violations during the three month period of October through December for the years 1953 to 1957, inclusive.

The Engineer reported that because of highway construction acting under authority previously granted him, he has established temporary construction speed zones on the Columbia River Highway between the Sundial Road connection and Rooster Rock State Park where four lane highway construction is now under way. He said that a maximum speed of 35 miles per hour was posted between M.P. 15.3 (Engineer's Station 490) and M.P. 16.3 (Engineer's Station 538) and a 35 miles per hour maximum speed was posted between M.P. 19.90 (Engineer's Station 729+10) and M.P. 20.90 (Engineer's Station 791+00), both speed zones being effective at 12:00 noon, February 3, 1958. The Commission confirmed the Engineer's action.

Reclassification of several state highway sections from Group III to Group I status was also reported by the Engineer. In each instance, he stated, successful test runs with a truck-tractor and a 35-foot semitrailer combination indicated that such equipment can operate on its own side of the highway. The Commission approved the reclassification from Group III to

Group I status of the following highway sections:

1. Modoc Point Highway, No. 427, except at Williamson River Bridge at M.P. 7.33, on which bridge "One Way Traffic for Trucks" signs have been placed.

2. Klamath Lake Highway, No. 421, from its junction with US 97 to the junction with the Lake of the Woods Road at M.P. 24.54.

3. Crater Lake Highway, No. 22, from the junction with the Sun Mountain Highway, No. 428, at M.P. 91.34 to M.P. 89.82, which is the junction with the Klamath Lake Highway No. 421.

4. Paulina Highway, No. 380, with the exception of Crooked River Bridge at M.P. 37.92 and the Camp Creek Bridge at M.P. 44.18. These two bridges have been posted with "One Way Traffic for Trucks" signs.

The Engineer reported that satisfactory bids had been received on all of the projects on which bids were opened February 6 in the highway office in Salem. The Commission accepted the report and decided to publicly announce the awards at 4:00 p.m., along with the awards of contracts for projects on which bids were opened this day.

Consideration was given to a traffic survey for the City of The Dalles made in 1957. The Engineer observed that before any route for the Columbia River Highway can be constructed through the city as a part of the interstate system, it will be necessary to hold a public hearing. He requested authority to present the traffic survey to The Dalles city. Chairman Reynolds pointed out that he had been advised that the City favors a route which involves moving of the Union Pacific Railroad tracks. The Engineer replied that an analysis is being made of the route recommended by the City but it appears that the route favored by the City will cost approximately $1,500,000 more than the proposed state route and the added benefits will accrue principally to the City. He also commented that the railroad company is not pleased with the City plan. The Commission authorized him to present the report to the City with the understanding that the Commission is making no commitments regarding it, and to report back to the Commission the City's reaction.

A report was presented by the Engineer concerning the public hearing that was held in Aumsville on February 11, 1958, concerning relocation of the North Santiam Highway westerly from its present terminus at the Sublimity Gun Club, to the junction with the newly constructed section at Lancaster Drive, a short distance east of Salem. He pointed out that there was very little opposition to the proposed route. One person suggested that the present highway be widened to four lanes and another suggested that the road be left as it is. Other speakers were mostly interested in access points, road connections, crossings, and other features which would affect their properties but none had any particular criticism of the proposed highway route. In view of the results he recommended adoption of the survey for the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway. The Commission approved his recommendation by adopting the attached

resolution relative thereto, marked EXHIBIT "L-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Placement of load limit restrictions on two highway sections was reported by the Engineer as previously authorized. He said that thawing conditions have necessitated reduced load limits in order to prevent serious damage to the highway surface. The Commission confirmed his action in placing load limits allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any pair of tandem axles on the following state highway sections:

1. Crane-Scotts Butte Secondary Highway, from M.P. 56.0, approximately five miles northwest of the Harney County-Malheur County Line, to M.P. 66.00, southeast of the junction with the county road to Folly Farm, effective at 8:00 a.m., February 21, 1958.

2. Enterprise-Lewiston Highway, No. 11, from M.P. 29.25, approximately 13 miles north of Enterprise, to M.P. 42.67, at Enterprise, effective at 8:00 a.m., February 27, 1958.

Attention was given to a request from businessmen of Grants Pass that 6th Street be redesignated as a two-way street. The Engineer briefly reviewed the situation in Grants Pass, pointing out that at the present time 6th Street operates as a leg of a one-way couplet carrying southbound Pacific Highway traffic whereas 7th Street carries northbound traffic. The project was instigated by the City in 1953 and construction was completed and the one-way couplet put into operation in mid-1957. A great many local organizations, including the City Council and the County Court, urged installation of the system to relieve badly congested traffic conditions which existed on 6th Street when traffic was routed two ways thereon. It was his opinion that while some business establishments have been injured, the over-all benefit to the traveling public is greater. The Commission decided to stay with the present arrangement.

A request was considered from the City of Cannon Beach for private access to the Oregon Coast Highway to accommodate their waste disposal plant. The Engineer recalled that this request has been investigated and that it is his recommendation that an access 16 feet wide be allowed at highway station 239+80 provided the city will maintain a gate across the access roadway which is to be locked at all times except when city vehicles pass through and provided the City will pay all costs involved in construction of the access. The Commission approved the recommendation.

The Commission discussed a report submitted by the Engineer concerning a proposal made by James F. Johnson, Director of the Department of Motor Vehicles, that the State construct a building in Salem to house his offices and those of the State Police Department and of the Public Utilities Commissioner. He pointed out that construction of a State-owned building in the vicinity of the Salem Highway Shops would save the State approximately $600,000 by the end of a 19 year period. Commissioner McIver inquired as to how this saving had been computed and then commented that to the amount computed should also be added savings which would accrue by reason of having

the three departments in the same building. The Engineer replied that from comments he has heard from the departments involved, labor savings alone would amount to at least $1,000 per month. Commissioner McIver stated that, in his opinion, there are good economic reasons for constructing a State-owned building and he suggested that a copy of the Engineer's report and other economic data be subn..tted to the Board of Control. After some further discussion, the Commission instructed the Engineer to furnish the Commission a complete report on the subject in the near future and then to present the facts to the Board of Control for its information.

Attention was given to the Engineer's report concerning dredging of the Columbia River between Astoria and Megler to accommodate the State ferry operation between these points. The Engineer stated that conferences have been held with the U.S. Corps of Engineers pertaining to necessary procedure to have the channel classified as a federal waterway and also to obtain information in regard to the state contracting the dredging of a portion of the channel to provide sufficient depth. To classify the channel as a federal waterway so that the Corps of Engineers will be authorized to perform future dredging operations will require adoption of a resolution by the Commission a copy of which must be sent to a member of the Oregon delegation in Congress. The resolution, he continued, is now being prepared and will be presented to the Commission at the next meeting. A permit has been issued by the Corps of Engineers to allow immediate dredging and as soon as plans can be prepared it is proposed to contract the dredging at an estimated cost of $25,000. The Commission authorized the Engineer to proceed with the project.

The Commission took action on the following items of unfinished business as they appear on the Secretary's summary, dated January 17, 1958:

1. Offer of A. West Johnson, Eugene, to deed 140 acres of land at Hug Point for state park purposes: The Parks Superintendent stated that negotiations are still underway concerning acquisition of a house and lot. The Commission ordered the item deleted from the list of unfinished business and instructed the Parks Superintendent to submit a report when negotiations have been completed.

2. Request of the City of Cannon Beach for access to the Oregon Coast Highway to accommodate their waste disposal plant: This item was ordered removed from the list of unfinished business as a report had been presented earlier in the day.

3. Request of Sherman County Court for State cooperation in constructing approaches to the proposed Columbia River Bridge at Biggs Rapids: G. S. Paxson, Assistant Engineer, stated that a meeting is to be held with Washington officials concerning approaches to the bridge in Washington and Oregon. The approach on the Oregon side, he stated, would be nearly 60 feet high and would cross the new Interstate Highway and the Union Pacific Railroad tracks. He estimated that the overcrossing work which could be performed at this time and would be of a permanent nature would cost $89,000, and temporary work to take care of the crossing he estimated would cost $93,000. The State Highway Engineer stated that the State of Oregon could perform the permanent work, which would be utilized as a part of US30 but he

did not recommend it, and that Sherman County could probably finance the temporary work. Chairman Reynolds remarked that in his opinion the State should not subsidize this bridge. Commissioner McIver stated that to be consistent the State should provide the same treatment in this instance as has been been provided in previous similar cases. The Engineer suggested that, if Interstate funds cannot be secured, the permanent work not be performed. The Commission decided that the same policy would be applied concerning the approaches for this bridge as has been applied in similar situations in the past.

4. Proposal of the Director of the Department of Motor Vehicles that the State construct a building in Salem to house his offices, those of the State Police Department, and of the Public Utilities Commissioner: The Commission ordered this item deleted from the list of unfinished business as a report had been presented earlier.

5. Dredging of Columbia River between Astoria and Megler to accommodate State ferries. This item was also ordered deleted from the list as a report was presented earlier.

The Engineer stated that surveys have been developed to a point where a feasible route has been determined for the Southern Pacific Overcrossing at Parkplace on the Cascade Secondary Highway, Clackamas County, but before any formal action can be taken in acquiring right of way, it will be necessary to determine whether or not public hearings are required in the towns of Clackamas and Gladstone. He presented a map showing the proposed route and requested authority to hold hearings as may be required. The Commission granted the request, it being understood that approval of a route would be made only after the hearings have been held.

Attention was given to a request from the Clackamas County Court for improvement of a 0.72 mile section of the Cascade Secondary Highway between Hilda Avenue in Oregon City and Beaver Creek Road. The Engineer explained that the County is building a jail on property abutting this section and has plans for other buildings. The project, he continued, is worthy but he recommended that action be deferred until the County is ready to make the improvement mentioned because there are no funds available to finance it now. He estimated the cost of the project at $87,000. The Commission adopted his recommendation.

The Commission discussed a letter from the Cascade Highway Association, Inc., requesting improvement of the Cascade Secondary Highway between Molalla Junction and Oregon City. The Engineer commented that a delegation is scheduled to appear before the Commission on the matter the following day. It was his opinion that the project is needed and should have high priority when programming future secondary funds for Division No. I. No action was taken at this time pending the appearance of the delegation. (When the delegation appeared, they were informed by Chairman Reynolds that the project is worthy and would be given serious consideration in formulating future highway programs but no funds are available to finance it now.)

A report was submitted by the Engineer concerning changes in the Marion County Road System necessitated by construction of the Salem By-pass.

He pointed out that an agreement entered into with the County on February 1, 1952, provides that the State is to construct that portion of Rose Avenue from "D" Street southerly to Center Street, a distance of 0 25 mile. Because of a house on the right of way, the improvement was not made at the time of initial construction. However, arrangements have been made to remove the house now. He recommended that the project, be constructed at an estimated cost of $13,000. He also recommended that Federal Aid Interstate funds be requested, but if denied, that the project be completed with State funds. The Commission approved his recommendations.

Attention was given to a letter from Mr. B. M. French, Regional Engineer of the Bureau of Public Roads, recommending changes in the Oregon Forest Highway System. These changes, the Engineer stated, are minor in character, correcting mileages on existing sections and providing for the removal of the Sand Creek Section extending 4.3 miles from The Dalles-California Highway to the Crater Lake Park boundary. The Commission approved the changes as outlined in the letter. (For details, see Mr. French's letter dated January 28, 1958, in the General Files.)

Also discussed by the Commission was a letter from the Beautification Committee of the Cannon Beach Commercial Club concerning landscaping of the Oregon Coast Highway southerly from its connection with the old route north of Cannon Beach to the intersection of the old and new highways south of Cannon Beach and offering local cooperation. The Engineer estimated cost of this project at approximately $10,500 and advised that a question of policy is involved, whether a section should be landscaped which was constructed eight or ten years ago. If the project is to be performed, it would most likely be with State funds because federal aid cannot be obtained. Commissioner Chessman remarked that there are probably many sections of highways which have been constructed in the past and which might be landscaped thus posing the question where such projects are to stop Commissioner McIver expressed the thought that the project should not be undertaken. As a result of the discussion the Commission denied the request but agreed to assist in this undertaking with advice and otherwise - but not financially.

Consideration was given to a request from Deschutes County that the State and the County share the cost to remove snow from the Cascade Lakes Secondary Highway between Bend and Bachelor Butte Ski area. The Engineer commented that several requests have been received in the past for snow removal from this highway and that individuals are planning to build a resort in the Bachelor Butte area costing approximately one-half million dollars. The County advises that the sponsors of the project will not be able to sell bonds to finance the undertaking unless assurance is received that snow will be plowed from the road during the skiing season. He pointed out that the distance from Bend to the ski area is approximately 22 miles, 11 of which are on the State secondary highway system; also, that the state highway portion is at a much lower elevation than the county section. He estimated that snow removal on the state section would cost approximately $2,500 per year, whereas the 11 mile section on the county road would cost approximately $25,000 annually. He recommended that the County Court be advised that the State will remove snow from the state highway portion only but the county will have to remove the snow from the county portion. He called attention to the fact that several

similar requests for snow removal on roads not on the State highway system have been denied. The Commission approved his recommendation.

The Engineer requested authority to transfer $1,100,000 from the amount budgeted for construction of the Herman Creek Road Section and the Cascade Locks Bypass-Herman Creek Road Section of the Columbia River Highway, to the Rooster Rock-Multnomah Falls Section of the same highway. He explained that plans are not ready for the Herman Creek Section and that the Bureau of Public Roads has requested that improvements on the Interstate highways be not in intermittent sections because of accident potential. The Rooster Rock-Multnomah Falls Section will provide continuity from Sundial eastward and there will be no delay in construction of the Herman Creek Road Section. The Commission approved the transfer.

Consideration was given to a request from R. L. K. and Company, operators of the Timberline Lodge on Mt. Hood for the sanding of the access road leading to the Lodge and the adjacent parking areas so as to provide traction for cars. The Engineer stated that past experience has shown that such sanding efforts in comparable areas has done little good because of daily freezing and thawing conditions in which the rock disappears into the slush. The use of calcium or sodium chloride is of a temporary nature with little value. Furthermore, people who use winter resorts usually realize that the use of chains is a necessity. Upon his adverse recommendation, the Commission denied the request.

The matter of replacing a portion of the City of Sandy's water system which underlies the Mt. Hood Highway east of Sandy which is being reconstructed was discussed. The Engineer explained that there are about three miles of four inch and six inch water mains which will be under the pavement of the new highway and approximately two miles of eight inch main supply line which is only a few years old. The four inch and six inch lines are twenty to twenty five years old and their life expectancy is short. The City, he said, advises that it has no funds to move or replace its water line so he proposed that the State replace the old four inch and six inch mains with the exception of approximately one mile on the easterly end, the City to assume all obligations for the eight inch supply line and the approximate one mile section of four inch line. Assuming of such cost, he stated, is not new as it has been done in a number of similar cases. To leave the old line under the highway would provide a source of serious damage when the water line started to leak. He estimated the State's share of the cost at $30,000 and recommended that the work be performed as being in the best interests of the Highway Department and the City of Sandy. The Commission approved the project as outlined.

A suggestion made by the U.S. Forest Service was considered concerning a joint water system supplying the Austin Highway Maintenance Station and the Blue Mountain Forest Ranger Station. To provide adequate water for fire protection during the summer months, the Forest Service has suggested that the two inch pipe be replaced with a four inch pipe and has offered to pay 50 per cent of the cost, which the Engineer estimated to be $6,000, or $3,000 for each party. He recommended that the proposal be accepted and that an appropriate agreement be prepared. The Commission

approved the project.

The Engineer reported that location surveys previously authorized by the Commission have been completed on three highway sections. He advised that careful engineering study has determined that each of the proposed relocations will provide the greatest benefit to the traveling public commensurate with the cost. After carefully studying the proposed routes, the Commission approved the following surveys by adopting the attached resolutions relative thereto marked EXHIBITS "L-2" through "L-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(1) Butte Creek-Service Creek Section of John Day Highway, Wheeler County.

(2) Middleton-Rex Hill Section of Pacific Highway West, Washington and Yamhill Counties.

(3) Hillsboro-Campbell Bridge Section of Hillsboro-Silverton Highway, Washington County.

Commissioner McIver inquired as to when it is planned to construct the balance of the Three Mile Lane Highway to McMinnville in Yamhill County. The Engineer replied that funds are set up in the last two years of the five year program and it is contemplated that this project will be considered in the program to be set up this fall.

The Engineer reported that the towns of Dufur and Long Creek have complied with requirements of the law pertaining to expenditures of State Tax Street Funds accrued to them during the first six months period of 1957, and he recommended that plans for expenditure of $1,518.36 in the town of Dufur and $999.68 in the town of Long Creek be approved. The Commission approved the plans by adopting the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Engineer granted the following requests for extensions of time within which to complete highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. Harney Homes, Inc., Contract No. 4980, for construction of Middle Fork Malheur River Bridge in Harney County, requested an extension of time from 100 to 105 workdays. Approved as requested. Concurrence of the Bureau of Public Roads is not required.

2. Rogers Construction, Inc., Contract No. 4781, for grading and paving the North Unit, Pendleton-Pilot Rock section of the Pendleton-John Day Highway in Umatilla County, requested an extension of time from July 31 to October 23, 1957. Approved as requested. A letter from the Bureau of Public Roads concurring in the extension was presented.

3. The Central Heating Company, Oregon Ltd., Contract No. 4548, for paving the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, requested an extension of time from October 31, 1956 to November 15, 1957. Approved to October 22, the date of completion. A letter from the Bureau of Public Roads concurring in the extension was presented.

4. Gibbons and Reed Company, Contract No. 4590, for structure, grading and stone base on the Union Avenue-37th Avenue Section of the T. H. Banfield Expressway in Multnomah County requested an extension of time from October 15, 1956, to September 1, 1957. Approved as requested. A letter from the Bureau of Public Roads concurring in the extension was presented.

5. Allum Brothers, Contract No. 4592, for grading and oiling on the Deep Canyon Section of the McKenzie Highway in Deschutes County requested an extension of time from September 30, 1956, to August 31, 1957. Approved to August 20, 1957, the date of completion. A letter was presented from the Bureau of Public Roads concurring therein.

6. Rogers Construction, Inc., Contract No. 4520, for grading and paving on the Bradley Park -Wauna Section of the Columbia River Highway in Clatsop County, requested an extension of time from August 31, 1956, to August 31, 1958. Approved to December 13, 1957, the date of completion. A letter from the Bureau of Public Roads concurring therein was presented.

7. Hamilton and Thoms, Contract No. 4654, for construction of the Springfield Bridge across the Willamette River in Lane County, requested an extension of time from December 31, 1957, to July 31, 1958. Approved as requested, and a letter from the Bureau of Public Roads concurring therein was presented

8. Porter W. Yett, Contract No. 4560, for grading and paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, requested an extension of time from August 31, 1956, to November 30, 1957. Approved to November 12, 1957, the date of completion. A letter from the Bureau of Public Roads refusing to concur in the extension was presented.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 4498, 4520, 4548, 4560, 4590, 4592, 4640, 4645, 4781, 4813, 4836, 4842, 4857, 4949, 5047, and 5059 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are

now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly with the Engineer a letter from the Josephine County Court listing priority for projects which the County desires, as follows:

1. That the Interchange between the Redwood Highway (199) and the Pacific Highway (99) together with the bridge across Rogue River on Seventh Street be completed.

2. That construction of the link on the Redwood Highway (199) between the new interchange and the segment of road completed at the Applegate Bridge be programmed.

3. That elimination of the narrow bridges on the balance of the Redwood Highway (199) be again studied and programmed.

The Commission took no action but instructed that the County Court be advised that the projects will be given due consideration in formulating future construction programs.

Requests from Columbia, Crook, Deschutes, and Malheur Counties for additions to the Federal Aid County Road Secondary System were considered. The Engineer stated that these additions totalling 61.9 miles, qualify for inclusion in the County FAS System and he recommended that they be added to the system as follows:

Columbia County

FAS 816 - 10.9 miles from the Columbia River Highway in St. Helens westerly to the community of Trenholm.

FAS 854 - 6.4 miles extending from the Nehalem State Highway near Vernonia southerly to FAS 601 approximately one mile north of the Columbia-Washington County line.

Crook and Deschutes Counties

FAS 780 - 3.2 miles (2.6 miles in Deschutes and 0.6 mile in Crook County) extending from FAS 779 northeast of Terrebonne easterly to FAS 322 in Crook County.

Deschutes County

FAS 330 - an extension of 1.3 miles extending the existing route southerly to the end of the Tekampe County Road.

FAS 554 - 2 miles extending the existing route from its southerly terminus southerly and westerly to proposed FAS 789.

FAS 659 - 3.9 miles, an extension northerly from FAS 326 to FAS 657.

FAS 784 - 2.1 miles extending from the McKenzie-Bend State Highway at Tumalo, southerly to a county road junction.

FAS 789 - 7.6 miles extending from the Central Oregon Highway easterly and northerly to FAS 398 near Alfalfa.

FAS 792 - 3.1 miles extending from McKenzie-Bend State Highway, southerly and easterly to FAS 319.

FAS 853 - 4.4 miles extending from the McKenzie State Highway in Sisters southerly to a county road junction.

Malheur County

FAS 825 - 7.0 miles extending from the John Day Highway in Vale, easterly and southerly to the Central Oregon Highway. The Commission approved the additions.

Additional 1958-1959 Federal Aid Secondary projects totalling $278,000 were requested by Columbia, Deschutes, and Malheur Counties. These projects, the Engineer stated, have been inspected and qualify for this program and he recommended that the following projects be approved:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Columbia	567	Oak Ranch Creek Section, 3 miles, G. and P.	$ 88,000	'59
	816	Milton Creek (St. Helens) Bridge, Structure only.	35,000	'59
	854	Coon and Pebble Creek Bridges, Structures (2) only.	55,000	'59
		Subtotal, Columbia County	$ 178,000	
Deschutes	330	Tekampe Road Section, 1 mile	)	
	554	Walker Road Section, 2 miles	)	
	657	Franks Road Section, 2.7 miles	)	
	658	Eby Road Section, 1 mile	)	
	759	Atkinson Road-Whitmore Road Section, 2.2 miles	)	
Oiling:	691	E. Unit, Ward Road Section 1.4 miles	) 73,000	'59
	778	Wimp Road Section, 1 mile	)	

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Deschutes (Cont.)				
Oiling: (Cont.)	780	Lambart Road Section, 2.6 miles		
	784	Bailey Road Section, 1.1 miles		
	789	Dobbs Road Section, 4.2 miles		
	792	Tweed Road Section, 2 miles		
	853	Three Creeks Road Section, 4 miles		
Malheur	825	West Unit, Foothills Drive Section, 2 miles. G., S., and O. NOTE: This project will be combined with the Vale Unit, Vale-Grand Ave. Section of FAS 515 (approved 10/31/57) under one contract totaling $97,000. $70,000 was originally approved for FAS 515 and this project is being reduced to 0.7 mile in length at County's request.	$ 27,000	'59
		TOTAL ADDITIONAL 1959 FUNDS	$ 278,000	

SUMMARY, FISCAL YEARS 1958 & 1959 FUNDS*

Available Funds*	$ 8,033,000
Previously Approved	6,809,000
Unprogrammed Balance	$ 1,224,000
Proposed Project 2/17/58	278,000
Unprogrammed Balance	$ 946,000

* Includes additional fiscal year 1957 funds provided in Federal Aid Highway Act of 1956 and $33,000 carry over from regular fiscal year 1957 funds.

The Commission approved the projects.

February 27, 1958

The Commission gave attention to reports submitted by the Engineer concerning the establishment of reduced speed zones on several highway sections. The Engineer commented that these speed zones have been investigated individually by the Traffic Engineering Division and are being recommended in order to conform with speed zones established within the respective towns by the State Speed Control Board. He pointed out that roadside development often extends beyond the city limits and in many instances the reduced speed zone should also extend beyond the city limits, which is the limit of jurisdiction exercised by the Speed Control Board. Upon his favorable recommendation, the Commission approved the following speed zone designations by adopting the attached resolutions relative thereto, marked EXHIBITS "J-1" through "J-7", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein:

a. Oregon Coast Highway - 45 mile per hour speed zone in the community of Manhattan Beach between a point 50 feet south of the Lake Lytle outlet bridge and the north city limits of Rockaway; also, rescind 35 mile per hour speed zone established December 30, 1946, in the community of Twin Rocks and establish a 40 mile per hour speed zone between the south city limits of Rockaway and a point 150 feet south of Pansy Street. See EXHIBIT "J-1"

b. Pacific Highway, North Sixth Street (one way southbound) - 40 mile per hour speed zone between a point 50 feet south of Morgan Lane and the north city limits of Grants Pass at N. W. Midland Avenue. See EXHIBIT "J-2".

c. Pacific Highway East - 50 mile per hour speed zone between a point 0.14 mile south of the Queen Street south city limits of Albany and the northerly south city limits of Albany; also, 50 miles per hour between the southerly south city limits of Albany and a point 0.21 mile north of Oak Creek. See EXHIBIT "J-3".

d. Oregon Coast Highway - 45 miles per hour between the south city limits of Gearhart and a point 0.13 mile north of Neawanna Creek; also 30 miles per hour between a point 0.13 mile north of Neawanna Creek and the north city limits of Seaside; also 35 miles per hour between the south city limits of Seaside and a point 0.10 mile north of Dooley Bridge. See EXHIBIT "J-4".

e. Beaverton-Tualatin Highway No. 141 - 30 miles per hour between a point 150 feet south of Southern Pacific Railroad crossing and the north city limits of Tualatin; also, 40 miles per hour between the northerly south city limits of Tualatin and the easterly west city limits of Tualatin. See EXHIBIT "J-5".

The Commission considered a petition requesting a reduced speed zone on the Cascade Highway between the community of Clackamas and the northerly city limits of Gladstone. This request, the Engineer stated, was investigated by the Traffic Engineering Department and from the facts disclosed it is his recommendation that a 45 mile per hour speed zone be established on the Cascade Secondary Highway No. 160 between a point 500 feet south of the

Clackamas Secondary Highway No. 171 and the north city limits of Gladstone, except that between a point 500 feet north of Strawberry Avenue and a point 500 feet south of Strawberry Avenue the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved such reduced speed zone by adopting the attached resolution relative thereto, marked EXHIBIT "J-6", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was also given to a request from Mr. C. A. Houser, Newberg, for a reduced speed zone on the Yamhill-Newberg Secondary Highway west of Newberg. A traffic engineering investigation was made and as a result of the investigation the Engineer recommended that a 40 mile per hour speed zone be established on the Yamhill-Newberg Secondary Highway No. 151 between a point 0.26 mile west of Chehalem Drive and the west city limits of Newberg. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "J-7", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration requests for out-of-state travel for a number of state highway employees. He commented that the trips are to the advantage of the Highway Department in that employees are afforded an opportunity to study new methods and to keep abreast of developments in other states. Following his favorable recommendation, the Commission approved out-of-state travel as follows:

1. W. H. Kosesan, Landscape Division Agronomist, to attend Western StatesWeed Conference in Spokane, Washington, March 18-20, 1958, at an estimated cost of $56.00.

2. Tom Edwards, Construction Engineer; L. H. Young, Assistant Construction Engineer; D. J. Barbee, Assistant Construction Engineer; and George LeTourneux, Director, Data Processing Division, to attend Northwest Conference on Road Building at the University of Washington, February 20-21, 1958, at an estimated cost of $50.00 for each person. The Commission confirmed this item.

3. C. H. Maison, Auditor, and George LeTourneux, Director, Data Processing Division, to Olympia, Washington, on February 11-12, 1958, at an estimated cost of $50.00. The Commission confirmed this item.

4. Dennis Clarke, Assistant Travel Director, to attend the American and Canadian Travel Show at Cleveland, Ohio, March 11-25, 1958, at an estimated cost of $271.30, to be paid by Pacific Northwest Travel Association.

5. L. E. Maudlin, Assistant Travel Director, to attend the Northwest Sports, Travel and Boat Show at Minneapolis, Minnesota, March 31-April 16, 1958, at an estimated cost of $155.20, to be paid by Pacific Northwest Travel Association.

6. J. Al Head, Assistant Traffic Engineer, and R. C. Blensly, Planning Survey Engineer, to attend WASHO Planning Conference in Phoenix, Arizona, April 9-10, 1958, at an estimated cost of $440 total, to be paid

60% from federal funds, 40% from state funds.

7. F. B. Crandall, Traffic Engineer, to attend Regional Conference of the President's Traffic Safety Committee in San Francisco, California, April 8-9, 1958, at an estimated cost of $120.00.

8. Malcolm Cameron, Photocopyist Foreman, to attend a seminar on photocopy work and related processes in Holyoke, Massachusetts, April 21-25, 1958, at an estimated cost of $375.00.

In conformance with the terms of agreements previously entered into with the various counties concerning disposition of the old sections of highways, the Engineer presented resolutions formally abandoning the old sections to the counties involved. He said that the new sections of highways have been completed and opened to travel and the old sections are no longer needed. The Commission approved the abandonment of the sections by adopting the attached resolutions relative thereto, marked EXHIBITS "F-1" through F-5", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein:

1. Deschutes River Section of the McKenzie Highway in Deschutes County. See EXHIBIT "F-1".

2. North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. See EXHIBIT "F-2".

3. East and West Forks, Illinois River Bridge Sections of the Redwood Highway in Josephine County. See EXHIBIT "F-3".

4. Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway in Clackamas County. See EXHIBIT "F-4".

5. East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. See EXHIBIT "F-5".

A request from the city of Myrtle Creek was considered for designation of the existing highway through the city as "US99 Business Route" when the new by-pass is opened to traffic. The Engineer stated that in other instances such designation has been granted and he recommended that the same be done for the city of Myrtle Creek. The Commission approved the business route designation.

The Commission discussed with the Engineer and the Director of the Travel Information Division the matter of selecting an agency to handle the advertising for the Travel Information Division. No action was taken at this meeting other than a statement to the effect that the Commission had complete confidence in the Travel Information Advisory Committee and if there appeared to be any misunderstanding with any other state department that the Commission would be happy to explain their position.

The Commission considered a bill from Bonneville Power Administration in the amount of $27,748.99, being the cost for changes in its power lines resulting from relocation of the Meacham-Glover Section of US30. The Engineer

explained that the sum of $13,400 has already been paid to the Bonneville Administration as a deposit, leaving a balance due of $14,348.99. The unusually large overrun, the Engineer stated, had been caused by overtime labor and rock formation encountered in the work. It was his opinion that the original estimate was much too low and he recommended payment of the additional amount. The Commission approved the additional payment as recommended.

Attention was given by the Commission to a letter from U.S. Congressman Charles O. Porter, requesting reconsideration in the matter of adding the Gold Beach-Agness-Selma Road to the Forest Highway System. The Engineer recalled that this matter had been considered at a previous meeting and had been denied because of lack of funds and the fact that existing forest highways are not yet developed. Since that time, he stated, officials of the U. S. Forest Service have indicated that they do not desire the road on the Forest Highway System. He recommended that the Commission reaffirm its previous discussion. The Commission instructed that Congressman Porter be advised that further study of the matter indicates that no change in the Commission's previous decision is justified at this time.

The Engineer requested and the Commission approved an expenditure of approximately $2,000 for the purchase and installation of radio-telephone equipment on ferries Tourist No. 2 and Tourist No. 3, in order to comply with requirements of the Federal Communications Commission The Engineer commented that operation of the ferries without such equipment is unlawful.

The Engineer presented for the Commission's consideration a number of requests for prohibition of vehicle parking on the shoulders of state highways at various locations. These requests, he stated, have all been investigated, and to provide safety for the traveling public as well as for the safety of the parked vehicles and their occupants, he recommended that parking be prohibited on the following sections of state highways:

1. On both highway shoulders of the Crater Lake Highway near the north city limits of Medford between M.P. 0 38 and M.P. 0.53. See EXHIBIT "K-1".

2. On the north shoulder of the Pacific Highway at the intersection of Charlotte Ann Road, M.P. 312.78 in front of Kim's Restaurant. See EXHIBIT "K-2".

3. On both sides of the frontage road along the westerly side of the Oregon Coast Highway for a distance of 100 feet at the access road leading to Sunset Memorial Park, Coos Bay. See EXHIBIT "K-3".

4. On both shoulders of the Columbia Highway between M.P. 25.56 and M.P. 25.38 in the community of Warren. See EXHIBIT "K-4".

5. In the median strip which lies between Sixth Street (US97) and ' Canal Boulevard opposite Juniper Avenue in Redmond. See EXHIBIT "K-5".

The Commission approved his recommendation by adopting the attached resolutions relative thereto marked EXHIBITS "K-1" through EXHIBIT "K-5", which resolutions by this reference are made a part hereof with like effect as through extended in full herein.

The Commission discussed with the Secretary the matter of his reappointment beginning March 1, 1958. The Secretary stated that although the Commission could reappoint him for four years if they so desired, that he

would be 70 years of age on November 2, 1958, and that he did not wish to serve after that date. In view of this information Commissioner McIver moved that Mr. Glaisyer be reappointed as Secretary to the Commission for a term expiring November 1, 1958, and that an appropriate resolution be entered in the records stating the Commission's regard for him. The motion was duly seconded by Commissioner Chessman and was declared carried unanimously by Chairman Reynolds. The Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request from the city of Prineville for permission to erect on state highway right of way three large signs bearing the wording "Crooked River Roundup, Prineville, August 8-9-10." The Engineer stated that although the Oregon Legislature had authorized the erection of such signs on highway right of way, information received from the Chief Counsel of the Bureau of Public Roads, Mr. C. W. Enfield, indicates that the signs are not permissible under federal law. He suggested in view thereof and to avoid jeopardizing the federal law and the securing of federal aid money, that the city of Prinville be advised that the Commission cannot approve its request. The Commission adopted the suggestion and so ordered.

The Commission considered a report submitted by the Chief Auditor concerning a survey of the state highway accounting system. The auditor pointed out briefly that the matter had been discussed at the previous Commission meeting and that in compliance with the wishes of the Commission he had contacted two independent public accounting firms concerning a preliminary survey of the existing system with an objective of making recommendations toward revisions that might appear to be advisable. He commented that the present accounting system was installed in 1939 after an extensive review and was revised in 1948 somewhat based on the recommendations contained in another survey. He also pointed out that during the intervening years improvements in procedure and mechanical means have been continuously employed and in his opinion a major overhaul is not needed. The Division of Audits under the Secretary of State, he said, is required to audit the books of the Department annually, and it was his feeling that these auditors who are certified public accountants could very well include suggestions for improvement procedures in connection with their regular audit work. He recommended that such action be taken at a cost of $1500 to $2000. The Commission approved his recommendation unanimously upon a motion offered by Commissioner McIver that was duly seconded by Commissioner Chessman.

Attention was given to a request from the Central Planning Office of Lane County for a modification of the description of an area that is to be annexed to the city of Eugene near Judkins Point. The Engineer recalled that at the October 31, 1957, meeting a "Consent to Annexation" was approved by the Commission but the Central Planning Office now desires a modification because of problems encountered in attempting to include part of a cemetery. The Commission approved the revised "Consent to Annexation" following the favorable recommendation of the Engineer.

The Commission considered a form of "Trust Agreement" with Bonneville Power Administration concerning revision of its Santiam-Albany and

Albany-Lebanon transmission lines on the Albany-Judkins Point Section of the Pacific Highway. This agreement, the Engineer explained, is a routine procedure in which the Bonneville Administration requires a deposit to cover the estimated cost of moving their facilities when necessitated by highway construction. In this instance the required deposit is $13,200 and he recommended that the agreement be approved. The Commission approved the agreement and authorized the payment of the deposit as required.

The Commission approved the Secretary's report concerning papers signed by him in behalf of the Commission during the period January 13 through February 21, 1958.

The Commission confirmed the dates of March 27 and 28, 1958, for its next regular meeting to be held in the Queens Room of the Imperial Hotel, Portland. A tentative date for the next following regular meeting was set for May 8-9. The Commission also authorized the Engineer to receive bids in the Salem office on April 17, 1958, the results to be reported to the Commission on May 8, 1958, for award of contracts.

Upon the favorable recommendation of the Engineer the Commission accepted from Lincoln County a section of the Old Oregon Coast Highway in Beverly Beach State Park, Lincoln County. The Engineer recalled that an agreement covering this transfer was approved by the Commission at its January meeting and that a resolution is necessary to complete the transfer. The Commission accepted the old highway section by adopting the attached resolution relating thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to an agreement with the Grants Pass irrigation district covering purchase of water to irrigate the grounds adjoining the State Highway Office Building in Grants Pass. The Engineer explained that the agreement which provides for purchase of water from the district at the rate of $12.00 per acre per year is necessary until an application can be completed by which the irrigation district can change its boundaries to include this area. The Commission approved the agreement.

The Commission discussed with the Engineer plans that have been developed for construction of the East Bank Freeway route as part of the Pacific Highway through the city of Portland. The Engineer commented that five routes had been studied carefully and it appears that the most satisfactory route is the low level location along the east bank of the Willamette River designated as "B-2" from the Banfield Expressway to the proposed Marquam Bridge. He pointed out that there had been considerable objection raised to a route known as the high level line and that the low level line, or "B-2" route appears to be the most generally acceptable as well as being approximately $5,000,000 cheaper. He recommended adoption of the "B-2" route and explained construction features. Negotiations have been under way for some time with the city of Portland and the Bureau of Public Roads, he stated, and it appears that an agreement is near. However, he pointed out that before any action can be taken on adoption of a route, it will be necessary to determine if a hearing must be held as required by state and federal law. He requested authority to hold such a hearing if required. It was his opinion that the hearing could be

held in the near future, the survey adopted, and acquisition of right of way be started in 1958, with construction starting in 1959. In connection with the relative merits of the high level and low level routes, Mr. C. G. Polk, Division Engineer for the Bureau of Public Roads, stated that the low level route appears to be the most feasible. Mr. F. T. Fowler, Highway Coordinator for the city of Portland, stated that he felt that the state had done a commendable job in the selection of the low level East Bank Freeway route and that this route being less costly and less destructive to property values, is pleasing to the city. It was his opinion that the city officials would approve the route and that it also would be popular with the people of Portland. Commissioner McIver inquired as to plans for boat tie-up facilities, footpaths, and landscaping along the river. Mr. Fowler stated that there would probably be no facilities for boats but he felt the area should be adequately landscaped. The Engineer commented that it would be difficult to landscape the river bank and he felt that pedestrians should not be allowed on the river side of the highway. He pointed out that to get the project under way, it is necessary to advertise a public hearing as required by law, adopt a survey, program the work with the Bureau of Public Roads, and reach an agreement with the city of Portland. The Commission, upon motion by Commissioner McIver, authorized the Engineer to schedule a hearing in Portland as soon as possible.

Chairman Reynolds reported receipt of an inquiry from Walter Ride, Portland, concerning disposition of a stockpile site on the Scholls Secondary Highway near Progress. The Engineer was instructed to determine if the site is necessary for highway purposes as it appears to be valuable for development that is proposed at that place.

The matter of access to the R. H. Baldock Freeway at Norwood Road was discussed. The Engineer recalled that Chairman Reynolds received a letter from Governor Holmes asking for a complete review in the matter of establishing access at this point, and inquiring whether or not any representative of the Highway Commission had promised that such access would be granted. A six day continuous traffic count, he stated, was taken from February 7 to 12, 1958, and it was found that average daily traffic was 282 compared with 280 in 1955 when the previous count was taken which indicates that so far as traffic is concerned there is no more justification now for access than there was before. Concerning early alleged promises for access at Norwood Road, the Engineer recalled that when original negotiations for right of way were undertaken in 1951, the plan at that time was for a temporary grade crossing at Norwood Road, but property owners were advised that some time in the future if and when traffic volume demanded, a grade separation might be constructed. During the period of negotiations and because of the necessity of meeting interstate highway standards, it was decided to construct the entire Portland-Salem Freeway on a freeway basis, which meant the overcrossing or undercrossing of all local roads. It was his feeling that the Governor should be advised concerning the entire history of the matter, including requests, delegations, studies and findings of the Highway Department and other pertinent information. The Secretary and the Engineer were instructed to prepare a letter to the Governor in behalf of the Commission containing this information.

The Engineer reported that the survey for reconstruction of the Service Creek-Burton Canyon Section of the John Day Highway in Wheeler County has

been completed. The proposed route, he stated, follows the existing route quite closely. He explained details, with maps, and recommended that the survey be approved. The Commission approved the survey by adopting the attached resolution relative thereto marked EXHIBIT "L-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that in adopting the Manual of Uniform Practice of Signing and Striping for the Interstate Highway System, the majority of the states voted to use white center line paint, so in order to conform to federal regulations it may be necessary for Oregon to do likewise. He anticipated no change this year and asked authority to purchase yellow paint for use in 1958. The Commission approved the use of yellow paint for this year's operations.

The Commission discussed with the Engineer bids received on February 6 in Salem and the bids received this date (February 27). At 4:00 P.M., Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON FEBRUARY 6, 1958

"Baker-Maiden Gulch Rock Production Project on the Baker-Homestead Highway in Baker County. The Commission awarded the contract to the low bidder, Richard Beshey, Othello, Washington, at $30,821.35.

"Grading the Thomas Creek-Cape Ferrelo Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the low bid of Darkenwald Construction Company, Inc., and Harms Brothers, Sacramento, in the sum of $1,635,781.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $603,772.00.

"Oiling the Lonerock Junction-Eightmile Section of the Wasco-Heppner Highway in Gilliam and Morrow Counties. The Commission awarded the contract to the low bidder, Russell Olson Construction Company, Inc., Pendleton, at $19,332.50.

"Long Creek-Beech Creek Summit Rock Production Project on the Pendleton-John Day Highway in Grant County. The Commission awarded the contract to the low bidder, Barney Helser Rock Production, Beaverton, at $21,735.00.

"Oiling and furnishing crushed materials in stock piles on the John Day-Bridgeport Junction Section on the John Day and Baker-Unity Highways in Grant and Baker Counties. The Commission awarded the contract to the low bidder, Calkins Crushing Company, Oceanlake, at $81,244.40.

"Grading the Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County. The Commission elects to accept the low bid of Hudspeth Pine, Inc., Prineville, in the sum of $199,413.50 and directs the State

Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Hermiston Guardrail Project on the Umatilla-Stanfield Highway in Umatilla County. The Commission awarded the contract to the low bidder, J. C. Denton & Sons, Beaverton, at $5,859.00

BIDS RECEIVED IN PORTLAND AT 9:00 A.M., FEBRUARY 27, 1958

Commissioner McIver also announced the award of contracts for bids received at the morning session, as follows:

"Bridge redecking, Corvallis Drawspan over Willamette River on Corvallis-Eastside Highway at Corvallis in Benton and Linn Counties. The Commission awarded the contract to the low bidder, James F. Turner, Corvallis, at $61,641.00.

"Paving and stone shoulders on the Dans Point-Plywood Plant Section of the Gold Beach-Bagnell Ferry Road in Curry County. The Commission elects to accept the low bid of J. C. Compton Company, McMinnville, in the sum of $71,715.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Curry County is received and the sum of $16,250.00 is deposited by the County.

"Spray-Fields Creek Rock Production Project on the John Day Highway in Grant and Wheeler Counties. The Commission elects to accept the low bid of E. H. Itschner Company, Molalla, in the sum of $42,262.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and oiling on the Horse Ranch-Fort Rock Section of the Fort Rock Road in Lake County. The Commission elects to accept the low bid of A. L. Harding, Inc., Stayton, in the sum of $103,940.80 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lake County is received and the sum of $26,300.00 is deposited by the County.

"Roadside improvement on the Willamette River (Springfield Bridge) Section of the McKenzie Highway in Lane County. The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at $8,811.60.

"Stone base and shoulders and paving on the Salem By-pass Section of the Pacific Highway in Marion County. The Commission awarded the contract to the low bidder, Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, at $645,389.00.

"Construct overnight camping facilities in Detroit Lake State Park in Marion County. The Commission awarded the contract to the low bidder, L. J. Plank Contractor, Woodburn, at $19,604.75.

"Grading and paving and construction of two reinforced concrete interchange structures on the Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County. The Commission elects to accept the low bid of Central Paving Company, Independence, in the sum of $481,333.35 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Little Luckiamute River Bridge at Falls City in Polk County. The Commission elects to accept the low bid of Henry G. Stach, Oakridge, in the sum of $35,477.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $7,980.00 is deposited by the County.

"Construct Elgin Sand Shed at Elgin on Weston-Elgin Highway in Union County. The Commission awarded the contract to the low bidder, Bechtel Brothers, La Grande, at $10,486.00.

"Grading and paving and furnishing materials in stock pile on the Minam-Rock Creek Section of the Wallowa Lake Highway in Wallowa County. The Commission elects to accept the low bid of McNutt & Sons, Inc., Eugene, in the sum of $523,902.32 and directs the State Highway Engineer to award the contract to the said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Engineer reported that the Liquor Control Commission which has occupied offices on the fifth floor of the State Highway Building in Salem for several years has moved out so the space is now available for highway personnel. He requested authority to install partitions, doors, etc. to make it suitable for such personnel at an estimated cost of about $7,100.00. The Commission approved the project.

The Commission discussed with the Engineer matters to be presented by delegations that are scheduled to appear on the following day but deferred action pending appearance of the delegations.

The Engineer stated that the Highway Legislative Interim Committee has requested information concerning the organizations of the membership states of the Western Association of State Highway Officials that is being assembled by the Secretary for Commissioner McIver. This information, he said, outlines the highway organizational setup in the several western states, methods of taxation, and other features pertaining to highway business. Commissioner McIver stated that he felt that it would be of considerable advantage to the Highway Interim Committee to have the information. The Commission thereupon instructed that the information be sent to the Interim Committee as soon as it is prepared.

Chairman Reynolds brought up for discussion the contracting of the state advertising business under the direction of the Travel Advisory Committee and the Travel Information Department. He said that Mr. Richardson, Director of the Department of Finance and Administration, has indicated his belief that the statute giving authority to the Highway Commission to appoint and delegate

authority to the advisory board concerning handling of advertising has been repealed. The Chief Counsel gave as his opinion that the Highway Commission has legal authority to appoint the advisory committee and to order investigations within its power, and to take such action as is deemed necessary. The Commission reaffirmed its confidence in the Travel Advisory Committee and referred the matter to Chairman Reynolds to handle.

Chairman Reynolds also commented briefly on a schedule of bond payments prepared by the auditor pointing out that in 1965 the State will be required to pay the sum of $7,361,000 for bond interest and retirement. The Engineer observed that the bond issue of $12,600,000 authorized by the 1957 legislature had not been calculated in planning the highway finance program. It was his opinion that in 1960 $3,000,000 in additional highway revenue will be needed in order to match available federal funds. To provide this amount, he stated, would mean an additional one cent per gallon gas tax or an increase of $5.00 in vehicle license plates. He pointed out that in connection with all federal projects, including interstate as well as regular federal aid, the State is required to contribute approximately one dollar for each four dollars expended, or approximately 25 per cent. He mentioned that in the state of Washington the license plate and tax, on a Buick automobile, for example, costs $40.00 compared with $10.00 charged in the state of Oregon. Commissioner Reynolds stated that in his opinion the 1959 legislature should be advised that more money for highway work is needed in order to match federal funds. No definite action was taken at this time.

The Commission discussed briefly with the Engineer the matter of what appears to be a cut in federal funds for the interstate program. The Engineer explained that under the present law expenditures cannot be made in excess of income, and the income for the first few years will not average three billion dollars yearly It appears that only one billion six hundred million is available for interstate construction at this time but will pick up to three billion annually in a few years. Oregon, he said, has fared very well in the revision of highway needs and even with the indicated reduction it appears that approximately twenty four million dollars annually will be available as compared with twenty six million dollars in the original estimate. The state of Oregon is in twelfth place among the 48 states in getting its interstate program underway, having dropped from eighth place because when the ratings were determined credit was not given for the December 5 and 6 letting.

Chairman Reynolds mentioned that numerous letters etc. have been received concerning the proposed west side highway cutoff extending northerly from Forest Grove to Rainier. No action was taken in the matter except that the Secretary was instructed to file the correspondence for future consideration.

Brief attention was given to the list of critical highways and the cost of their construction as prepared for the governor. The Engineer observed that the total cost of two hundred eleven million dollars for the modernization of these highways could probably be reduced by approximately sixty million dollars by eliminating some of the new and lower priority roads that have been requested.

The Commission signed the following agreements and other papers:

Continued on following page

"Agreement" with Crown Zellerbach Corporation extending to December 31, 1958 the right for the State to remove rock from the Corporation's quarry near the entrance to Cape Lookout State Park.

"Agreement" with Consumers Power, Inc., Corvallis, for a power line extension to service the Detroit Lake park facility and overnight camping area.

"Indentures of Access" on the following properties:

a. Schwering property on Finn Rock-Elk Creek Section of McKenzie Highway, Lane County.

b. Owens property on Zigzag-Rhododendron Section of Mt. Hood Highway, Clackamas County.

c. Davis property on Seven Oaks-Medford Section of Pacific Highway, Jackson County.

"Release" covering property situate on Old Oregon Trail Highway in Union County.

"Bargain & Sale Deed" re selling to Union Pacific Company three parcels of excess property on Shogren-Rowena Section of Columbia River Highway, Wasco County.

"Letter" from B. M. French recommending certain changes in the Oregon Forest Highway System.

"Consent to Annexation" re modification of the area to be annexed to the city of Eugene in the Judkins Point area so as to exclude a cemetery.

"Trust Agreement" with Bonneville Power Administration covering revision of the Santiam-Albany and Albany-Lebanon transmission lines on Albany-Judkins Point Section of Pacific Highway.

"Bargain & Sale Deed" to Louis Wampler for a parcel of land on the Middle Grove-Central Howell Section of the Salem-Silverton Highway, Marion County.

"Bargain & Sale Deed" to Maple Dell Steel for a parcel of land in Multnomah County.

"Bargain & Sale Deed" to Jack R. Taggart for a parcel of land in Marion County.

"Finance & Maintenance Agreement" with Polk County covering the Little Luckiamute River Bridge project in Falls City.

"Bargain & Sale Deed" to Placidus James Schubert for a parcel of land on the Benton County Line-Cheshire Section of the Territorial Highway in Lane County.

"Lease & Sale of Road Materials Agreement" with Hood River County covering the Odell Section of the Odell Secondary Highway in Hood River County.

"Grant of Access" 16 feet wide at Highway Station 239+80 to be provided with a locked gate on State right of way except when vehicles are passing through.

"Agreement to Supply Irrigation Water" with the Grants Pass Irrigation District covering the purchase of water for the state office building in Grants Pass.

"Deed" covering conveyance of 2,000 sq. ft. of land to grantor (Holt-24543) pursuant to terms of option and settlement previously approved.

"Deed" with US Army Engineers covering exchange of property pursuant to agreement between State and Army Engineers involving relocation of Willamette Highway due to construction of Lookout Point Reservoir.

"Finance & Maintenance Agreement" with Curry County covering the Dans Point-Plywood Plant Section of FAS 258.

"Bargain & Sale Deed" to City of Eugene for a parcel of land on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Agreement" with City of Salem covering the proposed installation of traffic signals at six intersections in Salem.

"Notice of Application" and "Petition to Vacate" covering vacation of streets in Harbarton.

"Bargain & Sale Deed" to C. Millard Wood for a parcel of land on the Sutherlin Section of the Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Hugo H. Paul for a parcel of land on the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway, in Multnomah County

"Bargain & Sale Deed" to Josephine County for a parcel of land on the Jumpoff Joe Creek-Grants Pass Section of Pacific Highway in Josephine County.

"Indentures of Access" to the Richard Buffington property on the Gold Beach-Cape Sebastian Section of Oregon Coast Highway in Curry County.

The meeting adjourned at 4:45 p.m. to reconvene on the following day at 9:00 a.m.

Portland, Oregon
February 28, 1958

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel.

The following people were present:

Chas. H. Reynolds, Chairman

M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who stated that the Commission would announce the award of contracts at 3:30 p. m. in the same room. He also announced that the next bid letting would be held in Portland on March 27 and 28 and that bids would also be opened in Salem on April 17:

BIDS RECEIVED FEBRUARY 28, 1958

CLACKAMAS COUNTY
GRADING, PAVING AND ILLUMINATION EVELYN STREET CHANNELIZATION SECTION OF THE CLACKAMAS HIGHWAY

Parker & Fuhrman, Portland	$	27,167.90
Portland Road & Driveway Company		28,527.80

CURRY COUNTY
GRADING AND PAVING RINEHART CREEK SLIDE SECTION OF THE OREGON COAST HIGHWAY

Martin Kincheloe, Myrtle Point	$	15,691.00
Woodward & Son & Barklow, Coquille		16,729.00
Robert Angeli, Eastside		18,406.50
Calkins Crushing Company, Oceanlake		19,180.00
Sig Andersson, Coos Bay		19,915.00
J. C. Compton Company, McMinnville		21,795.00
F. L. Somers, Medford		23,980.00
John Bostick, Eugene		29,374.50

GRANT COUNTY
LONG CREEK SAND SHED ON PENDLETON-JOHN DAY HIGHWAY

H. G. Wirtz, Grants Pass	$	10,190.00
Roberts, Adams & Roberts		10,682.00
Mann Construction Company, Redmond		10,920.00
Gulde Construction Company, Portland		10,975.00
Bechtel Brothers, Baker		11,317.00
Bennett & Hickey, Burns		11,520.00
FitzGerald Construction Company, Klamath Falls		11,668.00

Johnston & Bryant, Newberg	$	12,436.00
McCormack Construction Co., Pendleton		12,981.00
Hampton C. Platt, General Contractor, Salem		13,382.00
E. H. Itschner Company, Molalla		13,873.00

JACKSON AND JOSEPHINE COUNTIES
MURPHY-RUCH ROCK PRODUCTION PROJECT ON THE MEDFORD-PROVOLT AND WILLIAMS HIGHWAYS

Moyer Gravel Company, Alturas, California	$	23,368.00
Hughes & Dodd Co. & Tru-Mix Equipment Co., Medford		26,680.00
McLininger & Sons, Medford		27,968.00
F. L. Somers, Medford		30,820.00
Peter Kiewit Sons' Company, Medford		34,500.00

LANE COUNTY
EUGENE OFFICE BUILDING

Lee-Built Homes & John D. Bachman, Springfield	$	6,873.00
J. M. Steinmuller, Jr., Eugene		7,093.00
Albert Vik & Son, Eugene		7,811.00
Eldon B. Shields, Eugene		7,899.00
George W. Millett, Jr., Eugene		7,940.00
W. H. Shields Construction Company, Eugene		8,512.00

LINCOLN COUNTY
BEACHSIDE STATE PARK LATRINE

George W. Millett, Jr., Eugene	$	6,692.00
L. J. Plank, Woodburn		6,734.00
Baughman & Son, Coos Bay		6,800.00
Lee-Built Homes & John D. Bachman, Springfield		6,809.00
Enoch I. Maerz, Salem		7,177.00
Zuber Brothers, Portland		7,228.00
R. & M. Construction Company, Central Point		7,575.75
Sig Andersson, Coos Bay		8,470.00
Teller Construction Company, Portland		9,790.00

LINCOLN COUNTY
DEVILS LAKE STATE PARK FACILITIES

George W. Millett, Jr., Eugene	$	23,687.50
Lloyd G. Sperling, Tillamook		25,495.00
Zuber Brothers Contractors, Portland		25,606.70
Schrader Construction Company, Portland		27,345.00
Baughman & Son, Coos Bay		28,292.60
Pantovich Construction Company, Salem		28,402.79
Lee-Built Homes & John D. Bachman, Springfield		29,969.22
Teller Construction Company, Portland		40,072.00

MARION COUNTY
SALEM TRAFFIC SIGNALS

Electric Corporation, Salem	$	24,140.00

L. H. Morris Electric Company, Eugene	$	24,213.00
Trowbridge Electric Company, Roseburg		25,500.00
Steeck Electric Company, Medford		25,800.00
Marion Electric, Salem		26,440.00
Rochat Electric, Portland		29,498.61

MARION AND LINN COUNTIES
NORTH JEFFERSON JCT. -NORTH ALBANY STREET SECTION OF THE PACIFIC HIGHWAY

Roy L. Houck & Sons & Roy L. Houck Sons Corp.	$	1,262,693.00
Peter Kiewit Sons Co., Vancouver, Washington		1,308.252.00
Fred H. Slate Co. & E.C. Hall Co. & Hamilton & Thoms, Portland and Eugene		1,373,161.50
J. N. Conley, Portland		1,386,007.00
Gibbons & Reed Co. & J. C. Compton Co., Portland and McMinnville		1,406,842.00
Warren Northwest, Inc., Portland		1,426,050.00
Newport Construction Company, Portland		1,454,242.00

MULTNOMAH COUNTY
GRADING AND PAVING 16TH AVENUE CONNECTION TO THE COLUMBIA RIVER HIGHWAY (T.H. BANFIELD EXPRESSWAY) IN THE CITY OF PORTLAND

Howard Angell, Portland	$	36,533.00
Parker & Fuhrman, Portland		40,308.70
Logan Taylor & Company, Portland		41,645.50
Frank Lyons & Company, Portland		43,560.00
Vernie Jarl, Gresham		43,646.00
John L. Jersey, Inc., Portland		43,918.00
Harold G. LaVelle Construction Company, Portland		47,112.00
Parker-Schram Company, Portland		49,279.50
J. Bacaloff Company, Portland		49,709.50
Q. L. Rufener, Inc., Portland		53,809.50

MULTNOMAH COUNTY
GRADING AND PAVING ROOSTER ROCK STATE PARK PARKING AREA EXTENSION

George E. Blaisdell & Sons Construction Co., Portland	$	30,440.00
Walter Goodat, Portland		30,473.00
Vernie Jarl, Gresham		30,475.00
John Havlick, Jr., Scappoose		30,520.00
G. D. Dennis & Sons, Portland		30,884.50
Warren Northwest, Inc., Portland		31,160.00
Frank Lyons & Company, Portland		31,422.00
Erland & Blickle, Portland		31,749.00
Greene & Buick, Inc., Salem		31,767.00
Howard Angell, Portland		32,245.00
Ray Kizer, Portland		33,035.00

February 28, 1958

Babler Brothers, Inc., Portland	$	33,220.00
Steelman-Duff, Inc., Portland		33,368.00
R. A. Heintz Construction Company, Portland		34,855.00
Pantovich Construction Company, Salem		35,271.00
Floyd R. Grubb, Salem		35,784.50
E. C. Hall Company, Portland		35,965.00
Parker-Schram Company, Portland		36,036.50
Q. L. Rufener, Inc., Portland		36,287.00
John L. Jersey, Inc., Portland		36,760.00
J. N. Conley, Portland		36,811.00

MULTNOMAH COUNTY
ROOSTER ROCK STATE PARK FACILITIES

Zuber Brothers Contractors, Portland	$	35,038.50
Earl S. Christensen & Allen E. Anderson, Portland		35,760.85
Gulde Construction Company, Portland		37,735.00
D. E. Johnson, Milwaukie		38,193.95
Lorentz Bruun Company, Portland		38,710.37
Supreme Builders, Inc., Portland		39,905.00
Gene H. Settergren, Portland		40,586.00
Schrader Construction Company, Portland		42,513.00
Gilbert Roberts, Hood River		45,397.50
Teller Construction Company, Portland		45,735.75

UMATILLA COUNTY
UMATILLA ROCK PRODUCTION PROJECT ON STATE HIGHWAYS IN THE VICINITY OF UMATILLA

Cartwright Construction Company, Durkee	$	11,250.00
K. C. Dack Construction Company, Pendleton		12,500.00

WASCO COUNTY
GRADING, STONE BASE AND PAVING WEST UNIT SHOGREN-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY

Roy L. Houck & Sons & Roy L. Houck Sons Corp., Salem	$	295,492.00
Vernie Jarl, Gresham		298,465.00
Porter W. Yett, Portland		307,835.00
J. C. Compton Company, McMinnville		312,350.00
Central Paving Company, Independence		312,812.00
Babler Brothers, Inc., Portland		319,270.00
The Central Heating Co., Oreg. Ltd., Eugene		319,496.00
C. C. Meisel, McMinnville		322,543.50
Dorman Construction Company, Vancouver, Wn.		322,987.00
E. C. Hall Company, Portland		326,797.00
J. N. Conley, Portland		334,852.00
Warren Northwest, Inc., Portland		337,045.00
Newport Construction Company, Portland		361,977.00
Parker-Schram Company, Portland		366,898.50

WASCO COUNTY
WIDEN OVERCROSSING (SHOGREN) OF UPRR

Babler Brothers, Inc., Portland	$ 161,626.00
Tom Lillebo Construction Company, Reedsport	162,905.20
Sig Andersson, Coos Bay	166,077.00
Workman & Wilson, Canby	166,499.00
Marshall Const. Co. & E. S. Schnell & Co, Hermiston	168,434.60
John L. Jersey, Inc., Portland	171,432.00
Orlando C. Bennard, Portland	175,722.40
Glenn Snook, Eugene	177,484.75
Central Paving Company, Independence	179,349.30
C. J. Montag & Sons, Portland	183,084.00
Valley Construction Company, Portland	183,382.00
Snook Brothers, Corvallis	183,762.00
C. H. Strong Engr. & Const., Eugene	184,620.80
Gibbons & Reed Company, Portland	186,750.00
H. G. Carl Construction Company, Salem	190,600.19
Schrader Construction Company, Portland	194,376.50
Hannan Brothers Company, Portland	202,610.50
Hamilton & Thoms, Eugene	206,684.00

The Benton County Highway Committee representing the cities of Corvallis, Philomath and Monroe, Benton County Court and Benton County Chamber of Commerce came before the Commission concerning highway improvements desired in Benton County. The following people were present: Fred Merrifield, Chairman, Chamber of Commerce Highway Committee, Corvallis; John F. Porter, City Manager, Corvallis; Gordon Larson, Mayor, Philomath.

Mr. Merrifield, who acted as spokesman, read aloud a statement of the desired highway program including (1) a reduced grade on the Alsea Mountain Section of the Alsea Highway (2) improvement of the Corvallis-Newport Highway between Philomath and Corvallis (3) improvement of First Street in Corvallis as the route of the Pacific Highway West (4) a survey of the Pacific Highway West from Corvallis to Camp Adair and from Corvallis south to Monroe, and (5) a more direct access highway from Corvallis easterly to a junction with the new Pacific Highway.

He also read aloud letters from the City of Corvallis, City of Philomath, the Benton County Court and the Benton County Chamber of Commerce, all urging various segments of this program and he asked the Commission to have studies made and to give serious consideration to the improvements.

Chairman Reynolds stated that a hearing was held recently in Corvallis concerning the section of the Corvallis-Philomath Highway within the city of Corvallis and it is hoped that work can be undertaken soon to be followed by improvements westerly to Philomath. Mr. Porter commented that the city of Corvallis is strongly in favor of improvement of First Street as the route for the Pacific Highway West. Commissioner McIver inquired as to what route the

delegation has in mind as a more direct connection with the Pacific Highway. Mr. Merrifield replied that the location they are proposing extends due easterly from Corvallis to a connection with the Pacific Highway south of Albany near Tangent. Chairman Reynolds assured the delegation that their requests would be given careful consideration, however, he pointed out that the Commission's main handicap is lack of funds.

A delegation representing the Warrenton Chamber of Commerce and others came before the Commission regarding the proposed bridge across Youngs Bay on the Oregon Coast Highway at Smith Point south of Astoria. The following people composed the group: E. R. Baldwin, City Manager, Warrenton; Forrest Vaughn, Chairman, Highway Transportation Committee, Chamber of Commerce, Astoria; John Sheppard, President, Chamber of Commerce, Warrenton; C. E. Wade, City Commissioner, Warrenton; Wayne Sampson, Jr., Chamber of Commerce, Warrenton. Mr. Baldwin headed the group and introduced the members. He reviewed briefly the events leading up to the Commission's authorization for construction of the bridge. The people of Warrenton, he stated, are concerned about efforts made by communities on the Lower Columbia River Highway for development of that highway in preference to construction of the Youngs Bay bridge and he reiterated that the group he represents is still strongly in favor of construction of the bridge. Mr. Vaughn observed that the Astoria Chamber of Commerce is in favor of the Youngs Bay bridge and has asked that construction be started as soon as possible. Chairman Reynolds stated that the Commission sees no reason to change its program and he pointed out that there is no basis for contention that politics influenced approval of the Youngs Bay bridge as cost studies were made on various routes, benefit quotients determined in 1950 and a decision made approving the route including the Youngs Bay bridge in August 1956, prior to the last election.

The Engineer recalled that a letter written by former highway engineer Mr. R. H. Baldock, dated in 1950, showed a benefit quotient in excess of seven to one for the Youngs Bay bridge route Commissioner McIver commented that much time has been spent in determining all angles in connection with the Oregon Coast Highway route south of Astoria and that other groups in the area had agreed that the Youngs Bay bridge should be considered as the No. 1 project. Commissioner Chessman stated that although the action approving the Youngs Bay bridge had taken place prior to his appointment as a member of the Commission, that he concurs with the action that was taken by the previous Commission.

Chairman Reynolds then asked the Engineer if there has been any change in his attitude concerning the Youngs Bay bridge project. The Engineer replied that the project was recommended only after exhaustive study and that no facts have been presented since then to change his opinion.

Chairman Reynolds advised the group that the Commission plans an orderly program of construction in this area and in due time hopes to complete reconstruction on the Lower Columbia River Highway.

Crook County Judge Harry C. Fowler, Crook County Commissioners Luke Reif and Melvin Weberg, all of Prineville, accompanied by F. G. Whitaker of the U.S. Bureau of Reclamation, Boise, Idaho; Mr. LaSelle Cole, Manager, Ochoco Irrigation District, and a Mr. Merritt and a Mr. Graffenbarger also

representing the Ochoco Irrigation District, came before the Commission concerning (1) construction of a climbing lane on the Ochoco Highway west of Prineville; (2) improvement of an additional three mile section of the "Paulina Road" and (3) relocation of the Crooked River Highway that will be required by reason of construction of the Crooked River Dam south of Prineville. Judge Fowler pointed out the need for a climbing lane west of Prineville. Concerning improvement of the Paulina Secondary Highway he inquired if it would be possible for the Commission to reconstruct an eleven mile section instead of the eight miles that is proposed. He mentioned particularly the need for placing a two mile section of the Paulina Highway about fifteen miles west of Paulina on the north side of the river to avoid a hazardous icing condition which now prevails on what is known as the "Stewart Grade". The Engineer remarked that funds are not available for construction of the climbing lane west of Prineville as the county had agreed to transfer funds from this section so the highway between Redmond and Sisters could be improved. Chairman Reynolds in commenting on the increase in length of the Paulina Section from eight to eleven miles stated that any savings on contract projects are reallocated for improvements within the division in which they occur and the Commission could give no promise that the length of the project could be extended. The Engineer stated that there appears to be some misunderstanding concerning savings on this project as the amount allocated was $600,000 whereas the amount expended, including the bridge, was $660,000. He stated also that careful attention would be given to the icy section mentioned by Judge Fowler.

Concerning the proposed construction of the Crooked River Dam, Judge Fowler called attention to the application of a 1949 law which concerns reconstruction of highways that will be necessary when the dam is constructed. The Engineer stated that no official notice has come to his attention concerning sections of highway which would be inundated and that no official request or statement has been made to him concerning the dam. Judge Fowler urged that the route for the relocated sections of highways be determined at an early date.

Mr. Cole, Manager of the Ochoco Irrigation District, stated that $1,000,000 has been appropriated for construction in 1958 and it is anticipated that bids will be received about June 1. In the meantime an agreement must be reached with the Highway Commission and the county concerning replacement and routing of roads which will be flooded. He strongly urged that the Commission approve closing a section of the Crooked River highway near the dam as an aid in construction of the dam. He pointed out that approximately 90 per cent of the traffic on this route could use the route that they propose as a detour. He said that there are several possible routes which can be used, and he urged that early agreement be reached so as not to hold up award of the contract for the dam construction. The Irrigation District has the sum of $200,000 available in next year's budget to replace roads because of dam construction.

Chairman Reynolds stated that this is the first official presentation that the Commission has received on this project and that the Engineer would be instructed to study the matter. The Commission, he stated, will also need to know who will pay for the relocated highway sections. Judge Fowler stated that county roads as well as the state highways are involved. Mr. Cole again urged the Commission to grant authority to close a section of the highway near the dam site. The Engineer commented that relocation of highways in connection

with construction of this dam was studied several years ago and the cost at that time appeared to be quite high. It was his feeling that a conference should be held to work out details including proposed routes, closure of the highway at the dam, financing, and other details. The Commission instructed the Engineer to study the matter, hold such conferences as are necessary, and report his findings to the Commission.

A group of people from the towns of Umatilla and Irrigon came before the Commission concerning improvement of the 15 mile section of US730 between Umatilla and the Boardman overpass. The following people were present: Archie Easton, Mayor and member of Umatilla Port Commission; Dallas Dusenberry, President, and Cyril Brownell, both of the Chamber of Commerce; Sinice Moore, Councilman, all of Umatilla; Don Adams, Mayor, and Warren McCoy, Councilman, both of Irrigon. Mr. Easton, who acted as spokesman, introduced the other members of the delegation. He pointed out that heretofore plans for improvement of the highway have been difficult because of the unknown height of the John Day Dam on the Columbia River. However, the elevation of the proposed dam is now known and it has been determined that impounded waters will affect the roadway only slightly. He pointed out that the existing roadway was constructed approximately 40 years ago, is very narrow and crooked and carries a large volume of traffic for the type of road that it is. He estimated that the road could be improved to a reasonable standard for approximately $1,000,000 of which the state would have to pay approximately $400,000. Mr. McCoy called attention to several serious accidents in which persons had been killed, and he also pointed out that six accidents had occurred in one week. Mr. Easton commented that plans are under way for development of a port district in that area and improvement of the road is necessary to the welfare of the port district. Mr. Brownell called attention to the obsolete condition of the present road and the large number of accidents that have occurred on it. It was his feeling that construction of the proposed interstate highway from Ellensburg, Washington, will funnel considerable additional traffic onto the road. Commissioner Reynolds informed the delegation that their request would be given careful consideration when the next construction program is formulated.

A delegation consisting of the Umatilla County Court and others came before the Commission to urge use of the Umatilla Bridge as the point of crossing the Columbia River on the route of the proposed Interstate Highway between Ellensburg, Washington, and Pendleton, Oregon. The following people were present: Hon. D. R. Cook, County Judge of Umatilla County: Frank Hayes and Roscoe Kelly, County Commissioners, and Gene Hiatt, Manager, Umatilla Toll Bridge, all of Pendleton; Cyril G Brownell, Umatilla, and Loyd Key, taxpayer, Milton-Freewater. Judge Cook, who acted as spokesman, introduced the other members of the delegation. He advised that the tolls being received on the recently completed bridge at Umatilla are barely meeting expenses, and that were the proposed Ellensburg-Pendleton Interstate Highway to be routed via a crossing of the Columbia near Boardman it would bankrupt the Umatilla Bridge operation. He urged the Commission to do everything possible to route the proposed Interstate Highway over the Umatilla Bridge in order to avoid such situation. He gave as his opinion that it would not be difficult or too costly to widen the Umatilla Bridge to acceptable interstate standards for two lanes of traffic and in years to come, when traffic volume demanded it, a second structure could be built. It was his opinion too that the location of the crossing of

the Ellensburg-Pendleton Interstate Highway over the Columbia River will have a great bearing on the location of the proposed port facilities in that area. Chairman Reynolds remarked that definite action has not as yet been taken as to the route of the proposed interstate highway. In order to determine facts as to the best route, he stated that the Engineer had been instructed to secure engineering data and from the information secured a decision will be reached. The Commission, he continued, wishes to hear all sides of the matter and he mentioned that a delegation from Boardman will be in to urge a crossing near Boardman. When all interested parties have been heard and the Commission has reached a decision the Engineer will then be instructed to discuss the matter further with the authorities of the State of Washington who are concerned. He added that everything possible will be done to protect the best interests of Oregon.

Judge Cook commented that he had heard that there are plans under way to start operation of a Columbia River ferry at Boardman within the next few days. Chairman Reynolds stated that the Commission has no control over the operation of the Columbia River ferries other than at Astoria. In reply to an inquiry from Judge Cook, the Engineer stated that he had investigated the southern end of the interstate route in Washington and had given the information to the Commission. It appears, he said, that a route using the Umatilla Bridge is entirely feasible. He also said that the route suggested by the State of Washington authorities with a contemplated crossing of the Columbia River near Boardman is not a bad route, but in his estimation the Umatilla Bridge route would be just as good and somewhat cheaper to build. Chairman Reynolds stated that the Commission would do all it could to utilize the Umatilla Bridge as the interstate crossing. The Engineer then inquired if Umatilla County is in favor of placing the Ellensburg-Pendleton route on the interstate system. Judge Cook replied in the affirmative provided that the route selected will not jeopardize the Umatilla Bridge.

Judge Cook then called attention to the fact that a contractor (Vernie Jarl) had left a rock pit on the Vansycle-Helix FAS Highway loaded with dynamite. The Engineer advised that the contractor already has been ordered to eliminate this hazard.

Judge Cook also inquired concerning the status of improvement of the South Mission Road and the section of the Oregon-Washington Highway between Adams and Milton. Chairman Reynolds stated that the problem is to find funds to finance the work, but the Commission will try to get it on the construction program as soon as possible. He also said that bids are to be received by the Commission on March 27, 1958, for improvement of the South Mission Road.

The meeting recessed at 12:10 p.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

Mr. Ernie Fatland, representing the Commercial Club of Condon; Mr. W. H. Steiwer, representing the Fossil Community Club; and Hon. James D. Burns, County Judge of Gilliam County, appeared before the Commission to urge improvements on the Service Creek-Pioneer Picnic Grounds Section, the Service Creek-Spray Section, and the Fossil-Condon Section, all on the John Day Highway. Mr. Fatland stated that they are also interested in improvements to Highway 206. Mr. Steiwer inquired as to reasons for delay in construction on

the Pioneer Park-Burton Canyon Section and urged early improvement of the section between Fossil and Condon. The Engineer reviewed allocations that have been made on this highway and pointed out that it may be as late as December 1958 before the Bureau of Public Roads appropriates the necessary federal funds. The survey work, he stated, has been completed and construction will be contracted as soon as the money is available.

Mr. Steiwer then inquired if a survey could be started between Fossil and Condon. Chairman Reynolds replied that so far the Commission has not considered the matter. Judge Burns stated that more people would be served if the highway improvement was started at Fossil. Early improvement of the section between Fossil and Condon was also urged by Mr. Fatland. The Engineer inquired if the people in that area are all agreed on this project and if the people in John Day for instance, prefer improvement between Fossil and Condon. Mr. Fatland replied that all of the people he has contacted favor the project. Commissioner McIver inquired as to the section between Fossil and Condon that the group would designate as their No. 1 project. Judge Burns replied that in his estimation improvement of the Cummings Hill Section should be first consideration. Mr. Fatland called attention to the following additional items which need attention: (1) Better warning signs between Olex and Shutler Flats on the John Day Highway south of Arlington. (2) Determination of ownership of property in Condon which is needed for the school district swimming pool. He requested, if it is determined that the Highway Commission has ownership, that the land be deeded to the school district. (3) Widening for parking and construction of a rest area at the Devils Butte Viewpoint on the Condon-Cottonwood Section of Highway 206 where a fine view of Mt. Adams is available. (4) Construction of a new bridge over the John Day River on Highway 206. Chairman Reynolds stated that these matters would be investigated.

A delegation representing the Junction City Lions Club, the Chamber of Commerce, and others, came before the Commission concerning relocation of the Siuslaw Highway along the south side of Triangle Lake. The following people were present: Frank Knox and Ford Hand, both of Junction City Chamber of Commerce; Lee Murphy and Julius Hult, Lions Club; Warren Marshall, School Superintendent, Triangle Lake; and Philip Hult, Hult Lumber Company, Horton. Mr. Knox acted as spokesman and introduced the other members of the group. He pointed out that the Siuslaw Highway is an important road and that the existing section north of Triangle Lake is exceedingly crooked. Mr. Marshall, School Superintendent, stated that between 125 and 150 children are transported daily to and from school over this highway section and that during the course of the school term there are usually about five days when the school bus cannot make the run because of the bad condition of the road. One school bus, he said, has been sideswiped and there have been two rear end collisions. Also, traffic in following the buses over the crooked road is delayed considerably because of inability to pass. Julius Hult pointed out that construction to the south of the lake would eliminate 45 curves and he declared that increasing traffic on the Siuslaw Highway has made the need for improvement imperative. Mr. Hand stated that to remove the 45 curves would require construction of only two miles of new road. He mentioned that a survey has been made and he urged early construction for safety reasons. Mr. Murphy commented that he has traveled this road since 1924 and in that time the nature and volume of traffic has changed considerably. He mentioned particularly the increasing number of boats and

trailers that are transported over the road and the large number of logging trucks that operate over it. He also pointed out that rerouting the highway to the south of the lake would make available an excellent area for development as a state park. Philip Hult mentioned the advantage of a possible park area on the south of the lake and commented on the difficulties that are encountered in adequately maintaining the existing road. The Engineer stated that the proposed project is desirable and that studies indicate a benefit quotient of 3.87 to 1 and a cost of approximately $1,000,000 for construction. However, he added, no funds are available to finance it. Chairman Reynolds stated that the Commission personally examined the proposed route last year and although they did not like to say "No", such an answer is necessary at this time as there are no available funds. He also remarked that additional highway funds are needed in order to improve many substandard highway sections, and he mentioned additional gas taxes or an increase in license fees as possible sources of revenue.

Father O'Brien and Stewart Leavy, representing the Board of Directors of Immaculata Academy, Portland, appeared before the Commission to request that the Academy building be permitted to remain on state highway property along the Banfield Expressway near 132nd Avenue. Father O'Brien recalled that the Sisters of the Immaculata Academy had purchased the building by bid and he asked that a revocable permit be granted allowing the building to remain where it is for a period of approximately five years. He pointed out that to move the building would cost approximately $30,000. Mr. Leavy explained that when the property was purchased it was fully intended to move the building from the highway right of way within a year but unexpected financial emergencies have arisen' and it would place a financial burden on the Academy if they are required to move it immediately. Father O'Brien emphasized that no collusion has occurred but because of financial and other reasons plans for the school have been changed and the building has no permanent value to them.

Chairman Reynolds pointed out that if the building had been sold on the basis that removal from the right of way would not be required the Commission might have secured a much larger sum from the sale. Commissioner McIver commented that if the building is allowed to remain on the right of way it would jeopardize the Highway Commission's position with the U.S. Bureau of Public Roads which is assisting with federal funds in financing construction of the Banfield Expressway. He recalled that when the building was offered for sale it was clearly understood that it was to be removed from the right of way within a year. He suggested that the Engineer be instructed to check into the matter and submit a report. The Engineer called attention to the fact that prior to the sale of the building the Commission was receiving $525.00 per month rent for its use. The Commission instructed the Engineer to investigate the matter and submit a report.

Ted Keyler, Paul Jan, and Elton Everhart, representing the Molalla Chamber of Commerce, came before the Commission to request improvement of the Cascade Secondary Highway. Mr. Keyler pointed out that the highway is in good condition north of the town of Clackamas but south of that place it is quite narrow and crooked. He called particular attention to improvements needed in and near Oregon City, at Beaver Creek, at the Alder Tree curves, on the Mulino Hill Section which is steep and narrow, the narrow, slick bridge at Liberal, and the railroad crossing at Atlers Mill. He also mentioned that since

Detroit Reservoir has been opened to the public the volume of traffic over the Cascade Secondary Highway has increased greatly. Civil Defense authorities in Portland, he added, would also like to see the highway improved. Paul Jan stated that in his opinion several industries have been lost to the area south of Portland because of the poor condition of the Cascade Secondary Highway. Elton Everhart stated that the highway to the north and south of the sections previously mentioned are in good condition, thereby accentuating the deficiencies of the unimproved section.

The Engineer stated that this highway carries a heavy volume of traffic and is deserving of a high priority rating but at the present time no funds are available to finance its improvement. Chairman Reynolds stated that the Commission will give careful consideration to the project in the formulation of the next construction program.

Hon. Oscar Peterson, Morrow County Judge; Mr. George Wiese, President of the Boardman Planning Commission; Mr. Dewey West, President of the Boardman Chamber of Commerce, and Mr. Joe Tatone, Mayor of Boardman, came before the Commission to urge routing of the proposed Ellensburg-Pendleton interstate highway across the Columbia River near Boardman. Judge Peterson, who acted as spokesman, introduced the other members of the delegation and stated that people of Boardman are much enthused about the interstate route as proposed by the State of Washington which would provide a crossing of the Columbia River a short distance east of Boardman. He questioned if a project of this magnitude and cost should be hinged on the existence of a bridge at Umatilla. The route as proposed by the Washington officials, he stated, is a short inexpensive route which has considerable merit and in their estimation should be added to the interstate system. Mr. Wiese read aloud and presented a brief submitted by the Boardman Planning Commission, favoring adoption of the interstate route near Boardman. He inquired if there are any other toll bridges on the interstate system. He declared that the Umatilla Bridge is too narrow and if it is not used for the Interstate route it would simply mean that it would take a longer time to pay off the bridge bonds. He felt that the Washington State officials have done a good job in selecting the route near Boardman and he doubted that their judgment should be questioned. The Engineer commented that there are a considerable number of toll bridges on the interstate system. Mr. West read aloud and presented a statement in behalf of the Boardman Chamber of Commerce urging adoption of the route suggested by Washington State. Mr. Tatone read aloud and presented a letter from the City of Boardman endorsing the interstate routing near Boardman. Judge Patterson stated that the Morrow County Court favors the Boardman crossing. The Engineer remarked that there is no intent to construct a four-lane bridge across the Columbia to accommodate the proposed Ellensburg-Pendleton Interstate Highway as it appears that traffic will not justify a four-lane facility before 1975. Chairman Reynolds concluded the discussion by thanking the delegation for its well organized presentation.

A delegation from Pendleton, Weston, and Milton-Freewater was present and urged the Commission to improve the Oregon-Washington Highway between Adams and Milton-Freewater. The following people composed the group: Vern Hendershott, President of the Pendleton Chamber of Commerce; Vern Tinterstette, Manager of the Chamber of Commerce; Paul DeGraf, Sites Silver

Wheel Freight Lines, all of Pendleton; Gilbert Lamb, food processor, Weston; L. W. Price, Mayor of Milton-Freewater; Dick Yantis, President of Milton-Freewater Chamber of Commerce, and Lloyd Key, representing canneries, all of Milton-Freewater. Mayor Price headed the group and introduced the members. He read aloud and presented a resolution adopted by the Milton-Freewater City Council urging early reconstruction of the Oregon-Washington Highway between Milton-Freewater and Adams. Mr. Yantis read aloud and presented a statement from the Pendleton Chamber of Commerce asking early reconstruction of this section. Mr. Lamb read aloud and presented a prepared statement calling attention to the heavy volume of traffic caused by the pea and vegetable industries. He also cited the increase in logging and pulp and lumber trucks which often cause traffic jams on hills when faster moving vehicles are unable to pass. During the pea harvesting season, he said, there is an average of one pea truck passing a given point on the highway every minute and a half. Mr. Key emphasized the great amount of traffic during the canning season and mentioned that recently one state highway employee had been killed near Weston. It was his feeling that the traffic volume would increase still more as time goes on. Mr. Hendershott presented a prepared statement showing the volume of pea hauling trucks and accidents in this vicinity. Commissioner McIver commented that the improvement requested undoubtedly is needed but the problem is complicated by lack of funds. He concluded the discussion by stating that the Commission will make every effort to include a project on this highway section in formulating its next construction program.

Chairman Reynolds brought up for discussion the bids received at the morning session for operating the concession at Rooster Rock State Park. He inquired when the award of this contract could be made. The Parks Superintendent replied that some bidders had qualified their bids and it would be necessary to check the reliability of several of the high bidders in order to determine the best bidder. The Commission instructed him to study the bids and report his recommendation at the next meeting. In this connection the Commission also authorized the advertising for bids for concession privileges at Fort Stevens State Park in Clatsop County.

The Commission again considered proposed routing of the interstate highway between Ellensburg, Washington, and Pendleton, Oregon, particularly as this route affects the Umatilla Bridge. Upon motion by Commissioner McIver which carried unanimously, the Engineer was instructed to confer with Washington State highway officials in an endeavor to reach an agreement as to a route and to report back at the next Commission meeting a joint recommendation from both states.

The Commission, after carefully considering the list of condemnations submitted by the Chief Counsel on the preceding day and in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning those projects and properties involved, approved the condemnations by adopting the attached resolutions relative thereto, marked EXHIBITS "I-1" through "I-15", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented proposed settlements of condemnation proceedings for acquisition of right of way as follows:

Edmund H. Verdurmen, File 2947, in the amount of $100.00, Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County.

Lars Haugan, File L-2928, for $22,500.00, on the Harbor Drive - Barbur Boulevard Section of the Pacific Highway in Multnomah County.

These settlements, he stated, are reasonable and he recommended that they be accepted. The Commission approved the settlements as recommended.

The Chief Counsel also reported that the Douglas Community Hospital has offered to accept the sum of $30,000.00 as settlement in full for acquisition for right of way from them. This amount, he stated, is entirely too high and he recommended that the offer be rejected. The Commission rejected the proffered settlement.

The Engineer called attention to a resolution adopted by the Highway Commission on August 6, 1953, authorizing the Engineer or any Assistant Highway Engineer to impose reduced load limits on highways. The 1957 Legislature, he pointed out, authorized the Highway Commission to delegate certain matters to the Engineer and he recommended that a new resolution be adopted granting the Engineer, the Deputy Highway Engineer, or either Assistant State Highway Engineer authority to impose reduced load limits on state highways when such action is necessary to prevent damage. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer bids received at the morning session and at 3:30 p.m., Commissioner McIver announced awards of contracts as follows:

Grading, paving, and illumination of the Evelyn Street Channelization Section of the Clackamas Highway, Clackamas County. The Commission elects to accept the low bid of Parker & Fuhrman, Portland, in the sum of $27,167.90 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $12,720.00 is deposited by the County.

Grading and paving the Rinehart Creek Slide Section of the Oregon Coast Highway, Curry County. The Commission awarded the contract to the low bidder, Martin Kincheloe, Myrtle Point, at $15,691.00.

Construction of Long Creek Sand Shed on Pendleton-John Day Highway, Grant County. The Commission awarded the contract to the low bidder, H. G. Wirtz, Grants Pass, at $10,190.00.

Rock production on the Murphy-Ruch Section of the Medford-Provolt and Williams Highways, Jackson and Josephine Counties. The Commission awarded the contract to the low bidder, Moyer Gravel Company, Alturas, California, at $23,368.00.

Construction of Eugene Office Building, Lane County. The Commission awarded the contract to the low bidder, Lee-Built Homes & John D. Bachman, Springfield, at $6,873.00.

Construction of Beachside State Park Latrine, Lincoln County. The Commission awarded the contract to the low bidder, George W. Millett, Jr., Eugene, at $6,692.00.

Construction of Devils Lake State Park Facilities, Lincoln County. The Commission awarded the contract to the low bidder, George W. Millett, Jr., Eugene, at $23,687.50.

Installation of traffic signals at six intersections in the city of Salem, Marion County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $24,140.00.

North Jefferson Jct. -North Albany Street Section of the Pacific Highway, Marion and Linn Counties. The Commission awarded the contract to the low bidder, Roy L. Houck & Sons & Roy L. Houck Sons Corporation, Salem, at $1,262,693.00.

Grading and paving the 16th Avenue connection to the Columbia River Highway (T.H. Banfield Expressway) in the city of Portland, Multnomah County. The Commission elects to accept the low bid of Howard Angell, Portland, in the sum of $36,533.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

Grading and paving the Rooster Rock State Park parking area extension, Multnomah County. The Commission awarded the contract to the low bidder, George E. Blaisdell & Sons Construction Company, Portland at $30,440.00.

Construction of Rooster Rock State Park facilities, Multnomah County. The Commission awarded the contract to the low bidder, Zuber Brothers Contractors, Portland, at $35,038.50.

Umatilla Rock Production Project on state highways in the vicinity of Umatilla, Umatilla County. The Commission awarded the contract to the low bidder, Cartwright Construction Company, Durkee, at $11,250.00.

Grading, stone base and paving on the West Unit, Shogren-Rowena Section of the Columbia River Highway, Wasco County. The Commission elects to accept the low bid of Roy L. Houck & Sons & Roy L. Houck Sons Corporation, Salem, in the sum of $295,492.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

Widen existing Shogren Overcrossing of UPRR, Wasco County. The Commission elects to accept the low bid of Babler Brothers, Inc., Portland, in the sum of $161,626.00 and the State Highway Engineer is directed to

award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

There being no further business to transact at this time, the meeting was declared adjourned by Chairman Reynolds at 3:35 p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

February 28, 1958

EXHIBITS "A" through "O"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

February 27 and 28, 1958

EXHIBIT "A"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27088	Oregon General Discount Company		(Grant)
	Right of Way, 0317 S.W. Grover St., Sta. 93		
	Option expires July 26, 1958		
	2,085 sq.ft.	$1,500.00	
	House	4,800.00	
	Lawn, walks and shrubs	100.00	
	Amount to be paid owner - chrg to Right of Way		$6,400.00
	Grantor to vacate 30 days after notice.		

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

24999 Allen, A. C. et al (Grothaus)
Right of Way, 4407 S.W. Kelly, Stas. 127+55-128+10
Option expires July 26, 1958

3,000 sq.ft. at $0.10½ per sq.ft.	$ 315.00	
7,200 sq.ft.	225.00	
House	3,950.00	
Improvements	300.00	
Damage	385.00	
Amount to be paid owners - chrg to Right of Way		$5,175.00

Grantors to vacate 30 days after notice.

Entire taking -

26724 Larson, Frederick A. et al (Scott)
Right of Way, 032 S.W. Seymour, Sta. 139
Option expires July 30, 1958

180 sq.ft. at $0.15 per sq.ft.	$ 27.00	
Fence and lawn	23.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$250.00

Access not controlled -

27078 Miller, Frank and Elsie L. (Grant)
Right of Way, 2911 S.W. Hood, Sta. 88
Option expires August 3, 1958

5,000 sq.ft. at $0.32 per sq.ft.	$1,600.00	
House	3,600.00	
Lawn, walks and shrubs	100.00	
Amount to be paid owners - chrg to Right of Way		$5,300.00

Grantors to vacate 30 days after payment.

Entire taking -

27092 Donato, Antonio and Mary (Grant)
Right of Way, 0325 S.W. Gibbs, Sta. 98
Option expires July 16, 1958

4,500 sq.ft.	$ 850.00	
House	6,300.00	
Yard improvements	450.00	
Amount to be paid owners - chrg to Right of Way		$7,600.00

Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27085 Miller, William O. and Rose Florence (Grant)
Right of Way, 3003 S.W. Hood, Sta. 90
Option expires July 19, 1958

10,652 sq.ft.	$2,500.00	
House	9,475.00	
Walks, lawn etc.	525.00	
Amount to be paid owners - chrg to Right of Way		$12,500.00

Grantors to vacate 60 days after payment.

Entire taking -

22065 Suding, Harry D. (Grothaus)
Right of Way, 0255 S.W. Hamilton
Warranty Deed signed January 17, 1958

17,150 sq.ft.	$2,650.00	
House	3,150.00	
Storage shed	175.00	
Improvements	225.00	
Amount to be paid owner - chrg to Right of Way		$6,200.00

Entire taking -

25002 City of Portland (Smith)
R/W and Sl. Ease., SW Viewpoint Terr. and Julia
Option expires July 21, 1958, Sta. 142

1,750 sq.ft. and 1,000 sq.ft. sl. ease.	$ 70.00	
Amount to be paid owner - chrg to Right of Way		$70.00

Complete restriction of access -

27037 DeJournette, Addie (Grant)
Right of Way, 0209 S.W. Seymour Ct., Sta. 138
Option expires July 22, 1958

6,275 sq.ft.	$ 800.00	
House	5,500.00	
Walks and lawn	150.00	
Amount to be paid owner - chrg to Right of Way		$6,450.00

Grantor to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27093 Koehler, H. Willis and Agnes (Grant)
Right of Way, 3239 S.W. Hood St., Sta. 96
Option expires July 23, 1958

5,500 sq.ft. at $0.18+ per sq.ft.	$1,000.00	
House	4,150.00	
Garage, lawn, shrubs and walks	175.00	
Amount to be paid owners - chrg to Right of Way		$5,400.00

Grantors to vacate 30 days after notice.

Entire taking -

24072 Howe, Inga (Grothaus)
Right of Way, 4617 S.W. Kelly Ave., Stas. 133-134
Option expires July 26, 1958

4,875 sq.ft. improved	$ 562.00	
House	3,250.00	
Damages	800.00	
Amount to be paid owner - chrg to Right of Way		$4,612.00

Grantor to vacate 30 days after notice.

Complete restriction of access -

24845 England, Charles E. (Grant)
Quitclaim Deed, Sta. 126
Quitclaim Deed signed January 29, 1958

50 sq.ft.	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$10.00

Entire taking -

24996 Bennett, Rosa (Grant)
Quitclaim Deed, Sta. 126
Quitclaim Deed signed January 30, 1958

26.7 sq.ft.	$ 5.00	
Amount to be paid owner - chrg to Right of Way		$5.00

Entire taking -

27084 Ridout, Ralph W. and Vina L. (Grant)
Right of Way, 2859 S.W. Hood, Sta. 87
Option expires July 28, 1958

3,333 sq.ft. at $0.32+per sq.ft.	$1,070.00	
House	4,230.00	
Lawn, walks and shrubs	150.00	
Amount to be paid owners - chrg to Right of Way		$5,450.00

Grantors to vacate April 1, 1958.

Entire taking -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27081 Colistro, Frank and Mary Ann (Grant)
Right of Way, 2933 S.W. Hood, 0211 and 0217 S.W. Porter St.
Option expires July 19, 1958, Stas. 88-89

4,150 sq.ft. at $0.50+ per sq.ft.	$ 2,080.00	
2,057 sq.ft. at $0.70+ per sq.ft.	1,440.00	
7,350 sq.ft. at $0.40 per sq.ft.	2,940.00	
Three houses	16,090.00	
Walks, lawns, etc. on three lots	950.00	
Amount to be paid owners - chrg to Right of way		$23,500.00

Grantors to vacate 30 days after acceptance.

Entire taking -

27089 Patterson, Bertha M.; Moore, Rena A. (Grant)
Right of Way, S.W. Grover St. and Kelly Ave.
Option expires July 29, 1958, Sta. 93

2,400 sq.ft.	$5,000.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Entire taking -

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

27366 Morlan, E. W. and Evelyn (Grothaus)
Right of Way, Stas. 465-477
Option expires July 14, 1958

3.6 acres at $750 per acre	$2,700.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$2,800.00

THINGS TO BE DONE BY THE STATE

Construct 20' approaches to r/w line at access locations; re-establish Grantors' water line in sleeve under hwy. in present location, with only temporary interruption of water supply, at the time of construction of hwy.
Access: 465+50 and 474+40, S., residential, farming and production and transportation of timber products.

Access controlled -

EXHIBIT "A" (Cont)

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

27362 Johnson, Grace (Scott)
Right of Way, Sta. 185
Option expires August 5, 1958
980± sq. ft. at $0.20± per sq. ft. $ 200.00
Amount to be paid owner - chrg to Right of Way $200.00

Access not controlled -

27365 Wieder, David M. et al (Smith)
Right of Way, S.W. 65th and Coronada, Stas. 203-205
Option expires August 5, 1958
1,307 sq. ft. at $0.50 per sq. ft. $ 650.00
Amount to be paid owners - chrg to Right of Way $650.00

Access not controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26317 Hoffman, Otto (Hart)
Right of Way, Stas. 9-12
Option expires August 9, 1958
0.54 acre at $2,000 per acre $1,080.00
Amount to be paid owner - chrg to Right of Way $1,080.00
Grantor to vacate by February 15, 1958 or within 5 days after payment, whichever occurs later.

Access not controlled -

26324 Everest, Archie Charles and Esther Owens (Hart)
Right of Way, Stas. 32+95-33+22
Option expires August 10, 1958
0.08 acre at $750 per acre $ 60.00
Amount to be paid owners - chrg to Right of Way $60.00
Grantors to vacate by February 15, 1958.

Complete restriction of access -

26340 DePaolo, Antonio and Victoria (Henry)
Right of Way, Stas. 83-91
Option expires August 3, 1958
0.25 acre at $300 per acre $ 75.00
0.2 acre at $600 per acre 120.00
0.05 acre, including shrubs 205.00
23 rods fencing at $4 per rod 92.00
Amount to be paid owners - chrg to Right of Way $492.00
Grantors to have until March 15, 1958 to remove fence.
THINGS TO BE DONE BY THE STATE

Construct road approach at 87+40 on W. side of hwy.
Access: 87+40, W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26322 Hayden, Margaret C. (Hart)
Right of Way, Stas. 29-31
Option expires August 10, 1958
0.34 acre at $750- per acre $ 250.00
Severance and encroachment damage and loss of trees 345.00
Amount to be paid owner - chrg to Right of Way $595.00
Grantor to vacate by February 15, 1958.

THINGS TO BE DONE BY THE STATE

Re-establish road approach at present location.
Access: 31+00, Northeasterly, residential.

Access controlled -

26331 Wegter, Kenneth and Katherine (Henry)
Right of Way, Stas. 58-59
Option expires July 19, 1958
0.01 acre $ 25.00
5 rods fencing at $5 per rod 25.00
Amount to be paid owners - chrg to Right of Way $50.00
Grantors to have until March 1, 1958 to remove fence.

Complete restriction of access -

26335 McKeoun, Jay S. and Maud F. (Henry)
Right of Way, Stas. 76-82
Option expires July 2, 1958
1.06 acres at $500 per acre $ 530.00
Damage 600.00
Amount to be paid owners - chrg to Right of Way $1,130.00
Farm crossing: 25' wide at 80+00.

Access controlled -

26336 Werth, Raymond H. and Wanda L. (Henry)
Right of Way, Stas. 82-84
Option expires July 22, 1958
0.62 acre at $400 per acre $ 248.00
Damage 252.00
Amount to be paid owners - chrg to Right of Way $500.00

Complete restriction of access -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26320 Brandt, George A. and Ruth M. (Hart)
Right of Way, Stas. 14-26
Option expires July 15, 1958

2.19 acres at $1,000+ per acre	$2,200.00	
Severance damage	800,00	
Amount to be paid owners - chrg to Right of Way		$3,000.00

Grantors to vacate by February 15, 1958.

THINGS TO BE DONE BY THE STATE

Construct road approach opp. 17+50, N., and at 24+00, N. and S. sides. Farm crossing: 24+00.
Access: 17+50 and 24+00, N., residential.

Access controlled -

BIG CLIFF-GATES SECTION - NORTH SANTIAM HIGHWAY

27711 U.S.A. (Army Engineers) (Saling)
Right of Way, M.P. 30.8-M.P. 36.5
Letter of January 27, 1958

3.77 acres fee and 69.1 acres easement of abandoned Southern Pacific Railroad right of way	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$150.00

Access not controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

25488 Heyerly, Percy and Mildred (Friess)
Right of Way, Stas. 1164-1196
Option expires July 27, 1958

0.5 acre at $1,500 per acre	$ 750.00	
23.8 acres at $400 per acre	9,520,00	
Storage shed	457.50	
Replacing bridge	200.00	
Encroach. damage to house and garage and incr. grade	5,400.00	
Damage to land	8,772.50	
Amount to be paid owners - chrg to Right of Way		$25,100.00

Grantors to remove black walnut tree from r/w prior to March 15, 1958, and to vacate by same date.
Grantors allowed to salvage present fencing before construction if it does not interfere with State.

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

25488 Heyerly, Percy and Mildred (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Proposed detour road to be left intact, with full access thereto, except portion in hwy. right of way. Construct 25' approach and install double 10' gates at 15+50 on N. side of detour rd. Construct approach at 16+60, S., and a gravel drive from approach to 13+10. Construct two 25' approaches at 2+50, each side, and install double 10' gates to each. Fence r/w except from 16+72 to hwy. right of way. Construct fence on Grantors' remaining land from 16+72 to farmyard fence at approx. 15+50.

Complete restriction of access -

27367 Roth, Anna and Ed (Friess)
Right of Way, Stas. 372-380
Option expires July 20, 1958
0.8 acre $ 300.00
Amount to be paid owners - chrg to Right of Way $300.00
Grantors allowed to salvage present fencing before construction, if it does not interfere with State.

THINGS TO BE DONE BY THE STATE

Fence right of way. Construct 25' approach, S., at 376+50 and install two 10' metal gates. Construct detour road N. of present county road and Grantors allowed full access thereto. Install sufficient anchor posts at all fence corners affected by hwy. construction.

Complete restriction of access -

25733 Malpass, Richard W. et al (Hart)
Right of Way, Stas. 2530-2537
Option expires June 3, 1958
8.07 acres at $275+ per acre $2,220.00
Severance damage 2,780.00
Amount to be paid owners - chrg to Right of Way $5,000.00
Grantors to vacate by August 31, 1958, or as soon as crop is harvested, if this occurs sooner, or upon written notice by State. If crop damage occurs before said date, Grantors to be reimbursed at the rate of $25 per acre.

29615

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25733 Malpass, Richard W. et al (Cont)

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Construct road approach to E. side of same opp. 2530+00, approximately. Fence r/w with #2 sheep type fence with exception of portion between 2535+00 and 2537+30, which will use type 2 fence, with three barbed wires at top.

Complete restriction of access -

26707 Malpass, David C. and Evelyn R. (Hart)
Right of Way, Stas. 2527-2559
Option expires June 3, 1958

21.19 acres at $275- per acre	$5,800.00
10 acres at $200 per acre	2,000.00
Timber	1,110.00
Loss of irr. water facilities to west parcel	2,190.00
Electric power line ease. and joint use of existing facilities agreement	1,500.00
Land damage	5,150.00
Amount to be paid owners - chrg to Right of Way	$17,750.00

Grantors allowed to salvage present fencing if same does not interfere with construction, and before construction begins. Grantors to vacate by August 31, 1958, or as soon as crop is harvested if this occurs sooner, or upon written notice. If crop damaged before said date, Grantors to be reimbursed at the rate of $25 per acre. Grantors to pay 1957-58 and 1958-59 taxes, if property used for fiscal period.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road. Fence r/w with #2 sheep type fence with exception of portion between 2537+30 and 2549+00, which will use standard type fence, with three barbed wires at top.

Complete restriction of access -

EXHIBIT "A" (Cont)

ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25184 Willoughby, Hubert F. and Naomi (Morgan)
Construction Easement, Stas. L2638-L5 18+50
Option expires August 7, 1958
5.75 acres, temporary easement $ 200.00
Amount to be paid owners - chrg to Construction $200.00

THINGS TO BE DONE BY THE STATE

Construct grade 11' wide on top from Grantors' present irr. ditch 500' to Sta. 2644+00. Install 3 equipment crossings and connect to frontage road. Agrees not to borrow fill material from Grantors' easement and that no natural drainage shall be blocked. Install 3 gates, 14' in width and replace fences torn down or removed during construction. As soon as State's obligations are completed Grantors to relieve it of any further obligations concerning irrigation system.

Complete restriction of access -

BENTON COUNTY LINE-CHESHIRE SECTION - TERRITORIAL HIGHWAY

27592 Schubert, Placidus James and Marion N. (Benner)
Quarry Site Exchange
Owners deed signed January 30, 1958
State to acquire in exchange:
6 acres at $100 per acre Equal Exchange
State to convey in exchange:
6 acres at $100 per acre
(Acquired under file 19317), upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.
Property being deeded by State was under cultivation.

EXHIBIT "A" (Cont)

PIONEER SUMMIT UNIT, TOLEDO-EDDYVILLE SECTION - CORVALLIS-NEWPORT HIGHWAY

26235 Smouse, William and Ida (Henry)
Right of Way, Stas. 479-497
Option expires August 4, 1958

1.8 acres at $500 per acre	$ 900.00	
2.57 acres at $30 per acre	77.00	
Timber	120.00	
125 rods fencing at $4.50+ per rod	563.00	
Damages	440.00	
Amount to be paid owners - chrg to Right of Way		$2,100.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at 483+00 when hwy. is constructed. Access: 483+00, E., residential and production and transportation of agricultural and timber products.

Access controlled -

RICHARDSON-SIUSLAW RIVER UNIT, RICHARDSON-WALTON SECTION-RICHARDSON-EUGENE HIGHWAY

27520 Richardson, Jason Ellis and Dena (Allen)
Right of Way, Stas. 465-481
Option expires August 5, 1958

0.2 acre	$ 50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Reconstruct approaches at 467+00 and 470+20, W., and 469+20, 469+80, and 470+80, E. Reconnect water line under road at 469+80 through a 12" sleeve. Access: 467+00 and 470+20, W., and 469+20, 469+80, 470+80 and 473+00, E., unrestricted. Access control will not apply between 460+00 and W. boundary of property.

Access controlled -

27521 Globe Lumber Co. (Curfman)
R/W and Easement for clearing, Stas. 481-510
Option expires August 3, 1958

1 acre and 1.05 acres easement	$ 1.00	
Amount to be paid owner - chrg to Right of Way		$1.00

EXHIBIT "A" (Cont)

RICHARDSON-SIUSLAW RIVER UNIT, RICHARDSON-WALTON SECTION - RICHARDSON-EUGENE HIGHWAY

27521 Globe Lumber Co. (Cont)

THINGS TO BE DONE BY THE STATE

Install 12" sleeve through roadbed at 506+00. Grantor to have right to run water line through sleeve.
Access: 505+30, N., and 509+50, S., unrestricted.

Access controlled -

27523 Lane County (Curfman)
Right of Way, Stas. 513-520
Option expires August 4, 1958
0.32 acre $ 1.00
Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct road approach at 524+10, S. side.
Access: 530+00, N. and S., 524+10, S., and 515+00, N., unrestricted. Grantor to have right to change location of accesses, subject to approval by State Hwy. Commission.

Access controlled -

27582 Rust, Cora A. and Henry E. (Curfman)
Easement for clearing, Stas. 541-543
Option expires August 3, 1958
0.04 acre easement $ 1.00
Amount to be paid owners - chrg to Right of Way $1.00

Access not controlled -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

27593 Shook, Luke (Curfman)
Drainage and Ditching Easement, Stas. 897-907
Option expires July 14, 1958
1.02 acre, easement for drainage and ditching $ 50.00
Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

29619

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

27262 Philpott, David R. et al (Curfman)
Right of Way and Borrow Area
Option expires July 21, 1958
16.9 acres at $50+ per acre $ 850.00
3 acres at $100 per acre 300.00
Amount to be paid owners - chrg to Right of Way $1,150.00
Grantors have right to remove 12,000 cu. yds. of sand from parcel 2, after completion of hwy., if same does not affect State's use of hwy. or endanger hwy. Sand to be removed within 12 years.

THINGS TO BE DONE BY THE STATE

Construct approach to W. line of borrow area from Sta. 930, but reserves right to locate approach within 500' of Sta. 930, if construction features make it advisable. Construct all approaches. Install 12" sleeve through roadbed S. of 935. Access: 937+00, E., and 933+75, W., residential and production and transportation of agricultural and timber products.

Access controlled -

SHADY-BOOTH RANCH UNIT, SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

27513 Smith, Edward D. and Frances P. (Curfman)
R/W and Ease. for perm. drainage ditch, Stas. 2840-2841
Option expires July 15, 1958
0.08 acre and easement, 0.03 acre $ 50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

SHADY-BOOTH RANCH UNIT, SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

27512 Berney, Louis A. and Margaret E. (Allen)
R/W and Ease. for Perm. Drainage Ditch, Stas. 2820-2840
Option expires August 6, 1958
2.3 acres at $250 per acre $ 575.00
4,000 sq. ft. easement 50.00
Amount to be paid owners - chrg to Right of Way $625.00

Complete restriction of access -

27514 Laurance, Raymond C. and Ara E. (Curfman)
R/W and Ease. for perm. drainage ditch, Stas. 2841-2876
Option expires August 9, 1958
4.06 acres at $250 per acre $1,015.00
0.06 acre easement 40.00
Amount to be paid owners - chrg to Right of Way $1,055.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

ODELL SECTION - ODELL SECONDARY HIGHWAY

14390 Hood River County (Saling)
Lease and Sale of Road Material
Lease signed January 2, 1958 to expire February 2, 1968
10 yr. lease to renew existing lease expiring February 2, 1958 $ 1.00

KLAMATH FALLS SECTION

27719 Rodgers, W. L. and Lola Mae (Cozad)
Addition to Shop Site
Option expires August 6, 1958
100 F. ft. at $15 per F. ft. $1,500.00
(21,000 sq. ft.)
Moving Church Bldg. and a smaller bldg. 1,028.00
Amount to be paid owners - chrg to Maintenance $2,528.00
Moving to be done in 90 days, including debris and concrete foundation.

Access not controlled -

EXHIBIT "A" (Cont)

HAY CANYON-JOHN DAY RIVER SECTION - WASCO-HEPPNER HIGHWAY

26845 Estate of Everett H. Nichols AMENDED REPORT (Bucknum)
Right of Way, Stas. 193-249
Option expires May 26, 1958

3.16 acres at $200 per acre	$ 632.00	
4.32 acres at $25 per acre	108.00	
Re-est. telephone line	100.00	
690 rods fencing at $3.50 per rod	2,415.00	
Crop damage, seed and fertilizer	63.20	
Amount to be paid owners - chrg to Right of Way		$3,318.20

Approval subject to title being satisfactory to Hwy. Attorneys.

THINGS TO BE DONE BY THE STATE

Construct connection to Grantors' driveway at Sta. 237+50. Protect TV cable crossing at Sta. 242+20. Install conduit for 1" water pipe at Sta. 238+25. Provide drain and stock pass at Stas. 247+50 and 229+50.
Farm crossings, 60' wide, at Stas. 218+00, 225+00, 237+50 and 241+50 on W. to 240+50 on E.
Access: 201+50 and 225+00, N., and 237+50, S., farming and residential.
This report to correct access supersedes and cancels previous approval of December 5-6, 1957.

Access controlled -

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26860 Butler, Bessie V. et al (Bucknum)
Right of Way, Stas. 154+02.3-167
Option expires July 8, 1958

0.75 acre at $250 per acre	$ 187.50	
0.75 acre at $43+ per acre	32.35	
Re-establish corrals	350.00	
Fencing: 80 rds. at $3.50/ and 83 rds. at $4/ rod	612.00	
Amount to be paid owners - chrg to Right of Way (This section)		$1,181.85
Contract to be given Grantors to construct 160 rods of woven wire at $4/ and 80 rods of barbed wire fencing at $3.50 per rod, 1939 section.		
Additional amount to be paid owners		920.00
GRAND TOTAL TO BE PAID OWNERS-chrg to Right of Way		$2,101.85

EXHIBIT "A" (Cont)

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26860 Butler, Bessie V. et al (Cont)

THINGS TO BE DONE BY THE STATE

Install conduit for 1¼" water pipe at 152+80.
Access: 25', both sides, at 153+20 and 160+40 for farming and residential.

Access controlled -

27579 Ogle, David and Bernice M. (Bucknum)
Right of Way, Stas. 1110-1209
Option expires July 14, 1958

1 acre at $250 per acre	$ 250.00	
1.5 acres at $200 per acre	300.00	
1.5 acres at $100 per acre	150.00	
4 acres at $25 per acre	100.00	
5.9 acres at $10 per acre	59.00	
Fencing: 447 rods at $3.50/;100 rods at $4/ rod	1,964.50	
Timber	200.00	
Re-establish corral	100.00	
Damage	350.00	
Amount to be paid owners - chrg to Right of Way		$3,473.50

THINGS TO BE DONE BY THE STATE

Make channel change and construct tractor roadway to connect Grantors' fields.
Access: W., at 1136+50, 1152+50, 1187+80 and E. at 1119+00, 1183+80, 1190+10 and 1197+50, agricultural, residential and timber.

Access controlled -

26858 Crawford, W. E. and Belle (Bucknum)
Right of Way, Stas. 1327-1403
Option expires July 19, 1958

1.5 acres at $250 per acre	$ 375.00	
7 acres at $25 per acre	175.00	
5.4 acres at $10 per acre	54.00	
10 fruit trees at $20+ per tree	205.00	
8 M. timber at $20 per M	160.00	
Rem. store, ser. sta., 2 garages and 2 cabins	4,170.00	
Fencing: 41 rods woven wire at $4 per rod	164.00	
245 rods barbed wire at $3.50- per rod	857.00	

EXHIBIT "A" (Cont)

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26858 Crawford, W. E. and Belle (Cont)

Amount to be paid owners - chrg to Right of Way $6,160.00
Grantors to remove bldgs. by April 1, 1958 or they become property of State.

THINGS TO BE DONE BY THE STATE

Re-establish irr. system and dom. water supply where disturbed. Protect boxed spring lying W. of 1366+50. Access: 25' on E. side at 1380+00 and W. at 1367+00, residential and agricultural. 25' on W. side at 1390+80 and 1392+20, unrestricted. Access control applies to lands adjacent to taking only.

Access controlled -

HILGARD-ORO DELL UNIT, HILGARD-LAGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27441 Gray, James W. and Sharlene J. (Chatwood)
Right of Way, Stas. 816-818
Option expires July 14, 1958

0.05 acre at $500 per acre	$ 25.00
Moving 30' lawn fence at $1 per foot	30.00
Encroachment damage and 1 lilac bush	275.00
Amount to be paid owners - chrg to Right of Way	$330.00

Grantors allowed encroachment inside frontage road r/w for septic tank and drain line across and under road, but when new system installed new tank must be outside frontage road right of way.

THINGS TO BE DONE BY THE STATE

Protect and re-establish sewage system, if disturbed during frontage road construction. Replace any loose joint type pipe with sealed joint pipe. Fence r/w on w. with type II fence. Provide E. frontage road. Option subject to owners' rights in Holden springs.

Complete restriction of access -

EXHIBIT "A" (Cont)

HILGARD-ORO DELL UNIT, HILGARD-LAGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27102 Krosting, Rudy and Louisa V. (Brainerd)
Right of Way, Stas. 768-857
Option expires July 13, 1958

6.5 acres at $200 per acre	$1,300.00	
15.0 acres at $75 per acre	1,125.00	
0.6 acre at $500 per acre	300.00	
42.0 acres at $10 per acre	420.00	
Allow. to move garages and re-est. stock water fac.	666.63	
26 rods fencing at $4 per rod	104.00	
Encroachment damage	1,584.37	
Amount to be paid owners - chrg to Right of Way		$5,500.00

Option subject to owners rights in Holden Springs.
Grantors to notify sign lessees to move signs.
Grantors to clear r/w of improvements within 30 days.

THINGS TO BE DONE BY THE STATE

Provide S. frontage road opp. 812+00; on A line interchange. Fence r/w with type 2 fences and maintain. Protect water pipe crossings on frontage road.

Complete restriction of access -

27069 Buesing, Charles and Henry (Brainerd)
Right of Way, Stas. 698-704, 636-646
Option expires July 9, 1958

6.7 acres	$ 75.00	
Amount to be paid owners - chrg to Right of Way		$75.00

THINGS TO BE DONE BY THE STATE

Fence r/w and maintain fence.
Provide Southerly frontage road, through parcel 2.

Complete restriction of access -

27440 Carman, Paul N. and Dennis H. (Brainerd)
Right of Way, Stas. 811-812
Option expires July 13, 1958

0.11 acre	$ 100.00	
120' fencing to re-est. at $1 per foot	120.00	
Encroachment damage	322.00	
Amount to be paid owners - chrg to Right of Way		$542.00

EXHIBIT "A" (Cont)

HILGARD-ORO DELL UNIT, HILGARD-LAGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27440 Carman, Paul N. and Dennis H. (Cont)

THINGS TO BE DONE BY THE STATE

Provide N. frontage road. Fence r/w on hwy. and maintain said fence.
Taken subject to owners' right in Holden Springs. If Holden Springs are destroyed State to purchase owners' property or provide adequate water supply, if owners have valid right to water from said springs.

Complete restriction of access -

27073 Gray, John and Beulah (Chatwood)
Right of Way, Stas. 675-688
Option expires July 20, 1958
1.95 acres at $77- per acre $ 150.00
Moving sign 50.00
Amount to be paid owners - chrg to Right of Way $200.00
Grantors to arrange to have sign moved within 30 days.

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.
Re-establish fences where disturbed.

Complete restriction of access -

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

27339 Hansen, Ralph et al (Brainerd)
Right of Way, Stas. 439-445
Option expires June 19, 1958
0.15 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00
Access control to only extend to 484+00.

Access controlled -

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

27552 Woodward, Earl O. and Beulah E. (Chatwood)
Right of Way, Stas. 254-255
Option expires July 26, 1958
0.1 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

27338 McMichael, J. W. and Anna (Brainerd)
Right of Way, Stas. 359-377, 242-254
Option expires August 2, 1958
3.2 acres at $25 per acre $ 80.00
Timber 191.00
Amount to be paid owners - chrg to Right of Way $271.00

THINGS TO BE DONE BY THE STATE

Fence r/w and install gate at access points. Est.cost 482.50
GRAND TOTAL (Est.) - chrg to Right of Way $753.50
Access: 244+50 and 376+75, E., unrestricted.

Access controlled -

27340 Oliver, A. J. and Maybell (Brainerd)
Right of Way, Stas. 400-445
Option expires July 29, 1958
0.92 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE

Re-establish fence where disturbed. Est. 36 rds. at $3.50/rd. Est. 126.00
GRAND TOTAL (Est.) - chrg to Right of Way $151.00
Access control to extend only to Sta. 482+00.

Access controlled -

29627

EXHIBIT "A" (Cont)

BAKER COUNTY LINE-OLDS FERRY SECTION - OLDS FERRY-ONTARIO HIGHWAY

26912 Crump, John D. et al (Brainerd)
Right of Way, Stas. 320-331
Option expires April 28, 1958
0.26 acre Gratis

THINGS TO BE DONE BY THE STATE

Construct access points approx. at 324+50 and 326+00 and install gates. Two foot borrow pit to be constructed across rest of property. Estimated cost $150.00

Access not controlled -

MURRAY ROAD INTERCHANGE SECTION - SUNSET HIGHWAY

26962 Woodmansee, James R. and Lorna H. (Scott)
Right of Way, Sta. 3084
Option expires August 16, 1958
19,166 sq.ft. at $0.17- per sq.ft. $3,260.00
Amount to be paid owners - chrg to Right of Way $3,260.00
Taxes to be prorated as of March 1, 1958. State's share, est. 10.00
GRAND TOTAL (Est.) - chrg to Right of Way $3,270.00

Entire taking -

JOHN DAY-BRIDGEPORT SECTION - JOHN DAY HIGHWAY

27589 Town of Prairie City (Cozad)
Lease for Material Source
Option expires August 9, 1958
5 yr. lease from March 1, 1958, 11.31 acres material source and haul road Gratis
City of Prairie City to have reject materials.

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26329 Klein, Eva F. and Adolf G. (Hart)
Right of Way, Sta. 50
Option expires July 14, 1958
0.11 acre at $450+ per acre $ 50.00
Amount to be paid owners - chrg to Right of Way $50.00
Grantors to reimburse lessee for any crop damage.

Complete restriction of access -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26341 Renkert, Ralph W. and Klara (Henry)
Right of Way, Stas. 91-101
Option expires July 27, 1958

0.5 acre at $600 per acre	$ 300.00	
0.05 acre yard incl. trees, shrubs and lawn	300.00	
Encroachment damage and loss of trees and hedge	900.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Grantors may remove five small trees by March 1, 1958.

THINGS TO BE DONE BY THE STATE

Construct road approaches at Stas. 93+30 and 99+00, E.
Access: 93+30 and 99+00, E., residential and agricultural.

Access controlled -

27357 Kerns, M. D. and Nellie (Scott)
Right of way, 11316 S.W. 64th Ave., Sta. 16
Option expires August 13, 1958

10,200 sq.ft. at $0.20- per sq.ft.	$2,000.00	
House	7,050.00	
Garage and shed	900.00	
Yard improvements, driveway, walks and fence	750.00	
Amount to be paid owners - chrg to Right of Way		$10,700.00
Taxes prorated as of April 1, 1958. State's share, est.		50.00
GRAND TOTAL (Est.) - chrg to Right of Way		$10,750.00

Grantors to vacate 30 days from notice.

Entire taking -

27350 Hopkins, Thomas T. and Rose M. (Scott)
Right of Way, 11464 S.W. Capitol Hwy., Sta. 195
Option expires August 17, 1958

19,650 sq.ft. at $0.20+ per sq.ft.	$4,000.00	
House and attached garage	8,500.00	
Lawns, trees, flowers, shrubs and hedges	600.00	
Amount to be paid owners - chrg to Right of Way		$13,100.00
Taxes to be prorated as of April 1, 1958. State's share, est.		50.00
GRAND TOTAL (Est.) - chrg to Right of Way		$13,150.00

Grantors to vacate 30 days from notice.

Entire taking -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

27498 Holub, Mary et al (Hart)
Right of Way, Stas. 0-20
Option expires August 11, 1958
0.4 acre at $250 per acre $ 100.00
Amount to be paid owners - chrg to Right of Way $100.00
Grantors to vacate by June 30, 1958, and may salvage trees by same date.

THINGS TO BE DONE BY THE STATE

Construct road approaches opposite county road stas. 0+00 and 20+00, S., with gates provided, to allow access to county road.
As per prior option of September 6, 1957, fence r/w with #2 sheep-type fencing and provide adequate surface drainage along S. side of county road taking.

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

26994 Azar, Samule K. and Norma (Grothaus)
Right of Way, S.W. Canby and S.W. Burlingame, Sta. 234
Option expires August 16, 1958
4,000 sq.ft. at $0.10 per sq.ft. $ 400.00
Damage 800.00
Amount to be paid owners - chrg to Right of Way $1,200.00

Complete restriction of access to Pacific Hwy.

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26393 Semolke, Lawrence P. and Eleanor D. (Grothaus)
Right of Way, 8205 N.E. Webster, Sta. 110
Option expires August 17, 1958
5,906 sq.ft., house, attached garage $7,500.00
Amount to be paid owners - chrg to Right of Way $7,500.00
State to have possession May 1, 1958.

Entire taking -

EXHIBIT "A" (Cont)

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

27566 Wiebusch, John C. and Marcy C. (Scott)
Right of Way, Sta. 27
Option expires August 17, 1958
600 sq.ft. at $0.17 per sq.ft. $ 100.00
Amount to be paid owners - chrg to Right of Way $100.00

Complete restriction of access -

27365 Wieder, David M. et al (Smith)
Right of Way, S.W. 64th and Coronada, Stas. 203-205
Option expires August 23, 1958
5,227 sq.ft. at $1 per sq.ft. $5,227.00
Damages 7,273.00
Amount to be paid owners - chrg to Right of Way $12,500.00
Grantors give State permission to dispose of surplus material on remaining property.

THINGS TO BE DONE BY THE STATE

Construct S. frontage road, which connects to Pacific W. at 202+85.

Complete restriction of access -

27525 Beguin, Althea Frances (Scott)
Right of Way, 6305 S.W. Lesser Way, Sta. 25
Option expires August 16, 1958
0.03 acre (at $0.08 per sq.ft. for 1250 sq.ft.+ $ 100.00
Amount to be paid owner - chrg to Right of Way $100.00

Complete restriction of access -

NEWBERG-GEARIN CORNER - HILLSBORO-SILVERTON HIGHWAY

26330 Janssen, Aca and Ruby (Henry)
Right of Way, Stas. 54-58
Option expires July 19, 1958
0.85 acre at $300 per acre $ 255.00
Damage 360.00
Amount to be paid owners - chrg to Right of Way $615.00

THINGS TO BE DONE BY THE STATE

Construct road approaches on E. and W. side of hwy. at Sta. 55+75, 25' wide.
Access: 55+75, W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

27176 Needham, George P. and Madge E. (Grant)
Right of Way, Stas. 502-504
Option expires August 17, 1958
2,613 sq.ft. at $0.12 per sq.ft. $ 313.56
Damage 12.44
Amount to be paid owners - chrg to Right of Way $326.00

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Access controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23540 Ham, Arthur F. and Hattie J. (Holt)
Right of Way, Stas. 150-153
Option expires August 16, 1958
0.08 acre at $1,500 per acre $ 120.00
Amount to be paid owners - chrg to Right of Way $120.00

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26117 Johnson, Alpha (Brainerd)
Right of Way, Stas. 1222-1227
Option expires August 12, 1958
2 acres at $1,300 per acre $2,600.00
4.5 acres at $100 per acre 450.00
4.65 acres, quitclaim deed (8.85 A. Excess) Gratis
Shop bldg., 2,560 sq.ft. at $4.50 per sq.ft. 11,520.00
Gas storage bldg., 81 sq.ft. at $4.50 per sq.ft. 364.50
Allow. for gravel fill, fencing, etc. 65.50
Amount to be paid owner - chrg to Right of Way $15,000.00
State to have possession March 5, 1958.
Title not warranted to 8.85 acres, parcel no. 2.

Entire taking-

EXHIBIT "A" (Cont)

SPRAY-FIELDS CREEK SECTION - JOHN DAY HIGHWAY

27686 Kirby, Marian et al (Bucknum)
Materials Source
Option expires August 17, 1958
3.6 acres $ 100.00
Amount to be paid owners - chrg to Quarry Site $100.00

Access not controlled -

SHOGREN-ROWENA UNIT, MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18497 O. W. R. & N. Company
Quarry and Right of Way, Stas. 1826-1838
6.54 acres $ 654.00
Amount to be paid owner - chrg to Quarry and R/W $654.00

Complete restriction of access -

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27068 Bennett, Henry F. and Alice Louise (Chatwood)
Right of Way, Stas. 643-650
Option expires August 25, 1958
0.97 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE

Re-establish apptox. 44 rods woven wire fences where disturbed, before old fences torn down.

Complete restriction of access -

27076 Bennett, Frank and Alice Louise (Chatwood)
Right of Way, Stas. 703-731
Option expires August 25, 1958
7.42 acres at $300 per acre $2,226.00
2.5 acres at $100 per acre 250.00
5.58 acres at $10 per acre 55.80
Damage 4,468.20
Amount to be paid owners - chrg to Right of Way $7,000.00
Grantors to have use of land until needed by State. Ten days vacation notice to be given by Res. Eng., but Grantors to vacate or rent after December 31, 1958. Grantors may salvage old fencing until 30 days before construction or it becomes property of State. Grantors to cancel O.W.R.R. & N. Co. railroad crossing permit opp. 718+50.

EXHIBIT "A" (Cont)

HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27076 Bennett, Frank and Alice Louise (Cont)

THINGS TO BE DONE BY THE STATE

Re-establish approx. 7 rods woven wire fences where disturbed. Old Hwy. to serve as frontage road, N. & S.

Complete restriction of access -

27442 Walker, James S. and Alice H. (Brainerd)
Right of Way, Sta. 815
Option expires August 18, 1958

0.02 acre	$ 50.00	
Encroachment damage	280.00	
Amount to be paid owners - chrg to Right of Way		$330.00

Subject to owners' rights in Holden Springs.

THINGS TO BE DONE BY THE STATE

Re-establish fencing where disturbed. Provide N. frontage road.

Complete restriction of access -

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

26946 Conrad, C. C. and Pearl I. (Chatwood)
R/W and Channel Change, Stas. 102-138, 185-197
Option expires August 23, 1958

12.45 acres at $25 per acre	$ 311.25	
6.5 acres at $10 per acre	65.00	
0.5 acre at $250 per acre	125.00	
(7 acres Excess and Channel Change)		
Re-est. stock watering facilities	150.00	
Timber	205.00	
Damage	193.75	
Amount to be paid owners - chrg to Right of Way		$1,050.00

THINGS TO BE DONE BY THE STATE

Protect springs opp. 114 to 117. Grantors to have use of road to quarry site approx. 151+26. Move cattle guard to new r/w fence line sta. 112+75 and re-establish cattle trail where disturbed, stas. 130 to 145. Re-est. approx. 300 rods fencing, where disturbed, est. cost $1,050.00
Access: 114+60 and 193+00, N., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

27333 Wallowa Sheep & Land Co. (Brainerd)
Right of Way, Stas. 241-255
Option expires August 18, 1958
2.1 acres $ 60.00
Amount to be paid owner - chrg to Right of Way $60.00
By Bargain and Sale Deed.

Entire taking -

26947 Cramer, Glen (Chatwood)
R/W, Stockpile and Haul Road, Stas. 138-183
Option expires August 25, 1958

2.5 acres at $250 per acre	$ 625.00
6.32 acres at $25 per acre	157.95
House, 498 sq. ft. at $5 sq. ft.	2,490.00
Barn, 696 sq. ft. at $1.50 per sq. ft.	1,044.00
3 sheds	125.00
Damages	1,558.05

Amount to be paid owner - chrg to Right of Way $5,936.30
chrg to Stockpile 63.70
Grantor to vacate or rent 30 days after notice.

THINGS TO BE DONE BY THE STATE

Re-est. approx. 325 rods woven wire fences, where disturbed. Est. $1,300.00
To fence only east and south sides of parcel 2 and install gate in haul road access. Provide conduit under Hwy. at 160+30 for Grantor to construct water line crossing. Est. cost $ 150.00
Gate to be installed in fence on east side of parcel 2, where designated by Grantor.
Access: 160+00, N., and 173+00, S., unrestricted.

Access controlled -

27335 Henry, Allen D. and Alice L. (Brainerd)
Right of Way, Stas. 325-328
Option expires July 29, 1958
0.25 acre $ 50.00
Amount to be paid owners - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE

Raise bridge opp. 294+30 as necessary. Est. cost 2,000.00
GRAND TOTAL (Est.) $2,050.00
Access: 294+30, S., and 311+00 (reserved but not to be constructed) S., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

27337 Johnson, Hubert F. and Estella (Brainerd)
Right of Way, Stas. 329-342
Option expires August 23, 1958
0.50 acre at $250 per acre $ 125.00
0.77 acre Gratis
Amount to be paid owners - chrg to Right of Way $125.00
Access: 342+10, W., unrestricted.

Access controlled -

27777 Ernest F. Johnson Estate (Brainerd)
Right of Way, Stas. 329-440
Option expires August 18, 1958
2.52 acres $ 60.00
Amount to be paid owners - chrg to Right of Way $60.00

Complete restriction of access -

BULLARD BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26618 Longeteig, John et al (Riley)
Right of Way, Stas. 1210-1212
Option expires August 24, 1958
27,007 sq.ft. at $0.022+ per sq.ft. $ 600.00
Amount to be paid owners - chrg to Right of Way $600.00

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25597 Grell, Fred C. and Leona V. (Friess)
Right of Way, Stas. 348-364
Option expires July 29, 1958
0.56 acre at $250 per acre $ 140.00
Moving garage 200.00
13 Filbert trees at $25 each 325.00
Driveways, landscaping, lawn and shrubs 500.00
33 rods fencing at $4 per rod 132.00
Encroachment damage and fill in front of house 1,635.00
Amount to be paid owners - chrg to Right of Way $2,932.00
Grantors allowed to salvage present fencing before construction, if it does not interfere with State.
Grantors to fence county road right of way only.
Grantors to remove garage from r/w and vacate premises by April 15, 1958.

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25597 Grell, Fred C. and Leona V. (Cont)

THINGS TO BE DONE BY THE STATE

Fence Pacific Hwy. r/w only. Detour road to be built N. of county road from 357 to 378, and Grantors to have access thereto. Construct 3 approaches from detour road to Grantors' remaining land N. of road at present locations, 358+15, 359+20, 360+15, 25' in width. Detour road to be left intact.

Complete restriction of access -

29637

EXHIBIT "B"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

> A parcel of land lying in Lot 2, Cherry City Fruit Tracts, situated in Section 13, Township 7 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 444, Page 104 of Marion County Records of Deeds; the said parcel being described as follows:
>
> Beginning at the southwest corner of said Lot 2; thence North along the West line of said Lot 2, a distance of 186 feet, to a point which is 210 feet South of the northwest corner of said Lot 2; thence East parallel to the North line of said Lot 2, a distance of 125 feet, more or less, to a line which is parallel to and 130 feet West of the center line of the Salem By-Pass Section of the Pacific Highway: thence South parallel to said center line 186 feet to the South line of said Lot 2; thence West along said South line 125 feet, more or less, to the point of beginning.
>
> Grantor to retain a permanent easement over and across the easterly 5 feet of said property.
>
> The parcel of land to which this description applies contains 0.53 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is

EXHIBIT "B" (Cont.)

reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway. Access is by way of the frontage road.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 63 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

29639

EXHIBIT "C"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, on the 19th day of August, 1949, the United States of America and the State of Oregon, by and through its State Highway Commission, entered into a contract for the abandonment and relocation of a portion of Oregon State Highway No. 58 in Lane County, Oregon, necessitated by the construction of Lookout Point Dam and Reservoir (Meridian Site) Oregon and numbered contract DA-35-026-eng-19; and

WHEREAS, said contract provided that the United States of America would relocate a section of said Willamette Highway, Oregon State Highway No. 58, known as the Lowell-Black Canyon Section, and located in Lane County, Oregon, which relocation is shown in red on the print of one page attached hereto marked Exhibit "A" and by this reference made a part hereof; and

WHEREAS, said contract further provided that the State of Oregon, by and through its State Highway Commission, as soon as possible after the completion of the relocated highway above mentioned, is to abandon and vacate, in accordance with the laws of the State of Oregon in such cases, all of the highway rights of way appertaining to the existing Oregon State Highway No. 58 to be abandoned hereunder between the limits "B-C" as shown in blue on Exhibit "A" within the Lookout Point Dam and Reservoir (Meridian Site) project boundary, excluding so much of said rights of way as may be required for the relocated highway; and

WHEREAS, the section of the Willamette Highway, State Primary Highway No. 58, located in Lane County and known as the Lowell-Black Canyon Section, has been relocated and completed and in now open for public travel; and

WHEREAS, under the provisions of ORS 366.300, whenever the State Highway Commission relocates a state highway, or a section thereof, and by reason of said relocation there is eliminated from the original route of the highway a section thereof, and such sections of old right of way in judgment of the Commission are needed or valuable for any public use, then the Commission shall by appropriate resolution declare the purpose of the Commission to preserve the same for public use; and

WHEREAS under the provisions of ORS 271.330 the State Highway Commission is granted express authority to relinquish the title to any of its property not needed for its public use to the United States government, providing such property shall be used and continue to be used for a public purpose for the United States government; and

WHEREAS as a consequence of the relocation of said section of the highway, said section of the old right of way has been eliminated from the boundary of the relocated highway and is no longer needed for the public use of the State of Oregon; and

EXHIBIT "C" (Cont)

WHEREAS, said eliminated section is being used and shall continue to be used for a public purpose for the United States government in the construction and maintenance of Lookout Point Dam and Reservoir (Meridian Site) Oregon; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the section of the right of way of said highway affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way and which is identified herein as section "B-C" and is shown colored in blue on Exhibit "A" attached hereto, is no longer needed for State of Oregon public use.*

2. That said eliminated section is being and shall continue to be used for a public purpose for the United States government in the construction and maintenance of Lookout Point Dam and Resevoir (Meridian Site) Oregon.

3. That pursuant to the aforesaid agreement and ORS 366.300 and ORS 271.330, the aforementioned section of highway is hereby duly abandoned as part of the Willamette Highway, State Primary Highway No. 58, effective as of the 27th day of February, 1958, and that all right, title, and interest which the State had in the right of way above described pass to and vest in the United States of America.

4. That this resolution shall be entered in the minutes and records of this Commission on the 27th day of February, 1958, as Abandonment Resolution No. 349, and the Secretary is directed to mail a duly certified copy thereof to the United States of America.

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*FOOTNOTE:

The exhibit mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 349, and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29641

EXHIBIT "D"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Revenues Accrued during
the First Six-month Period of 1957:

Dufur ----------	$ 1,518.36
Long Creek ----------	999.68

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed as appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of February, 1958.

February 27, 1958

EXHIBIT "E"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4498 with Parker-Schram Co. for paving the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, completed August 24, 1957.

"Contract No. 4520 with Rogers Construction, Inc., for grading and paving on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, completed December 13, 1957.

"Contract No. 4548 with The Central Heating Co., Oreg. Ltd. for paving the Shady-Booth Ranch Section of the Pacific Highway in Douglas County, completed October 22, 1957.

"Contract No. 4560 with Porter W. Yett for grading and paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, completed November 12, 1957.

"Contract No. 4590 with Gibbons & Reed Co. for grading on the Union Avenue-37th Avenue Section of the T. H. Banfield Expressway in Multnomah County, completed September 1, 1957.

"Contract No. 4592 with Allum Bros. for grading and oiling on the Deep Canyon Section of the McKenzie Highway in Deschutes County, completed August 20, 1957.

"Contract No. 4640 with Inland Construction Co. for roadbed widening and paving on the Rooster Rock Park Interchange Section of the Columbia River Highway in Multnomah County, completed October 3, 1957.

"Contract No. 4645 with Roy L. Houck & Sons for grading on the Wallace Bridge-Sheridan Unit, Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County, completed August 13, 1957.

"Contract No. 4781 with Rogers Construction, Inc., for grading and paving on the N. Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County, completed October 23, 1957.

"Contract No. 4813 with C. R. O'Neil for paving the Fords Br. Unit, Myrtle Cr.-Canyonville Section of the Pacific Highway in Douglas County, completed December 31, 1957.

EXHIBIT "E" (Cont)

"Contract No. 4836 with Workman & Wilson for constructing a bridge, grading and paving on the Whiteson Section of the Pacific Highway West in Yamhill County, completed October 31, 1957.

"Contract No. 4842 with Roy L. Houck & Sons for constructing a structure, grading and paving on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, completed September 12, 1957.

"Contract No. 4857 with Central Paving Co. for paving on the Louse Cr.-Grants Pass Section of the Pacific Highway in Josephine County, completed October 31, 1957.

"Contract No. 4949 with Warren Northwest, Inc. for stone base and paving on the Union Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County, completed January 31, 1958.

"Contract No. 5047 with Decatur & Maerz for constructing the Rufus maintenance building in Sherman County, completed January 15, 1958.

"Contract No. 5059 with Pantovich Construction Co. for park facilities in the Fort Stevens State Park in Clatsop County, completed January 23, 1958.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 70 shall be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "F-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original route of the highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at State expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the McKenzie Highway, State Primary Highway No. 15, known as the Deschutes River Section, in Deschutes County, the westerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 5+00, and the easterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 101+50 on said relocated highway, and said relocated section of highway has now been complete and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the said original McKenzie Highway, State Primary Highway No. 15, which said section is hereinafter designated as Unit "A" as shown on Exhibit "A" which is attached hereto and by this reference made a part hereof; and

WHEREAS, Deschutes County and the State Highway Commission entered into an agreement on the 27th day of January, 1958, relating to the disposition to be made of that certain section of the said original McKenzie Highway and which is subject to elimination herein and hereafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State by resolution, would formally eliminate said Unit "A" as part of the McKenzie Highway, State Primary Highway No. 15 and from the State Highway System, and that all right, title and interest which the State had in said Unit "A" should pass to and vest in the County and the County should accept all right, title and interest which the State had in said Unit "A" and should maintain said Unit "A" as a county road so long as needed for the service of persons living thereon or communities served thereby; and

EXHIBIT "E" (Cont)

"Contract No. 4836 with Workman & Wilson for constructing a bridge, grading and paving on the Whiteson Section of the Pacific Highway West in Yamhill County, completed October 31, 1957.

"Contract No. 4842 with Roy L. Houck & Sons for constructing a structure, grading and paving on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, completed September 12, 1957.

"Contract No. 4857 with Central Paving Co. for paving on the Louse Cr.-Grants Pass Section of the Pacific Highway in Josephine County, completed October 31, 1957.

"Contract No. 4949 with Warren Northwest, Inc. for stone base and paving on the Union Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County, completed January 31, 1958.

"Contract No. 5047 with Decatur & Maerz for constructing the Rufus maintenance building in Sherman County, completed January 15, 1958.

"Contract No. 5059 with Pantovich Construction Co. for park facilities in the Fort Stevens State Park in Clatsop County, completed January 23, 1958.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 70 shall be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "F-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original route of the highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at State expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the McKenzie Highway, State Primary Highway No. 15, known as the Deschutes River Section, in Deschutes County, the westerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 5+00, and the easterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 101+50 on said relocated highway, and said relocated section of highway has now been complete and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the said original McKenzie Highway, State Primary Highway No. 15, which said section is hereinafter designated as Unit "A" as shown on Exhibit "A" which is attached hereto and by this reference made a part hereof; and

WHEREAS, Deschutes County and the State Highway Commission entered into an agreement on the 27th day of January, 1958, relating to the disposition to be made of that certain section of the said original McKenzie Highway and which is subject to elimination herein and hereafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State by resolution, would formally eliminate said Unit "A" as part of the McKenzie Highway, State Primary Highway No. 15 and from the State Highway System, and that all right, title and interest which the State had in said Unit "A" should pass to and vest in the County and the County should accept all right, title and interest which the State had in said Unit "A" and should maintain said Unit "A" as a county road so long as needed for the service of persons living thereon or communities served thereby; and

EXHIBIT "F-1" (Cont)

WHEREAS, said agreement further provided that in the event that the said Unit "A" was no longer needed or used as a county road that County would not vacate that portion of said Unit "A" between Highway Engineer's Centerline Survey Station 220+50 and 232+70. 2 but that that portion of said Unit "A" between said Highway Engineer's Centerline Stations should revert to and all right, title and interest of the County in said Unit "A" should pass to and vest in the State; and

WHEREAS, in the judgment of the Commission, certain other portions of the right of way of the former Deschutes River Section of the McKenzie Highway, State Primary Highway No. 15, together with real property acquired by State for roadway and other public purposes, are needed and are valuable for public use and that title should remain in the public. The portions in which title is retained by the State are shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof.

NOW, THEREFORE, be it and it hereby is resolved by this Commission:

1. That by reason of the relocation of the Deschutes River Section of the McKenzie Highway, Oregon Primary Highway No. 15 in Deschutes County, a section of the former right of way of the former Deschutes River Section of the McKenzie Highway is no longer needed by the State of Oregon and is no longer required for a part of the said new right of way of the said relocated McKenzie Highway, which said section is identified as Unit "A" on said Exhibit "A", and is described as follows:

Unit "A"

All the land situated within the right of way boundaries of the McKenzie Highway as formerly routed, beginning at the northerly right of way line opposite Highway Engineer's Centerline Survey Station 511+30 of said highway as relocated in the southwest quarter of the northeast quarter (SW$\frac{1}{4}$ NE$\frac{1}{4}$), Section 10, Township 12 South, Range 16 East, W.M.; thence easterly and southerly via said highway as formerly routed to the northerly right of way line of said relocated highway at Highway Engineer's Centerline Survey Station 220+50 of said highway as formerly routed in the northeast quarter of the northeast quarter (NE$\frac{1}{4}$ NE$\frac{1}{4}$), Section 14, Township 12 South, Range 15 East, W.M.

2. That pursuant to the agreement entered into with Deschutes County on the 27th day of January, 1958, Unit "A" as heretofore described, and as shown colored in red on said attached map marked Exhibit "A", is hereby duly eliminated as part of the McKenzie Highway, Oregon Primary Highway No. 15 and the State Highway System, and that all of the right, title and interest which the State has in said Unit "A" does hereby pass to and vest in said Deschutes County.

EXHIBIT "F-1" (Cont)

3. That title shall remain in State to the right of way of the former and of the relocated section of the McKenzie Highway, Oregon Primary Highway No. 15, known as the Deschutes River Section, in Deschutes County, together with real property acquired by State for roadway right of way and other public uses, as shown in green on said Exhibit "A" attached hereto.

4. That in the event, however, that said Unit "A" is no longer needed or used as a county road, the County shall never vacate that portion of said Unit "A" between Highway Engineer's Centerline Survey Stations 220+50 and 232+70. 2 but said portions of said Unit "A" between said Highway Engineer's Centerline Survey Stations shall revert to and all right, title and interest of the County in said portion of said Unit "A" shall pass to and rest in State.

5. That this resolution be entered in full in the Minutes and records of this Commission as Resolution No. 347 this 27th day of February, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Deschutes County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 347, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29647

EXHIBIT "F-2"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the relocated North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Primary State Highway No. 28, located in Umatilla County, the northerly terminus of which is at Highway Engineer's Survey Station 200+00 and the southerly terminus of which is at Highway Engineer's Survey Station 242+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, as a result of the said relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated from the state highway system; and

WHEREAS, on the 2nd day of November, 1956, the State Highway Commission and Umatilla County entered into an agreement whereby the State agreed to eliminate said portions from the state highway system and transfer all right, title and interest of the State therein to Umatilla County; and Umatilla County agreed to maintain said eliminated portions as a part of the county road system so long as needed for the service of persons living thereon or a community served thereby; and

WHEREAS, it is the purpose of this Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of the said highway referred to herein as Units "A" and "B" as well as all the property affected by reason of the said realignment.

NOW, THEREFORE, it is hereby ordered and resolved that:

1. The following described Units "A" and "B" which by reason of the relocation and realignment of the North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway may be eliminated from the state highway system are herein designated Units "A" and "B" and described as follows:

Unit "A"

All the land situated within the right of way boundaries of the Pendleton-John Day Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 234+15 of the said highway as relocated in the southeast quarter of the northwest quarter (SE$\frac{1}{4}$ NW$\frac{1}{4}$), Section 3, Township 1 North, Range 32 East, W. M.; thence northerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 130+55 of said highway as relocated in the southwest quarter of the northwest quarter (SW$\frac{1}{4}$ NW$\frac{1}{4}$), Section 27, Township 2 North, Range 32 East, W.M.

EXHIBIT "F-2" (Cont)

Unit "B"

All the land situated within the right of way boundaries of the Pendleton-John Day Highway as formerly routed beginning at the westerly right of way line opposite Highway Engineer's Survey Station 47+50 of said relocated highway in the northeast quarter of the northwest quarter (NE¼ NW¼), Section 21 Township 2 North, Range 32 East, W. M.; thence northerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 15+00 of said relocated highway in the northwest quarter of the southeast quarter (NW¼ SE¼), Section 16, Township 2 North, Range 32 East, W. M.

2. Units "A" and "B" as hereinabove described and shown in red on the map attached hereto marked Exhibit "A", and by this reference made a part hereof, are hereby eliminated from the route of the Pendleton-John Day Primary State Highway No. 28 and the state highway system, and all right, title and interest which the State has in the said described Units "A" and "B" is hereby transferred to Umatilla County, by and through its county court, to be maintained as a part of the county road system so long as needed for the service of persons living thereon or the service of a community served thereby.

3. The right of way of the former North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, together with the real property acquired by the State for right of way and other purposes as indicated and as colored in green on Exhibit "A" attached hereto shall be retained and held by the State.

4. That this resolution be entered in the minutes of the Oregon State Highway Commission as of the 27th day of February, 1958, as Abandonment and Retention Resolution No. 322, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Umatilla County.

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*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 322, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29649

EXHIBIT "F-3"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate those sections of the Redwood Primary Highway No. 25 in Josephine County known as the East Fork Illinois River Bridge and the West Fork Illinois River Bridge Sections; and

WHEREAS, as a consequence of the relocation of said sections of said highway, portions or units of the old right of way have been eliminated from the boundaries of the relocated highway and are no longer needed for state highway purposes; and

WHEREAS, Josephine County and the State Highway Commission entered into an agreement under the date of the 26th day of January, 1956, relating to the disposition to be made of the eliminated portions, therein and hereinafter referred to as Units "A","B", and "C"; and

WHEREAS, the said agreement provided that after the relocation was completed and open to public travel, Units "A", "B", and "C" would be abandoned as part of the Redwood Highway and the State Highway System; and all right, title, and interest which the State may have in the right of way of Units "B" and "C" shall thereupon pass to and vest in the County; and all right, title, and interest which the State may have in the right of way of Unit "A" shall thereupon pass to and vest in the abutting property owners as provided in ORS 366.300; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right of way of the East and West Illinois River Bridge Sections of the Redwood Highway, together with other real property acquired by the State for roadway, right of way, and other public purposes, are needed and are valuable for right of way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right of way of said highway referred to herein as Units "A", "B", and "C" as well as the property affected by reason of the said relocation; and

WHEREAS, those sections of the Redwood Primary Highway No. 25 located in Josephine County and known as the East Fork Illinois River Bridge and the West Fork Illinois River Bridge Sections have been completed and open to travel;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. Portions or units of the old right of way which by reason of the relocation of the said section of highway are no longer within the boundaries

EXHIBIT "F-3" (Cont)

of the new right of way and which are identified as Units "B" and "C" as shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof; and Unit "A" as shown colored in brown on said Exhibit "A" attached hereto. The descriptions of the aforementioned Units "A", "B", and "C" are as follow:

Unit "A"

All the land situated within the right of way boundaries of the Redwood Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 638+30 of said highway as relocated in the Northwest quarter of the Northeast quarter (NW¼ NE¼), Section 28, Township 39 South, Range 8 West, W.M.; thence southerly via said highway as formerly routed to the westerly right of way line opposite to Highway Engineer's Survey Station 628+00 of said highway as relocated in the Southeast quarter of the Northwest quarter (SE¼ NW¼), Section 28, Township 39 South, Range 8 West, W.M.

Unit "B"

All the land situated within the right of way boundaries of the Redwood Highway as formerly routed, beginning at the westerly right of way line opposite Highway Engineer's Survey Station 538+29 of said highway as relocated in the Northwest quarter of the Southeast quarter (NW¼ SE¼), Section 32, Township 39 South, Range 8 West, W.M.; thence southerly via said highway as formerly routed to the westerly right of way lying opposite Highway Engineer's Survey Station 517+50 of said highway as relocated in the Southwest quarter of the Southeast quarter (SW¼ SE¼), Section 32, Township 39 South, Range 8 West, W.M.

Unit "C"

All the land situated within the right of way boundaries of the Redwood Highway as formerly routed, beginning on the westerly right of way line opposite Highway Engineer's Survey Station 508+20 of said highway as relocated in the Northeast quarter of the Northwest quarter (NE¼ NW¼) of Section 5, Township 40 South, Range 8 West, W.M.; thence southerly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 497+00 in the Southeast quarter of the Northwest quarter (SE¼ NW¼), Section 5, Township 40 South, Range 8 West, W.M.

2. That, pursuant to the aforesaid agreement entered into with Josephine County on the 26th day of January, 1956, Units "A", "B", and "C" are hereby duly abandoned as part of the Redwood Highway and the State Highway System; and all right, title, and interest which the State

may have in the right of way of Units "B" and "C" shall thereupon pass to and vest in the county; and all right, title, and interest which the State may have in the right of way of Unit "A" shall thereupon pass to and vest in the abutting property owners as provided in ORS 366.300.

3. That the area shown colored in green on said Exhibit "A" includes right of way acquired for the said relocated section of highway. It also includes some parts or areas of the old right of way. In connection with the area colored in green, it is the judgment and finding of the Commission that all of the said area is, and will be needed for right of way and other highway purposes and uses. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.

4. That this Abandonment and Retention Resolution No. 314 be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of February, 1958, and that the Secretary be hereby directed to mail a duly certified copy hereof to the Josephine County Court to be recorded in the deed records of said county.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 314, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-4"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the section of the Woodburn-Estacada Highway, State Secondary Highway No. 161, located in Clackamas County and known as the Little Creek-Estacada Section, the southerly terminus of which is at Highway Engineer's Station 1518+34. 39 on the relocated highway and the northerly terminus of which is at Highway Engineer's Station 1739+00 on the relocated highway, was opened to public travel on June 15, 1957; and

WHEREAS, as a consequence of the relocation of said section of highway, a portion or unit of the old right of way has been eliminated from the boundaries of the relocated highway and is no longer needed for state highway purposes; and

WHEREAS, Clackamas County and the Highway Commission entered into an agreement under date of March 25, 1954, relating to the disposition to be made of the eliminated portion or unit; and

WHEREAS, the said agreement provided that after the said relocated section was opened to public travel the Commission would notify the County of same by letter and that, effective upon the date of said letter, the eliminated portion or unit, therein and herein referred to as Unit "A", would be abandoned as part of the said highway and would be maintained thereafter by said county as a county road under the jurisdiction and control of said county so long as it is needed or valuable for public use; and

WHEREAS, Clackamas County was duly notified by letter dated June 25, 1957, that the said section had been opened to public travel and that as of June 25, 1957, jurisdiction and control over Unit "A" became vested in said County; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which is identified herein as Unit "A" is shown colored in red on the map attached hereto, which is marked Exhibit "A" and by this reference made a part hereof. The location of Unit "A" is more particularly described as follows:

EXHIBIT "F-4" (Cont)

Unit "A"

Beginning at State Highway Engineer's Station 1520+90 of the relocated Woodburn-Estacada Highway in the southeast quarter of the southwest quarter (SE 1/4-SW 1/4) of Section 9, Township 4 South, Range 4 East, W.M.; thence northerly via the former route of the Woodburn-Estacada Highway to State Highway Engineer's Station 1728+20 of the former route of the Woodburn-Estacada Highway in the southeast quarter of the northwest quarter (SE 1/4-NW 1/4) of Section 29, Township 3 South, Range 4 East, W.M.

2. That, pursuant to the aforesaid agreement, Unit "A" is hereby duly abandoned as part of the Woodburn-Estacada Highway, State Secondary Highway No. 161, effective as of June 25, 1957, the date of said letter to Clackamas County, and that all right, title and interest which the State has in the right of way of Unit "A" hereby passes to and vests in the said County.

3. That the area shown colored in green on the said Exhibit "A" includes right of way acquired for the said relocated section of highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and other highway purposes and uses. Therefore the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State.

4. That this resolution be entered in the minutes and records of the Commission as of this 27th day of February, 1958, as Abandonment and Retention Resolution File No. 288; and the Secretary is directed to mail a duly certified copy thereof to the County Court of Clackamas County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 288, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-5"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the relocated East Unit, Black Bridge-Richland Section of the Baker-Homestead Primary Highway No. 12 located in Baker County, the westerly terminus of which is at Highway Engineer's Survey Station 1851+53, and the easterly terminus of which is at Highway Engineer's Survey Station 2145+89 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right-of-way are no longer needed for right-of-way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Baker County and the State Highway Commission entered into an agreement on the 16th day of April, 1957, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", "C", "D", "E", and "F".

WHEREAS, said agreement provided that Units "A", "B", "C", "D", "E", and "F" would be eliminated by State as part of the Baker-Homestead Highway by formal resolution; that Units "A" and "F" would be maintained thereafter by County as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby; and that Units "B", "C", "D", and "E" would revert to the abutting property owners; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right-of-way of the said highway referred to herein as Units "A", "B", "C", "D", "E", and "F" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is HEREBY ORDERED AND RESOLVED that:

1. The portions of the former right-of-way which by reason of the relocation of the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway are no longer needed as part of the new right-of-way, are identified as Units "A", "B", "C", "D", "E", and "F" and described as follows:

Unit "A"

All the land situated within the right-of-way boundaries of the Baker-Homestead Highway as formerly routed, beginning on the southerly right-of-way line opposite Highway Engineer's Survey Station 1913+40 of said highway as relocated in the south-

EXHIBIT "F-5" (Cont)

east quarter of the northwest quarter (SE¼ - NW¼), Section 17, Township 9 South, Range 45 East, W.M.; thence southerly via said highway as formerly routed to the easterly right-of-way line, extended, of a county road where the same intersects said highway as formerly routed in the northwest quarter of the southeast quarter (NW¼ - SE¼), Section 17, Township 9 South, Range 45 East, W.M.

Unit "B"

All of the land situated within the right-of-way boundaries of the Baker-Homestead Highway as formerly routed, beginning on said highway as formerly routed at the easterly right-of-way line, extended, of a county road where the same intersects said highway as formerly routed in the northwest quarter of the southeast quarter (NW¼ - SE¼), Section 17, Township 9 South, Range 45 East, W.M.; thence southeasterly via said highway as formerly routed to the westerly right-of-way line opposite Highway Engineer's Survey Station 1941+60 of said highway as relocated in the northeast quarter of the southeast quarter (NE¼ - SE¼), Section 17, Township 9 South, Range 45 East, W.M.

Unit "C"

All the land situated within the right-of-way boundaries of the Baker-Homestead Highway as formerly routed beginning at the easterly right-of-way line opposite Highway Engineer's Survey Station 1980+10 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼) of Section 21, Township 9 South, Range 45 East, W.M.; thence southeasterly via said highway as relocated to the easterly right-of-way line opposite Highway Engineer's Survey Station 1986+90 of said relocated highway in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 21, Township 9 South, Range 45 East, W.M.

Unit "D"

All the land situated within the former right-of-way boundaries of the Baker-Homestead Highway as formerly routed, beginning at the westerly right-of-way line opposite Highway Engineer's Survey Station 1987+10 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 21, Township 9 South, Range 45 East, W.M.; thence southerly via said highway as formerly routed to the westerly right-of-way line opposite Highway Engineer's Survey Station 2000+80 of said relocated highway in the southeast quarter of the northwest quarter (SE¼ - NW¼), Section 21, Township 9 South, Range 45 East, W.M.

EXHIBIT "F-5" (Cont)

Unit "E"

All the land situated within the right-of-way boundaries of the Baker-Homestead Highway as formerly routed beginning at the northerly right-of-way line opposite Highway Engineer's Survey Station 2029+50 in the northeast quarter of the southeast quarter (NE¼ - SE¼), Section 21, Township 9 South, Range 45 East, W.M.; thence easterly via said former highway to the northerly right-of-way line opposite Highway Engineer's Survey Station 2044+90 of said relocated highway in the southwest quarter of the southwest quarter (SW¼ - SW¼), Section 22, Township 9 South, Range 45 East, W.M.

Unit "F"

All the land situated within the right-of-way boundaries of the Baker-Homestead Highway as formerly routed beginning at the westerly right-of-way line opposite Highway Engineer's Survey Station 2124+40 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ - SW¼), Section 23, Township 9 South, Range 45 East, W.M.; thence northerly and easterly via said former highway to the northerly right-of-way line opposite Highway Engineer's Survey Station 2137+00 of said highway as relocated in the southeast quarter of the northwest quarter (SE¼ - NW¼), Section 23, Township 9 South, Range 45 East, W.M.

2. Pursuant to the agreement entered into with Baker County on the 16th day of April, 1957, Units "A", "B", "C", "D", "E", and "F" indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, are hereby duly eliminated as part of the Baker-Homestead Highway and the state highway system; and all right, title, and interest which State has in the right-of-way of Units "A" and "F", herein described, pass to and vest in said Baker County; and all right, title, and interest which State has in Units "B", "C", "D", and "E" pass to and vest in the owners of the abutting property.

3. That right-of-way of the former and of the relocated East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway, together with the real property acquired by State for roadway right-of-way and other public purposes, as indicated in green on said Exhibit "A" shall be retained and held by State.

4. This Abandonment and Retention Resolution, No. 329, be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of February, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Baker County.

EXHIBIT "F-5" (Cont)

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 329, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 271.330 the State, or county or any other public subdivision thereof is granted the express power to relinquish the title to any of its property not used for public use to the United States Government or to any other governmental body or political subdivision within the State, providing such property shall be used and continue to be used, for a public purpose by the United States Government, or such other governmental body or political subdivision in the State of Oregon, and

WHEREAS, the State of Oregon, acting by and through the State Highway Commission and Lincoln County entered into an agreement on the 16th day of January, 1958 by the terms of which agreement the State agreed to accept and County agreed to convey a portion of the right of way of a certain county road no longer needed by the County for right of way of any county road but which can be used by the State for public right of way to serve Beverly Beach State Park, and

WHEREAS, the County Court of Lincoln County entered an order on the 13th day of January, 1958, conveying all of its right, title, and interest to the State in the hereinafter described county road, and

WHEREAS, in the judgment of the State Highway Commission, the best interests of the State of Oregon and of Lincoln County will be served by the State accepting that portion of the hereinafter described county road as shown colored in red on the attached sketched map, marked Exhibit "A" and by this reference made a part hereof,*

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That the Commission does hereby accept all right, title and interest of Lincoln County in the hereinafter described real property, said real property being a portion of the right of way of the former county road, as shown in red on the attached Exhibit "A" and the Commission does hereby accept jurisdiction and control over said right of way of said road and shall maintain it so long as needed for public use. The said road and real property is described as follows, to wit: *

> All the land situated within the right of way boundaries of the Oregon Coast Highway as formerly routed beginning at the east-west center line of Section 5, Township 10 South, Range 11 West, Willamette Meridian; thence Southwesterly via said highway as formerly routed to the Easterly right of way line opposite and at right angles to Highway Engineer's centerline Survey Station 731+20 of said highway as relocated in Lot 4, Section 5, Township 10 South, Range 11 West, Willamette Meridian.

EXHIBIT "G" (Cont)

That this resolution be entered in full in the minutes and records of this Commission as Miscellaneous Resolution No. 213 this 27th day of February, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Lincoln County.

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*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 213, under the heading "Miscellaneous Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission during a regular meeting on August 6, 1953, adopted a resolution authorizing the State Highway Engineer and any Assistant State Highway Engineer under his direction, to impose limits as to any gross weight of any vehicle, or combination of vehicles and to impose any other restrictions that in the judgment of the State Highway Engineer are necessary for the best interests of the State and the general public welfare and to protect any highway or section thereof from being unduly damaged; and

WHEREAS, it has been found necessary to revise said resolution to include the permissible gross weight of any axle or tandem axles in addition to any vehicle or combination of vehicles, and to extend the regulatory authority under the direction of the State Highway Engineer to the Deputy Highway Engineer, and either Assistant Highway Engineer; and

WHEREAS, under the provisions of ORS 483.532, the State Highway Commission, with respect to state highways, is authorized to prohibit the operation thereon of any or all vehicles of any class or kind, and may impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles and impose any other restrictions that in the judgment of the State Highway Commission are necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, state highways and sections thereof, including structures, may become impaired and in a weakened condition when subjected to periods of excessive rainfall, periods of flood or periods of freezing and thawing, or when adversely affected by fire, wind, landslides, subsidence or structural instability and said highways and sections thereof during such periods or when adversely affected have been and are damaged due to the movement of vehicles having gross weights which are lawful; and

WHEREAS, said state highways and sections thereof subject to such conditions can only be preserved and protected by the immediate closure thereof to vehicles having a gross weight or axle or tandem axle weight that will cause damage to said highways or sections thereof; and

WHEREAS, the Oregon legislature, under the provisions of Chapter 635, Oregon Laws of 1957, has authorized the State Highway Commission to delegate to the State Highway Engineer authority to exercise or perform or cause to be exercised or performed any duty imposed upon or authority granted to the Commission by ORS 483.532;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

EXHIBIT "H" (Cont)

1. It is the judgment and opinion of this Commission that those things hereinafter set forth and ordered in this resolution are necessary to protect state highways and sections thereof, including structures from being unduly damaged.

2. It is hereby directed that whenever information and statistics collected and compiled by the State Highway Engineer relative to the character and condition of state highways reveal that any state highway or section thereof, including any structure, is being subjected to a period of excessive rainfall, flood, or freezing and thawing, or has been or is being adversely affected by fire, wind, landslides, subsidence or any other cause, and by reason thereof is in a weakened condition and may be damaged by the movement thereon of any vehicle or combination of vehicles, the State Highway Engineer or under his direction, the Deputy Highway Engineer or either Assistant State Highway Engineer, shall determine from such information and statistics the maximum gross weight of any axle or tandem axles of any vehicle or combination of vehicles or the maximum gross weight of any vehicle or combination of vehicles which can move upon such state highway or section thereof without unduly damaging the same.

3. It is further directed that upon determination of the maximum gross weight of any axle, tandem axles, any vehicle or combination of vehicles which can move upon such state highway or section thereof without unduly damaging the same, the State Highway Engineer, or under his direction, the Deputy Highway Engineer, or either assistant State Highway Engineer, or any Division Engineer upon the approval of the State Highway Engineer, or under his direction, the Deputy Highway Engineer or either Assistant State Highway Engineer, shall cause to be posted conspicuous signs at each end of the highway or section of the highway affected and at such other places as may be necessary to inform the public, giving notice that all vehicles or combination of vehicles having any gross weight in excess of said maximum gross weights are prohibited from moving upon said highway or section thereof.

4. It is hereby directed and ordered that from and during the time such signs are posted as set forth hereinabove, the movement upon any highway or section thereof so posted of any vehicle or combination of vehicles having any gross weight in excess of any maximum gross weight specified on such signs is prohibited and no person shall operate any vehicle or combination of vehicles having any gross weight in excess thereof upon such highway or section thereof.

5. Whenever the information and statistics collected and compiled by the State Highway Engineer reveal that any highway or section thereof which has been posted as set forth hereinabove is in such condition that said highway or section thereof will not be unduly damaged by the unrestricted movement of vehicles or combinations of vehicles having lawful gross weights, the signs giving notice of reduced weight limits shall be immediately removed.

EXHIBIT "H" (Cont)

6. A complete report of all action taken pursuant to this resolution shall be submitted to the Highway Commission by the State Highway Engineer, Deputy Highway Engineer or either Assistant State Highway Engineer at the meeting of the Commission next following such action.

7. That resolution pertaining to the imposition of limitations upon the gross weight of vehicles permitted to operate upon state highways adopted by this Commission and entered in its minutes as of the 6th day of August, 1953, is hereby revoked and rescinded.

8. Nothing herein shall be deemed to modify any action or actions of the Commission heretofore taken based upon peculiar facts or circumstances applying to any particular section or sections of any state highway.

9. The Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced in the minutes and records of this Commission.

10. That this Resolution and Order be entered in the minutes of the Commission as of the 27th day of February, 1958, as Miscellaneous Resolution Number 94a, and that the original of this Resolution be filed in the office of the Secretary of the Highway Commission and that a duly certified copy thereof be filed with the Secretary of State, and Public Utilities Commissioner, and the Superintendent of State Police.

29663

EXHIBIT "I-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreements, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-1" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcel of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

EXHIBIT "I-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 922.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 922, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-2"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, widen and maintain the Minam-Rock Creek Section of the Wallowa Lake Highway; and

WHEREAS, for the purpose of relocating, widening and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, widening and maintenance of the said Minam-Rock Creek Section of the Wallowa Lake Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "I-2" (Cont)

2. That it is necessary that there shall be, and there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Wallowa Lake Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, widening and maintenance of the said Minam-Ro s Creek Section of the said Wallowa Lake Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 923.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 923, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-3"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and maintain the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of relocating and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation and maintenance of the said Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Hillsboro-Silverton

EXHIBIT "I-3" (Cont)

Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation and maintenance of the said Newberg-Gearin Corner Section of the said Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 924.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 924, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-4"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-4" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 925.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 925, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29673

EXHIBIT "I-5"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining

EXHIBIT "I-5" (Cont)

the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his

EXHIBIT "I-5" (Cont)

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 926.

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*FOOTNOTE

The name of the property owners and the detailed descrition of the parcel of real property mentioned in this resolution, together with map, is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 926, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-6"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or other wise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be con-

EXHIBIT "I-6" (Cont)

structed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 927.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 927, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-7"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hilgard-LaGrande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-7" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hilgard-LaGrande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Hilgard-LaGrande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 928.

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*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 928, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29681

EXHIBIT "I-8"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct and maintain the Richardson-Siuslaw River Section of the Richardson-Eugene Highway; and

WHEREAS, for the purpose of relocating, constructing and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction and maintenance of the said Richardson-Siuslaw River Section of the Richardson-Eugene Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "I-8" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Richardson-Eugene Highway and all of the contiguous real p. operty of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, constru_tion and maintenance of the said Richardson-Siuslaw River Section of the said Richardson-Eugene Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel. or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation. agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 929.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 929, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29683

EXHIBIT "I-9"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, widen and maintain the Butte Creek-Burton Canyon Section of the John Day Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, widened and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-9" (Cont)

WHEREAS, for the purpose of relocating, widening and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, widening and maintenance of the said Butte Creek-Burton Canyon Section of the John Day Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", said relocated and widened John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, widening and maintenance of the said Butte Creek-Burton Canyon Section of the John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 930.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 930, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-10"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed

EXHIBIT "I-10" (Cont)

and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 931.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 931, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-11"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to improve and maintain the Eckman Slough Section of the Alsea Highway; and

WHEREAS, for the purpose of improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the improvement and maintenance of the said Eckman Slough Section of the Alsea Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the improvement and maintenance of the said Eckman Slough Section of the said Alsea Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned,

designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 932.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 932, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-12"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-12" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 933.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 933, and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29693

EXHIBIT "I-13"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of

EXHIBIT "I-13" (Cont)

Minutes of February 27 and 28, 1958

RESOLUTION

eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation,construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain

parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 934.

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 934, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-14"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Judkins Point-Goshen Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-14" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "I-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of February, 1958, as Condemnation Resolution No. 935.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 935, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29699

EXHIBIT "I-15"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, be agreements, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be located, constructed and maintained and the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "I-15" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

EXHIBIT "I-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of February, 1958, as Condemnation Resolution No. 936.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 936, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number: 9 Route number: 101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
49.24 (50 ft. south of Lake Lytle Outlet Bridge)	50.01 (north city limits of Rockaway)	45
51.60 (south city limits of Rockaway)	52.01 (150 ft. south of Pansy Street)	40

EXHIBIT "J-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, particularly Speed Zone Resolution No. 7, adopted on December 30, 1946.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 7a, be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-2"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: 99

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
276.83 (50 ft. south of Morgan Lane)	277.36 (N.W. Midland Ave., north city limits of Grants Pass)	40

(on north 6th Street, one-way, southbound)

EXHIBIT "J-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 268 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-3"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number: 1E Route number: 99E

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
76.42 (0.14 mi. south of Queen St., south city limits of Albany)	76.77 (northerly south city limits of Albany)	50
79.86 (southerly south city limits of Albany)	80.47 (0.21 mi. north of Oak Creek)	50

EXHIBIT "J-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway;

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 269 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-4"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number: 9 Route number: 101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
19.11 (south city limits of Gearhart)	19.60 (0.13 mi. north of Neawanna Creek)	45
19.60 (0.13 mi. north of Neawanna Creek)	19.73 (north city limits of Seaside)	30
21.94 (south city limits of Seaside)	22.38 (0.10 mi. north of Dooley Bridge)	35

EXHIBIT "J-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 270 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-5"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Beaverton-Tualatin Secondary Highway

Highway number: 141 **Route number:** ORE 217

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
8.76 (150 ft. south of S.P.R. crossing)	8.83 (north city limits of Tualatin)	30
9.49 (northerly south city limits of Tualatin)	9.59 (easterly west city limits of Tualatin)	40

EXHIBIT "J-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 271 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-6"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Cascade Secondary Highway

Highway number: 160 Route number: ORE 213

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
10.93 (500 ft. south of Clackamas Secondary Highway)	11.99 (north city limits of Gladstone)	45

except that between a point 500 feet north of Strawberry Ave. (M.P. 11.52) and a point 500 feet south of Strawberry Ave. (M.P. 11.69) the indicated speed shall be 20 miles per hour during the hours of school crossings, as per the provisions of Subsection 1.a., of ORS 483.104.

EXHIBIT "J-6" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 272 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "J-7"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Yamhill-Newberg Secondary Highway

Highway number: 151 Route number: ORE240

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
10.74 (0.26 mi. west of Chehalem Drive)	11.19 (west city limits of Newberg)	40

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "J-7" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 273 be entered in the minutes and records of the Commission as of the 27th day of February, 1958.

EXHIBIT "K-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Crater Lake Highway No. 22 is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway at an auction sale establishment near the north city limits of Medford; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Crater Lake Highway between M.P. 0.38 and M.P. 0.53 creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the said Crater Lake Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 175 be entered in the minutes and records of the State Highway Commission as of the 27th day of February, 1958.

29717

EXHIBIT "K-2"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Pacific Highway No. 1 is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the northerly shoulder of said highway in front of Kim's Restaurant, approximately 0.65 mile south of the south city limits of Medford; and

WHEREAS, the parking of vehicles at said location creates a hazard to the traveling public by restricting sight distance of cars entering the Pacific Highway from the Charlotte Ann Road; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the northeasterly side of the Pacific Highway from the southerly side of Charlotte Ann Road at M.P. 312.78, southerly and easterly to the curb at the back side of Kim's Restaurant, a distance of approximately 120 feet, creates a hazard to the traveling public.

2 That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the northeasterly side of the said Pacific Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 176 be entered in the minutes and records of the State Highway Commission as of the 27th day of February, 1958.

EXHIBIT "K-3"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Oregon Coast Highway No. 9 is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on a frontage road along the westerly side of the Oregon Coast Highway at the road leading to Sunset Park; and

WHEREAS, the parking of vehicles at said location creates a hazard to the traveling public by reason of restricting sight distance for vehicles entering the Oregon Coast Highway; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said frontage road at said location:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the frontage road to the Oregon Coast Highway at the road leading to Sunset Park for a distance of 100 feet north of the road to Sunset Park creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of said frontage road at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 177 be entered in the minutes and records of the State Highway Commission as of the 27th day of February, 1958.

29719

EXHIBIT "K-4"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Columbia River Highway is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway at the intersection of Church Road in the vicinity of a drive-in restaurant, in the community of Warren; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by restricting sight distance for vehicles entering the highway from said Church Road; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of the Columbia River Highway between M.P. 25.38 (Engineer's Station 764+30) and M.P. 25.56 (Engineer's Station 755+30) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 178 be entered in the minutes and records of the State Highway Commission as of the 27th day of February, 1958.

EXHIBIT K"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, The Dalles-California Highway is a State Highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked around the median strip between South Sixth Street and Canal Boulevard at Juniper Avenue in the City of Redmond on said highway; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows.

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on Juniper Avenue in the areas hereinafter described constitutes a hazard to the traveling public:

(1) On the north side of Juniper Avenue.

All that portion of land lying between the West line of South Sixth Street which is U.S. Highway No. 97, and the East line of Canal Boulevard, between the North line of Juniper Avenue and the intersection of Canal Boulevard and South Sixth Street.

(2) On the South side of Juniper Avenue.

All that portion of land lying between the West line of South Sixth Street which is U.S. Highway No. 97, and the East line of Canal Boulevard, between the South line of Juniper Avenue and a line parallel to and 100 feet South of the South line of Juniper Avenue.

(3) Also that portion of Juniper Avenue between the West line of South Sixth Street which is U.S. Highway No. 97, and the East line of Canal Boulevard.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

EXHIBIT "K-5" (Cont)

3. That the Commission does further find and declare that the parking of vehicles at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 179 be entered in the minutes and records of the State Highway Commission as of the 27th day of February, 1958.

29722

EXHIBIT "L-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway, beginning at Highway Engineer's centerline station 176+10, said station being between Lancaster Drive and the Pacific Highway, east of Salem, Oregon, and extending in a southerly and easterly direction to Highway Engineer's centerline station 695+15, said station being at the intersection of a Marion County road to Stayton and the old North Santiam Highway route to Sublimity, Oregon, together with a map dated February, 1958, which is attached hereto, marked Exhibit "A", and by this reference made a part hereof (Right of Way Maps No. 7B-22-18, dated July, 1953, and 7B-30-4 & 5, dated January, 1955,) together with the field notes and other engineering data submitted by the Engineer, hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey consitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the said highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary right of way for a throughway highway pursuant to the normal and approved method with complete access control

between Highway Engineer's centerline station 176+10 and the interchange with the Silver Creek Falls Highway at Highway Engineer's centerline station 455+00 and limited access control between said Highway Engineer's centerline station 455+00 and the end of the project at Highway Engineer's centerline station 695+15.

4. That when said highway section is permanently constructed such construction shall be accomplished within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law.

5. That this resolution be entered in the minutes and records of the Commission as of this 27th day of February, 1958, as Survey Resolution No. 173.

EXHIBIT "L-2"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Butte Creek-Service Creek Section of the John Day Highway in Wheeler County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Butte Creek-Service Creek Section of the John Day Highway, beginning at Highway Engineer's Station 1000+00, approximately 0.75 mile east of Shelton State Park, and extending in a southerly direction to Highway Engineer's Station 8+70.2, a short distance east of Service Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1110, dated February, 1958, (Right of Way Maps Nos. 8B-5-26 and 27, dated June, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

5. That this resolution be entered in the minutes and records of the Commission as of the 27th day of February, 1958, as Survey Resolution No. 161.

29725

EXHIBIT "L-3"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Middleton-Rex Hill Section of the Pacific Highway West in Washington and Yamhill Counties, and in connection there with to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Middleton-Rex Hill Section of the Pacific Highway West, beginning at Highway Engineer's Station 490+44, north of the community of Middleton, and extending in a southerly and westerly direction to Highway Engineer's Station 655+50, near the railroad station of Rex, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1109, dated February, 1958, (Right of Way Maps Nos. 4B-21-25 and 26, dated January, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "L-3" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Pacific Highway West as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 27th day of February, 1958, as Survey Resolution No. 162.

29727

EXHIBIT "L-4"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway beginning at Highway Engineer's Station 0+00 at Baseline Street in the city of Hillsboro, and extending in a southerly direction to Highway Engineer's Station 293+00, a short distance south of Christensen Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1111, dated February, 1958, (Right of Way Map No. 8B-7-22, dated January, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 27th day of February, 1958, as Survey Resolution No. 163.

EXHIBIT "L-5"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Service Creek-Burton Canyon Section of the John Day Highway in Wheeler County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Service Creek-Burton Canyon Section of the John Day Highway, beginning at Highway Engineer's Station 8+70.2, a short distance east of the junction with the road to Mitchell, and extending in an easterly direction on the northerly side of the John Day River to Highway Engineer's Station 446+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1123, dated February, 1958, (Right of Way Map No. 5B-21-13 and 14, dated June, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 27th day of February, 1958, as Survey Resolution No. 164.

29729

EXHIBIT "M"

Minutes of February 27, 1958

RESOLUTION

WHEREAS, ORS 366.135 authorizes and requires the State Highway Commission to appoint a Secretary; and

WHEREAS, ORS 366.135 requires that the appointment be made for not more than four years; and

WHEREAS, the term of the present Secretary for the Highway Commission, Mr. Herbert B. Glaisyer, will expire on February 28, 1958; and

WHEREAS, Mr. Herbert B. Glaisyer has announced his intention to retire from public service on November 1, 1958; and

WHEREAS, this Commission desires to express to Mr. Herbert B. Glaisyer its most sincere appreciation for his untiring efforts and meritorious service as Secretary for the past twenty-eight years and for his loyalty and devotion to his work and his unfailing attention to maintaining the office of Secretary for the Commission in the highest standards possible.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. Mr. Herbert B. Glaisyer is hereby appointed Secretary for the Highway Commission to serve in such capacity for a term of eight months commencing on March 1, 1958, and terminating on October 31, 1958.

2. The salary to be paid to Mr. Herbert B. Glaisyer is hereby fixed by the Commission in the sum of $880.00 per month.

3. That in addition to the salary to be paid to Mr. Herbert B. Glaisyer, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That this resolution be entered in the minutes and records of the Commission as Miscellaneous Resolution No. 220 this 27th day of February, 1958.

EXHIBIT "N-1"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, on August 8, 1957, the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land lying in Lot 4, City View, also lying in Section 25, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon, consisting of 0.07 acre, and in addition certain access rights to the Pacific Highway (formerly Portland-Salem Expressway), owned by Emile F. Aufranc and Evelyn M. Aufranc et al, File L-2860 (R-26546), for the widening, construction, improvement and maintenance of the Salem By-Pass Section of the said Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, it has now been determined that the Salem By-Pass Section of the Pacific Highway (formerly Portland-Salem Expressway) can be completed without the necessity of acquiring the said parcel and said access rights from the said Emile F. Aufranc and Evelyn M. Aufranc, et al, and

WHEREAS, present highway construction plans do not contemplate using the said parcel or said access rights at this time or in the immediate future; and

WHEREAS, pursuant to the said resolution of August 8, 1957, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel and access rights on September 23, 1957, which said proceeding is still pending in the Circuit Court of Marion County, Oregon, and being Marion County Circuit Court Case No. 45017, and

WHEREAS, the State Highway Commission has not taken physical possession of the said parcel described in said resolution of August 8, 1957, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on August 8, 1957, and identified as Condemnation Resolution No. 835, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the Chief Counsel for the State Highway Commission be and he hereby is authorized to move the Circuit Court of Marion County, Oregon for an order to dismiss, without prejudice, Marion County Circuit Court Case No. 45017, entitled State of Oregon, by and through its State Highway Commission, composed of Charles H. Reynolds, M. K. McIver, and Robert B. Chessman, vs. Emile F. Aufranc and Evelyn M. Aufranc, et al.

3. That this resolution be entered in full in the minutes and records of the Commission this 27th day of February, 1958, as Condemnation Resolution No. 835a.

29731

EXHIBIT "N-2"

Minutes of February 27, 1958

RESOLUTION

WHEREAS, on April 19, 1957, the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land lying in the James Terwilliger and Philinda Terwilliger Donation Land Claim, also lying in the West half ($W\frac{1}{2}$) of Section 15, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon, consisting of 0.35 acre owned by William C. Ralston(File R-23477 L-2791), for the widening, improvement and maintenance of the Pacific Highway West; and

WHEREAS, it has now been determined that the Pacific Highway West can be completed without the necessity of acquiring the said parcel from the said William C. Ralston, et ux; and

WHEREAS, present highway construction plans do not contemplate using the said parcel at this time or in the immediate future; and

WHEREAS, pursuant to the said resolution of April 19, 1957, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel on June 7, 1957, which said proceeding is still pending in the Circuit Court of Multnomah County, Oregon, and being Multnomah County Circuit Court Case No. 240140; and

WHEREAS, the State Highway Commission has not taken physical possession of the said parcel described in said resolution of April 19, 1957, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on April 19, 1957, and identified as Condemnation Resolution No. 784, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the Chief Counsel for the State Highway Commission be and he hereby is authorized to move the Circuit Court of Multnomah County, Oregon for an order to dismiss, without prejudice, Multnomah County Circuit Court Case No. 240140, entitled State of Oregon, by and through its State Highway Commission, composed of Charles H. Reynolds, M.K. McIver, and Robert B. Chessman, vs. William C. Ralston, et ux.

3. That this resolution be entered in full in the minutes and records of the Commission this 27th day of February, 1958, as Resolution No. 784-a.

February 27, 1958

EXHIBIT "O"

Minutes of February 27 and 28, 1958

RESOLUTION

WHEREAS, pursuant to an agreement and without consideration, the State of Oregon, by and through its State Highway Commission, conveyed to Paul Martin and Verla Martin, husband and wife, twenty-one (21) acres of land adjacent to the Columbia River Highway in Government Lot 1 and in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 West, Willamette Meridian, Multnomah County, Oregon, by deed duly accepted by the grantees and recorded in Book 1523, Page 418, of the Deed Records of Multnomah County, Oregon, wherein said land is more particularly described, said conveyance being subject to the condition that:

> "title in fee simple to all or any part of said real property shall revest in the State of Oregon, by and through its State Highway Commission, at any future time that the State Highway Commission, by resolution entered in its official minutes, declares that all or any part of said property is required or necessary for right of way for construction of a clover leaf, interchange, connecting road or other roadway in connection with an improvement of the relocated Columbia River Highway and connections and approaches thereto. The resolution of the Highway Commission shall be conclusive as to the necessity for public use of all the property described in said resolution."

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to construct, reconstruct, improve and maintain the Columbia River Highway, including frontage roads, a traffic interchange, and a connecting road between the Columbia River Highway and the Crown Point Secondary Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that for its present plans there is needed and required for right of way purposes for the construction, reconstruction, improvement, and maintenance of the Columbia River Highway and for the construction, reconstruction, improvement and maintenance of frontage roads and a traffic interchange on said highway, (which traffic interchange, with a connecting road to be constructed by the State Highway Commission, will connect the Columbia River Highway and the Crown Point Secondary Highway), the following described real property, to wit:

> A parcel of land lying in Government Lot 1 and the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 25, Township 1 North, Range 3 East, W.M., Multnomah

EXHIBIT "O" (Cont)

County, Oregon, and being a portion of that property described in that certain deed to Paul and Verla Martin, recorded in Book 1523, Page 418, of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the Southwest corner of that tract conveyed to Paul and Verla Martin by deed recorded in Book 1523, Page 418, of Multnomah County Deed Records, said corner being 686 feet West and 191.52 feet North 0° 07' East from the Southeast corner of said Lot 1; thence North 84° 17' West, parallel to and 200 feet Northerly from the relocated center line of the Columbia River Highway, 228.9 feet to a point opposite Station 521+50 on said relocated highway center line; thence North 62° 01' 36" East 180.28 feet to a point opposite and 300 feet Northerly of Station 523+00 on said center line; thence North 87° 35' 12" East 65.4 feet to the West line of said Martin tract and the true point of beginning; thence continuing North 87° 35' 12" East 641.71 feet to a point which is opposite and 400 feet Northerly of Station 530+00 on the center line of the Columbia River Highway; thence South 84° 17' East parallel to and 400 feet Northerly of said center line, 140 feet, more or less, to the East line of said Martin property; thence North along said East line 40 feet, more or less, to a line which is parallel to and 440 feet Northerly of said center line, thence North 84° 17' West parallel to said center line 140 feet, more or less, to a point opposite Station 530+00 on said center line; thence Westerly in a straight line 655 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 0.42 acre.

2. The State Highway Commission does further find and declare that fee simple title to that portion of the real property conveyed by the State of Oregon by and through its State Highway Commission, to the said Paul Martin and Verla Martin, husband and wife, by the said deed recorded in Book 1523, Page 418 of the Deed Records of Multnomah County, Oregon, and described above is hereby revested in the State of Oregon, by and through its State Highway Commission.

3. It is directed that a certified copy of this resolution be transmitted to the said Paul Martin and Verla Martin, husband and wife, or their successors in interest.

4. It is further directed that the State Highway Engineer, or such person as he authorizes, re-enter and take peaceable possession of the hereinabove described parcel of land in the name of and on behalf of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "O" (Cont)

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of February, 1958, as Miscellaneous Resolution No. 214.

Salem, Oregon
March 24, 1958

The State Highway Commission met in special telephonic session at 2:30 p.m. on Monday, March 24, 1958. Present were

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Leonard I. Lindas, Chief Counsel

The Chief Counsel explained the necessity for amending prior resolutions so as to provide for and declare the necessity of acquiring four parcels of real property for right of way purposes, including their use for the wasting of excess materials for the relocation, construction, improvement and maintenance of the Myrtle Creek-Canyonville Section of the Pacific Highway, Douglas County, the said parcels being more particularly described under the following designated files and in the resolution attached and made a part hereof:

MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY

L-2648 (R-22481) - Treva Alspaugh, et. al.
Douglas County
Parcel No. 1: 0.92 acre for right of way
Parcel No. 2: 0.4 acre for right of way
Amended resolution to redesignate use of Parcel No. 2

L-2649 (R-22482) - Kenneth Bruce Amesbury, et al.
Douglas County
Parcel No. 1: 1.16 acres for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 0.11 acre for excess taking
Amended resolution to redesignate use of Parcel No. 2

L-2650 (R-22483) - Alton E. Alspaugh, et ux.
Douglas County
Parcel No. 1: 1.16 acres for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 0.49 acre for excess taking
Amended resolution to redesignate use of Parcel No. 2

L-2651 (R-22480) - R. F. Klose, et al.
Douglas County
Parcel No. 1: 0.71 acre for right of way
Parcel No. 2: 0.27 acre for right of way
Amended resolution to redesignate use of Parcel No. 2

The Commission considered and approved the request of the Chief Counsel to amend the said prior resolutions, and thereupon adopted the following resolution with regard thereto:

29736

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it become necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and acquired for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of March, 1958, as Condemnation Resolution No. 950.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 950, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and p ans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

There being no further business, the meeting adjourned.

Chas. H. Raymeds
Chairman

Howard J. Lindas
Chief Counsel

Commissioner

Portland, Oregon
March 27, 1958

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxton, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Also present were Mr. Darrell Hedges, Secretary and Mr. Herbert Higgins, Engineer, representing the Washington Toll Bridge Authority, and Mr. Richard Thorgrimson, Attorney, representing Preston, Thorgrimson and Horowitz, Seattle, Bond Counsel for the Washington Toll Bridge Authority.

Bids as follows for highway construction were opened and read aloud by the Secretary of the Oregon Highway Commission who then stated that the Commission would announce awards of contracts at 4:30 p.m. in the same room:

CLATSOP COUNTY
ASTORIA FERRY CHANNEL DREDGING PROJECT ON THE ASTORIA CROSSING RANGE IN THE COLUMBIA RIVER AT ASTORIA

Port of Astoria, Astoria	$	15,750.00
General Construction Company, Portland		24,300.00
Willamette Tug and Barge Company, Portland		28,710.00

DOUGLAS COUNTY
WINCHESTER SLIDE SECTION ON THE PACIFIC HIGHWAY

Lee Mortensen, Inc., Roseburg	$	17,593.00
Dalton Fox, Winston		17,612.10
C. C. Meisel, McMinnville		20,068.00
Calkins Crushing Company, Oceanlake		21,040.00
Eugene Gardens, Eugene		21,573.00
Coos Bay Dredging Company, Inc., Coos Bay		21,763.80
F. L. Somers, Medford		22,104.00
Parker and Fuhrman, Portland		22,544.00
Austin Construction Company, Junction City		22,824.90
Funderburk Construction Corporation, Sutherlin		24,057.00

WINCHESTER SLIDE SECTION (Cont.)

Inter City Sand and Gravel Company, Inc., Eugene	$ 24,120.40
John Bostick and C. Vern White, Eugene	24,999.50
Robert Angell, Eastside	25,485.50
Carl P. Tallon, Roseburg	26,875.46
Elco Company, Cornelius	27,244.00
Shannon Construction Company and Sardine Creek Timber Company, Sweet Home	27,391.00
F. E. Wilburn, Springfield	27,614.40
Martin Kincheloe, Myrtle Point	27,617.70
Mack Slate, Jr., Albany	28,276.00
S. M. Crites Company, Roseburg	28,423.00

GILLIAM COUNTY

GRADING AND OILING ON LINCOLN STREET IN CONDON

Russell Olson Construction Company, Inc., Pendleton	$ 14,792.00
Calkins Crushing Company, Oceanlake	14,885.50
Inter State Paving Company, The Dalles	16,109.00

LINN COUNTY

GRADING SANTIAM JUNCTION-LEBANON ROAD SECTION OF THE PACIFIC HIGHWAY

J. N. Conley, Portland	$ 818,721.00
Roy L. Houck and Sons and Roy L. Houck Sons., Corporation, Salem	858,208.00
Peter Kiewit Sons' Company, Vancouver, Washington	868,375.00
Vernie Jarl, Gresham	899,326.00
Natt McDougall Company, Portland	921,277.00
R. A. Heintz Construction Company, Portland	923,893.00
F. L. Somers, Medford	932,504.00
Babler Brothers, Inc., Portland	942,446.00
Gibbons and Reed Company, Portland	943,238.00
Fred H. Slate Company and E C. Hall Company, Portland	994,814.50
Parker-Schram Company, Portland	1,068.023.50
G. D. Dennis and Sons, Portland	1,170.667.00

MALHEUR COUNTY

OLDS FERRY-ONTARIO ROCK PRODUCTION PROJECT ON THE OLDS FERRY-ONTARIO HIGHWAY

C. E. Leseberg, Nyssa	$ 19,530.00
N. A. Toole Construction Company, Ontario	22,050.00
Rogers Construction, Inc., Portland	36,000.00

MALHEUR COUNTY

ONTARIO BRIDGES OVER SNAKE RIVER ON OLD OREGON TRAIL HIGHWAY

Hoffman Construction Company, Portland	$ 720,492.00
Fruin-Colnon Contracting Co., Burlingame, California	911,000.00

March 27, 1958

ONTARIO BRIDGES (Cont.)

Tom Lillebo Construction Co., and Tom Lillebo, Reedsport	$ 973,044.80
Hanson and Parr Construction Company and Morrison-Knudsen Company, Inc., Spokane, Washington	1,010,811.40
Peter Kiewit Sons' Company, Medford	1,036,650.00
Hamilton and Thoms, Inc., Eugene	1,045,973.00
C. H. Strong Engr. and Const., Eugene	1,107,000.00
General Construction Company, Portland	1,131,630.00
Kansas City Bridge Company, Kansas City, Missouri	1,637,006.00

MALHEUR COUNTY

STANTON BOULEVARD UNDERCROSSING SAND SHED ON THE OLD OREGON TRAIL HIGHWAY

Roberts, Adams & Roberts, Hood River	$ 11,362.00
H. G. Wirtz, Grants Pass	11,643.00
Bechtel Brothers, La Grande	11,809.00
Gulde Construction Company, Portland	13,509.00

MORROW COUNTY

GRADING AND PAVING ON COURT STREET IN HEPPNER

Russell Olson Construction Company, Inc., Pendleton	$ 15,248.00
Interstate Paving Company, The Dalles	16,093.00
Parker and Fuhrman, Portland	20,418.20

MULTNOMAH COUNTY, OREGON
CLARK COUNTY, WASHINGTON

PORTLAND, OREGON, -VANCOUVER, WASHINGTON, INTERSTATE (EAST) BRIDGE OVER COLUMBIA RIVER ON PACIFIC HIGHWAY

General Construction Company, Portland	$2,993,995.00
Peter Kiewit Sons' Company, Vancouver, Washington	3,141,130.00
Manson Construction and Engineering Co., Seattle, Wn.	3,213,230.00
Macco Corporation, Paramount, California	3,222,655.00
Judson Pacific Murphy Corp., Emeryville, California	3,346,222.00
Phillips-Erickson, Seattle, Washington	3,371,410.00
Eichleay Corporation, Santa Clara, California	3,982,980.00
Kansas City Bridge Company, Kansas City, Missouri	4,035.410.00

UMATILLA COUNTY

GRADING AND OILING SOUTH MISSION ROAD SECTION OF THE SOUTH MISSION ROAD

Shannon Construction Company and Sardine Creek Timber Company, Sweet Home	$ 108,928.30
Rogers Construction Company, Portland	114,921.50
Vernie Jarl, Gresham	116,064.50
Calkins Crushing Company, Oceanlake	117,586.00

March 27, 1958

GRADING AND OILING SOUTH MISSION ROAD SECTION (Cont.)

Frank Lyons and Company, Portland	$ 119,974.90
Don Greene Construction, Salem**	124,312.00
Babler Brothers, Inc., Portland	124,683.00
E. C. Hall Company, Portland	132,826.50
C. C. Meisel, McMinnville	133,976.00
K. C. Dack Construction Company, Pendleton	135,554.90
J. N. Conley, Portland	138,536.50
Geo. E. Blaisdell and Son Construction Company, Portland	139,571.00
Hodges and Barger, The Dalles	144,622.40
Newport Construction Company, Portland	144,864.10
G D. Dennis & Sons, Portland	148,250.00
Q. L. Rufener, Inc., Portland*	150,644.00
Parker and Fuhrman, Portland	156,452.50
John Bostick and C. Vern White, Eugene	159,105.00

* Bidder will not accept award of more than $175,000.00 at this letting.
** Bidder will accept only one contract at this letting.

UMATILLA COUNTY

ADDITION TO MAINTENANCE BUILDING AT UKIAH ON PENDLETON-JOHN DAY HIGHWAY

Bennett and Hickey, Burns	$ 14,825.00
Enoch I. Maerz, Salem	16,540.00
McCormack Construction Company, Pendleton	19,275.00
Walter N. Jackson, Hermiston	21,001.50
H. G. Wirtz, Grants Pass	22,750.00

UNION COUNTY

GRADING AND OILING ON BELLWOOD AVENUE IN UNION

Arthur Simonsen and Company, Baker	$ 36,131.00
Richard Beshey, Baker	38,795.00

WASCO COUNTY

GRADING LONG HOLLOW CANYON-HUNTER RANCH SECTION OF THE TYGH RIDGE ROAD

J. M. Purcell Construction Company, Kalispell, Montana	$ 57,661.00
Vernie Jarl, Gresham	62,236.00
G. D. Dennis and Sons, Portland	66,717.60
J. N. Conley, Portland	68,200.00
Steelman-Duff, Inc., Portland	68,435.40
Cody Logging Company, Wamic	68,445.20
Don Greene Construction, Inc., Salem	68,901.50
Durbin Brothers, Eugene	73,502.00
E. A Kruse and R. A. Briggs and Sons, Yoncalla	73,805.00
Shannon Construction Company and Sardine Creek Timber Company, Sweet Home	77,252.00
Hamson and Myers, Oswego	77,672.00

GRADING LONG HOLLOW CANYON-HUNTER RANCH SECTION (Cont.)

Parker and Fuhrman, Portland	$ 81,217.50
Keystone Construction Company, Inc., Prineville	81,943.50
Rex C. Ayers Construction Company, Portland	84,269.50
Babler Brothers, Inc., Portland	84,841.00
S and A Logging Company, Foster	87,732.50
J. M. Arenz, Portland	88,435.00
L. D. Shilling Company, Inc., Moses Lake, Washington	92,398.50
C. J. Eldon, Contractor, Portland	96,794.60
Rogers Construction, Inc., Portland	100,528.00
John L. Jersey Inc., Portland	102,980.00
Q. L. Rufener, Inc., Portland*	107,382.00
Mack Slate, Jr., Albany	131,996.00
Walter Goodat, Portland	134,819.00

* Bidder will not accept award of more than $175,000 at this letting.

YAMHILL COUNTY
ILLUMINATION INSTALLATION ON WALLACE BRIDGE-SHERIDAN SECTION OF THE SALMON RIVER HIGHWAY

Rochat Electric, Portland	$ 17,683.50
Steeck Electric Company, Medford	17,950.00
Trowbridge Electric Company, Roseburg	18,600.00
Lebanon Electric, Lebanon	19,635.00
Tedrick Construction Company, McMinnville	20,971.00

YAMHILL AND MARION COUNTIES
GRADING AND PAVING NEWBERG-GEARIN CORNER SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

Morse Brothers, Lebanon	$ 207,151.50
C. C. Meisel, McMinnville	209,851.00
Central Paving Company, Independence	214,705.00
Porter W. Yett, Portland	220,692.00
Calkins Crushing Company, Oceanlake	227,885.00
J. N. Conley, Portland	229,201.00
Vernie Jarl, Gresham	231,826.50
Warren Northwest, Inc., Portland	240,566.50
F. L. Somers, Medford	243,205.00
E. C. Hall Company, Portland	256,637.90
Dolan Construction Company, Tillamook	265,440.00
Newport Construction Company, Portland	333,939.00

The Chief Counsel called to the attention of the Commission an item that appears on the agenda, concerning the issuance and sale by the Washington Toll Bridge Authority of the remainder of the Vancouver-Portland Interstate

Toll Bridge Facility Revenue Bonds in the principal sum of $5,200,000 out of the $14,500,000 of such bonds provided for by agreement dated April 27, 1955, between Oregon State Highway Commission, Washington State Highway Commission and Washington Toll Bridge Authority and originally authorized by Resolution No. 312 of the Authority. The Chief Counsel explained that the sale of these bonds is for the purpose of providing funds to pay the cost of part of the proposed improvements, and incidental expenses, for which said $14,500,000 of bonds were authorized, particularly to finance the reconstruction of the existing bridge over the Columbia River.

He introduced Mr. Darrell Hedges, Secretary of Washington Toll Bridge Authority, Mr. Herbert Higgins, Engineer of such Authority, and Mr. Richard Thorgrimson of the firm of Preston, Thorgrimson and Horowitz of Seattle, bond counsel for the Authority, who were present. At his request Mr. Thorgrimson explained the terms and provisions of the resolution adopted by the Authority for the issuance and sale of the bonds. The Chief Counsel (Mr. Lindas) then advised that the resolution, which incorporates the form of bond, has been studied and found to be in proper legal form. Based upon such study and upon opinion of bond counsel as to the validity thereof, he recommended approval by the Oregon Highway Commission of the form of Resolution, Notice of Sale and the Bond as presented.

Commissioner McIver moved that the same be approved and Commissioner Chessman seconded the motion. Thereupon, the Commission voted unanimously to approve the form of said Resolution, the Bond incorporated therein and the Notice of Sale, and directed the Secretary to retain a copy of the same in the official records of the Commission.

Since the Washington Toll Bridge Authority plans to receive bids for the sale of the bonds on April 24, 1958, and, since under the agreement between the parties a bid will be accepted only if satisfactory to both the Commission and the Authority, the State Highway Engineer was authorized to advise the Authority as to whether or not any bid submitted for the sale of the bonds is satisfactory to the Oregon Highway Commission.

The Parks Superintendent reported on the following park matters:

1. Letter from Neal A. Butterfield, National Park Service, concerning proposed park developments at Howard Prairie Reservoir in Jackson County: The Parks Superintendent recalled that he had been authorized to make a study of this area at the preceding Commission meeting and he recommended that it be continued. However, if the U.S. Bureau of Land Management decides to take over the recreation area, he would so advise the Commission. Continuation of the study was approved.

2. Report on overnight camp use in State parks during 1957: The Commission accepted the Parks Superintendent's written report on this subject. He called attention to the average number of campers per site, which in 1952 was 136.2 compared with 266.7 in 1957. The total number of camper-nights in 1952 was 36,218 whereas in 1957 the total was 318,191.

3. Request of Parkrose Chamber of Commerce for a study concerning feasibility of using Government Island in the Columbia River for recreational purposes: The Parks Superintendent stated that although it appears that the area is not too desirable because of inaccessibility and its nearness to the city of Portland, nonetheless it is worthy of study, and he recommended that he be granted authority to conduct a study to determine the possibilities of the area and cost of development. The Commission authorized the study.

4. Request of the Citizens Park Committee of Brookings that the State take over as a state park the Loeb Memorial Forest on the Chetco River in Curry County: This area, the Parks Superintendent stated, is a tract containing a large number of myrtle trees and is owned by the State Board of Forestry. The Commission granted him authority to study the area and requested a report at the next meeting.

5. Request of the U.S. Bureau of Public Roads for permission to use a portion of Susan Creek State Park as a stock pile and plant setup site during the remainder of 1958: The Parks Superintendent explained that the area desired has been used for stock-pile purposes and there still is a small quantity of material on the ground. It was his opinion that use of the area by the Bureau of Public Roads for stock piling its road material would not handicap use of the park or damage the area in any way, and he recommended that the area be leased to the Bureau of Public Roads for the year 1958. The Commission approved the lease.

6. Out-of-state travel expense for L. V. Koons, Assistant Parks Superintendent: Upon the favorable recommendation of the Parks Superintendent, the Commission authorized Mr. Koons to attend a meeting of the Columbia Basin Inter-Agency Subcommittee at Victoria, B.C., May 28-29, 1958, at an estimated cost of $80.00

7. Proposed purchase of 77.94 acres of land from Chas. Hoyt as an addition to Rooster Rock State Park in the Columbia Gorge: This property, the Parks Superintendent stated, adjoins Rooster Rock Park and is located a short distance west of the Vista House between the old highway and the U.P. railroad. The Columbia Gorge Commission, he said, is anxious that the area be acquired in order to preserve the scenic values in the Columbia Gorge in this area. The property, he continued, has been appraised at $7,542.40. He recommended that it be acquired from the owner for $7,600, which is his asking price. The Commission approved the purchase.

8. Bids received for Rooster Rock Park Concession at the February meeting: The Parks Superintendent stated that of the 21 bids received, four had been qualified, and of the remaining, two had been considered for award; namely, P & A Enterprises, Inc., Portland, who offered to pay the state 20 per cent of gross revenues, and Wm. R. and Patricia M. Blake, Portland, who offered to pay 17½ per cent. It was his opinion, considering prices which the bidders propose to charge for commodities and their financial status and experience, that the proposal of either P & A Enterprises, Inc., or the Blakes would prove satisfactory. The Engineer commented that inasmuch as both bidders apparently are qualified according to the specifications, it would be a dangerous precedent to make an award other than to the high bidder. After

some further discussion, the Parks Superintendent definitely recommended acceptance of the proposal of P & A Enterprises, Inc., The Commission adopted the recommendation unanimously.

9. Request of George Blum Logging Company, Tillamook, for permission to transport logs across a portion of the Cape Lookout State Park Road: The Parks Superintendent advised that the Company has purchased timber east of the park and wants to move it over the park road; also that the Company has offered to provide a bond to cover possible damages to the road by reason of their hauling operations and had also agreed to furnish liability insurance in the amount of $100,000-$300,000. He recommended that a permit be granted subject to those conditions, the same to expire on May 1, 1960. The Commission adopted the recommendation.

Sewage disposal for Delake overnight camping facilities: The Parks Superintendent stated that in connection with overnight camping facilities being developed at this location the City of Oceanlake has been contacted regarding disposal of sewage through its disposal plant. The City indicated willingness to handle the sewage for a charge of 26 cents per thousand gallons, or an approximate cost of $20.00 per month for the anticipated sewage volume. The use of septic tanks, he said, is not as desirable as the facilities offered by the City and he recommended that an agreement be entered into with the City of Oceanlake for disposal of sewage during the year 1958 at the outlined cost. The Commission accepted his recommendation.

Letter from Hon Fred Meek inviting the Commission to attend "Founder's Day" celebration at Champoeg State Park on May 4, 1958: The Parks Superintendent stated that Mr. Meek's letter invited the Commission and other highway personnel to attend this celebration. The Commission accepted the invitation with thanks and agreed to attend the function if possible.

The Parks Superintendent also mentioned receipt of a letter from Mr. Meek as a representative of the "Sons and Daughters of Oregon Pioneers" urging the Commission to take immediate action to provide a museum and meeting hall at Champoeg State Park so it will be completed and ready for the Oregon Centennial celebration in 1959. He recalled that construction of such a building was considered by the 1957 Legislative Assembly but no action was taken. The Engineer recalled that the bill that was presented to the Legislature provided that the Highway Department was to pay 50 per cent of the cost of such building which was then estimated to cost about $250,000. However, it was amended to provide that the Highway Department pay the entire cost, and the bill subsequently died in committee. The Commission instructed the Engineer and Parks Superintendent to study the matter and ascertain whether or not a suitable building can be provided for approximately $125,000, and be prepared to take action should the matter again be presented to the Legislature.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration of the individual items the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof, with like effect as though

extended in full herein.

A report was presented by the Right of Way Engineer showing the Property Manager's monthly sales in the amount of $6,652.50, and rental reports showing terminations and new rentals, for the period from February 19 to March 17, 1958. Rental receipts for the month of February amounted to $7,521.13. The Commission accepted the reports. (For details concerning miscellaneous sales and property rentals, see the Right of Way Engineer's letter, dated March 20, 1958, in the General Files.)

Consideration was given to a request for vacation of a portion of Panorama Heights adjacent to the City of Hermiston and situated on the Umatilla-Stanfield Highway in Umatilla County. The Right of Way Engineer stated that vacation of this area will cause no harm to the State Highway Department and he recommended that the Commission concur in the vacation of the area which is situate in Section 14, Township 4 North, Range 28 East. W.M. Umatilla County. The Commission approved the vacation.

A Bargain and Sale Deed was presented by the Right of Way Engineer reconveying to Swan Lake Moulding Company certain property that had previously been conveyed to the State. He explained that due to a series of errors in description it was impossible to proceed, and to clarify the matter he suggested that the proceedings be started over again. To accomplish this, he explained, it is necessary for the state to reconvey the area to the Swan Lake Moulding Company which, in turn, will then deed to the state the right of way that the state actually needs. Upon his favorable recommendation, the Commission approved the transaction as outlined.

Upon the Right of Way Engineer's favorable recommendation, the Commission approved granting to E. H. Pedwell and the Standard Oil Company of California permission to occupy a portion of the right of way of the Salem By-pass Section of the Pacific Highway near the Market Street interchange in Salem. He explained that Mr. Pedwell deeded the land to the state at no cost with the provision that the service station remain where it is until the land is needed for highway purposes.

Consideration was given to an offer made by Howard Cooper Corporation to purchase for the sum of $ 2,200.00, a pneumatic tube system, three jib cranes, and a platform scale, located in a building that was purchased from them on the Banfield Expressway, Portland. The Right of Way Engineer recommended acceptance of the offer as a matter of good business. The Commission approved the sale at the price mentioned.

Sale of 1.44 acres of land on the Hauser Section of the Oregon Coast Highway (old route) in Coos County to School District 26C was discussed. This property, the Right of Way Engineer explained, is no longer required for highway purposes and he recommended that it be sold to the school district for $300.00. The Commission approved the sale.

The matter of granting an easement to School District No. 19, Douglas County, for permission to cross excess state land on the Myrtle Creek-Umpqua Bend Section of the Pacific Highway in Douglas County was discussed. The

Right of Way Engineer stated that the transaction is part of an exchange of easements. Upon his favorable recommendation the Commission approved the easement.

The Commission considered a grant of access removing restrictions on the use of an access that was previously granted to Mrs. Maple Brandhagen on the Tigard-Newberg Section of the Pacific Highway West in Washington County. This modification, the Right of Way Engineer stated, involves an increase from 20 to 30 feet in width of an access at highway engineer's station 133+41.5 and is unrestricted as to use. The Commission approved the modification of access following the Right of Way Engineer's recommendation and his comment that this property should not have been restricted in the first instance.

Consideration was given to the conveyance to Mr. and Mrs. Earl B. Houston, Albany, 0.38 acre of land on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County. The Right of Way Engineer commented that in acquiring property from the Houstons it had been agreed to sell this parcel to them but specific approval had not been secured from the Commission. He recommended that it be sold to the Houstons for $2480.00, which is the amount paid for the property, and that this amount be deducted from the condemnation judgment awarded to the Houstons in the amount of $15,750.00. The Commission approved the sale as recommended.

The Right of Way Engineer requested and the Commission approved public sale of two parcels of land that no longer are required for right of way purposes, as follows:

File 24450 - 0.5 acre of land on the East Fork Illinois River Section of the Redwood Highway for the minimum sum of $300.00.

File 18332 - 0.18 acre of land on the Medford-Ashland Section of the Pacific Highway in Jackson County for a minimum amount of $500.00.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following described properties that are needed as right of way in connection with various highway improvements or for other purposes and to tender offers for the same in conformity with instructions given to him by the Commission by resolution adopted December 20, 1951:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway)

R-23662 - Louis Adler and Dorothy Rose Adler
Multnomah County
Parcel No. 1: 5,000 square feet for right of way
Parcel No. 2: 4,400 square feet for right of way
Parcel No. 3: 0.59 acre for right of way

R-23663 - Filomena Scioly
Right of Way (Multnomah County)
1.85 acres

Harbor Drive-Boulevard Section (Cont.)

R-25001 - Cyril J. Murray
Multnomah County
Parcel No. 1: 0.6 acre
Parcel No. 2: 0.29 acre

R-27082 - Mike M. DeCicco
Multnomah County
Parcel No. 1: 6,234 square feet for right of way
Parcel No. 2: 5,530 square feet for right of way

R-27083 - Mike DeCicco, Louis DeCicco and Harold DeCicco
Right of Way (Multnomah County)
2,100 square feet

R-27086 - Cecil C. Flora and Irma J. Flora
Right of Way (Multnomah County)
4,014 square feet

R-27087 - R. W. Gráce & Co.
Right of Way (Multnomah County)
8,000 square feet

R-27091 - Mildred Schmidt and William W. Schmidt
Right of Way (Multnomah County)
5,000 square feet

R-27100 - Rudolph L. Viergutz and Ardella Viergutz
Right of Way (Multnomah County)
10,000 square feet

R-27332 - Schnitzer-Wolfe Investment Co.
Right of Way (Multnomah County)
0.05 acre

R-27502 - Frank Madonna and Doris R. Madonna
Right of Way (Multnomah County)
5,000 square feet

R-27503 - William Gray and LaVera Gray
Right of Way (Multnomah County)
5,000 square feet

R-27598 - Etta Bell Gordon and Albert C. Gordon
Right of Way (Multnomah County)
700 square feet

R-27683 - Grace Johnson
Multnomah County
Parcel No. 1: 0.37 acre for right of way
Parcel No. 2: 2,200 square feet for right of way
Amended resolution to reduce area of Parcel No. 1

March 27, 1958

29750

Harbor Drive -Barbur Boulevard Section (Cont.)

L-2789 (R-20986) - Hazel D. Clark, et al.
Right of Way (Multnomah County
0.782 acre
Amended resolution to reduce area of the taking

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26326 - Walter Marion Everest and Margaret Gall Everest
Yamhill County
Parcel No. 1: 1.56 acres for right of way
Parcel No. 2: 0.07 acre for right of way
Amended resolution to increase area of the taking and change access provisions

R-26334 - Clyde H. Brawley and Ethel B. Brawley
Yamhill County
Parcel No. 1: 1.18 acres for right of way
Parcel No. 2: 0.23 acre for right of way
Parcel No. 3: 0.07 acre for right of way
Amended resolution to authorize condemnation of Parcel 3.

R-26337 - Carl E. Payne and Ava F. Payne
Right of Way (Yamhill County)
0.91 acre
Amended resolution to increase area of the taking

Pleasant Hill-Creswell Section of the Springfield-Creswell Highway

L-2876 (R-26804) - Vernon Chitwood, et al.
Lane County
Parcel No. 1: 5.04 acres (net) for right of way
Parcel No. 2: 0.69 acre for channel change easement
Amended resolution to add construction item and change access provisions.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27548 - Byrdie B. Metzgus and Vida Walker
Curry County
Parcel No. 1: 15.7 acres for right of way
Parcel No. 2: 0.15 acre for a construction easement

R-27549 - Harvey D. Crook and Wilda R. Crook
Curry County
Parcel No. 1: 12.8 acres for right of way
Parcel No. 2: 0.25 acre for an easement for fill
Parcel No. 3: 0.29 acre for a permanent easement
Parcel No. 4: 0.05 acre for an easement for fill
Parcel No. 5: 0.57 acre for an easement for fill and drainage

March 27, 1958

Myers Creek-Brookings Section (Cont.)

R-27550 - Oleta A. Walker, Harvey D. Crook and Wilda R. Crook
Curry County
Parcel No. 1: 17.3 acres for right of way
Parcel No. 2: 1.2 acres for an easement for fill
Parcel No. 3: 1.2 acres for an easement for fill

R-27551 - Wilbur W. Ostrander and Mable Ostrander
Curry County
Parcel No. 1: 172 acres for right of way
Parcel No. 2: 6.0 acres for right of way

R-27581 - H. E. Timeus, Harmon Timeus, Joy Yarnold and James Yarnold
Right of Way (Curry County)
5.0 acres

L-2929 (R-26916) - Lloyd D. Mosier, Sr., et ux.
Curry County
Parcel No. 1: 2.2 acres for right of way
Parcel No. 2: 0.03 acre for excess taking
Parcel No. 3: 0.2 acre for drainage easement
Amended resolution to change access provisions

Minam-Rock Creek Section of the Wallowa Lake Highway

R-26942 - E. C. Fleser and Myron Fleser
Wallowa County
Parcel No. 1: 4.6 acres (net) for right of way
Parcel No. 2: 2.5 acres (net) for right of way
Amended resolutionto reduce area of taking

Columbia River Highway

R-27710 - Stebco Incorporated
Acquisition of roadbuilding materials (Multnomah County)
73.0 acres

Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East)

R-25290 - M. & R. Properties Company
Right of Way (Lane County)
1.04 acres

R-25596 - Oscar W. Olson and Emma Olson
Linn County
Parcel No. 1: 49.15 acres (net) for right of way
Parcel No. 2: 0.6 acre (net) for right of way
Amended resolution to change access provisions

March 27, 1958

Albany-Judkins Point Section (Cont.)

R-25598 - Greta Murl Swatzka
Linn County
Parcel No. 1: 0.15 acre (net) for right of way
Parcel No. 2: 0.22 acre for right of way

R-27330 - F. T. Glaser and Mary T. Glaser
Linn County
Parcel No. 1: 14.22 acres for right of way
Parcel No. 2: 70.63 acres (net) for right of way
Parcel No. 3: 2.55 acres (net) for right of way
Parcel No. 4: 1.68 acres (net) for right of way
Parcel No. 5: 0.8 acre (net) for right of way
Parcel No. 6: 3.81 acres (net) for right of way for a channel change
Parcel No. 7: 1.55 acres for right of way for a channel change

North Jefferson Junction-Albany Section of the Pacific Highway (formerly Pacific Highway East)

L-2823 (R-26450) - Frank Flamme, et ux.
Right of Way (Linn County)
0.05 acre
Amended resolution to change frontage road provisions

L-2824 (R-26451) - Ada Frances Sudtell
Right of Way (Linn County)
0.09 acre
Amended resolution to change frontage road provisions

Myrtle Creek-Canyonville Section of the Pacific Highway

L-2648 (R-22481) - Treva Alspaugh, et al. (authorized by Commission by telephone on March 24, 1958)
Douglas County
Parcel No. 1: 0.92 acre for right of way
Parcel No. 2: 0.4 acre for right of way
Amended resolution to redesignate use of Parcel No. 2

L-2649 (R-22482) - Kenneth Bruce Amesbury, et al. (authorized by Commission by telephone on March 24, 1958)
Douglas County
Parcel No. 1: 1.16 acres for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 0.11 acre for excess taking
Amended resolution to redesignate use of Parcel No. 2

L-2650 (R-22483) - Alton E. Alspaugh, et ux. (authorized by Commission by telephone on March 24, 1958)
Douglas County
Parcel No. 1: 1.16 acres for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 0.49 acre for excess taking
Amended resolution to redesignate use of Parcel No. 2

March 27, 1958

Myrtle Creek-Canyonville Section (Cont.)

L-2651 (R-22480) - R. F. Klose, et al. (authorized by Commission by tele-)
Douglas County (phone on March 24, 1958)
Parcel No. 1: 0.71 acre for right of way
Parcel No. 2: 0.27 acre for right of way
Amended resolution to redesignate use of Parcel No. 2

Cascade Secondary Highway

R-26381 - Ethel Pullen Kosher
Multnomah County
Parcel No. 1: 14.53 acres for right of way
Parcel No. 2: 0.42 acre for right of way

R-26382 - Cosmo Spada and Angiolina Spada
Multnomah County
Parcel No. 1: 2.92 acres (net) for right of way
Parcel No. 2: 0.3 acre for right of way

R-26384 - Robert A. Bitar and Frank A. Bitar
Right of Way (Multnomah County)
4.147 acres (net)

R-26385 - G. H. Wagner and Harold Wagner
Right of Way (Multnomah County)
1.84 acres

R-26386 - H. E. Musselwhite
Right of Way (Multnomah County)
10,000 square feet

R-26387 - Louis Sisk and Ira D. Brin
Multnomah County
Parcel No. 1: 2.32 acres for right of way
Parcel No. 2: 1.22 acres for a stock pile site

R-26388 - H. V. Higley
Right of Way (Multnomah County)
5,909 square feet

R-26392 - Thomas J. Burke and Imogene M. Burke
Right of Way (Multnomah County)
5,992 square feet

R-26394 - Charles C. Quimby and Cleo Quimby
Right of Way (Multnomah County)
5,992 square feet

R-27165 - Parkrose School District Number Three Multnomah County
Right of Way (Multnomah County)
6,009 square feet

March 27, 1958

Cascade Secondary Highway (Cont.)

R-27166 - Lloyd J. Griffith and Helen E. Griffith
Right of Way (Multnomah County)
0.2 acre

R-27167 - Chester E. Pullen
Right of Way (Multnomah County)
0.13 acre

R-27171 - Harris Distributing Co.
Right of Way (Multnomah County)
588 square feet

R-27341 - Crystal R. Aube
Right of Way (Multnomah County)
5,992 square feet

R-27342 - Michael Hodes and Sarah Hodes
Right of Way (Multnomah County)
838 square feet

R-27534 - Gustave H. Wagner and Harold A. Wagner
Temporary Construction Easement (Multnomah County)
4.3 acres

Olds Ferry-Ontario Highway

R-27574 - Fred Head and Gladys Head
Malheur County
Parcel No. 1: 29.5 acres for a material source
Parcel No. 2: 1.6 acres for an easement for haul road

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26732 - Julia Westfall Mendazona and Mae Westfall
(Malheur County)
Parcel No. 1: 8.59 acres (net) for right of way
Parcel No. 2: 0.36 acre (net) for right of way

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action was deferred by the Commission pending study of the material submitted. (Condemnation of the parcels as submitted was authorized later in the day. See minute entry ahead.)

A report was presented by the Chief Counsel on condemnation cases which have been tried in court between February 24 and March 20, 1958, summarized as follows:

(Continued on next page)

REPORT OF CONDEMNATION CASES TRIED
February 24 to March 20, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Geo. W Sturgis, et al. R-25467	Linn	Pacific	N. Jefferson Junction-Albany	$ 2,450	$ 6,000	$ 3,000
Melanie A. Parke, et al. R-22733	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	6,000	15,000 (Answer)	6,000
Gearold Hilbert, et al. R-24460	Umatilla	Ukiah-Hilgard	Ukiah-West Forest Boundary	50	None	Judgment 50
Sarah Perry, et al. R-24200	Umatilla	Havana-Helix	Havana	70	None	Judgment 70
E. C. Urbigkeit, et al. R-22513	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	43,210	60,000 (Answer)	49,950
E. O. Urbigkeit, et ux. R-26479	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	710	1,700 (Answer)	1,100
Leo G. Paulson, et al. R-27107	Union	Old Oregon Trail	Hilgard-La Grande	23,640	37,000	24,250

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2616	Hobart D. Osborn	State of Oregon	Grant	Damage	$ 2,275	Involuntary Non-suit

The Commission accepted the report. (For additional details, see Chief Counsel's letter dated March 21, 1958, in the General Files in Salem.)

March 27, 1958

The Commission also accepted a report submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Humphrey Parry, et al. R-25886	Multnomah	Sunset	Zoo Overcrossing	$ 450	$ 750
John Glaser, et al. R-25378	Linn	Pacific	Albany-Judkins Point	250	300
P. W. Drushella, et al. R-25535	Linn	Pacific	Albany-N. Jefferson Jct.	100	100
Lars Haugen, et al. R-24841	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	20,650	22,500
Douglas Community Hospital R-17857	Douglas	Pacific	Winchester-Shady Point (Appraised at $10,000)	750	15,000
Louis Lang, et al. R-14388	Multnomah	Banfield Expressway	Unit #2 (Appraised at $10,000 on unity of use, $5,000 without)	5,227	11,000
Harris Oil Co. R-27031	Washington	Tualatin Valley	Forest Grove-Hillsboro	440	440
T. M. Thorsen, et al. R-24994	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	1,950	1,950

Report of Condemantion Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Frank Flamme R-26450	Linn	Pacific	N. Jefferson Jct. -Albany	$ 975	$ 1,250
Oregon Pulp & Paper Co. R-24035	Lincoln	Beverly Beach State Park - for park purposes. 37.7 acres.		5,750	8,000 plus fence
T. M. Thorsen, et al. R. 26725	Multnomah	Portland Salem Expressway	Harbor Drive-Barbur Blvd.	800	800
Carl J. Crouse R-27001	Multno-mah	Portland-Salem Expressway	Harbor Drive Barbur Blvd.	1,500	1,725
Sadie F. Lee, et al. R-23949	Malheur	Old Oregon Trail	Ontario-Snake River	4,154	4,154
John P. Schmitz, et al. R-25430	Clacka-mas	Mt. Hood	Sandy-Forest Boundary	750	750
Edmond H. Verdurmen, et al. R-27345	Multno-mah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	50	100
Troutdale Farms, Inc. R-26348	Mult-nomah	Columbia River	Sundial Road-Rooster Rock	690 for 4.6 acres	540 for 3.68 acres
W. C. Cooper, et al. R-25458	Linn	Pacific	Albany-Judkins Point	4,845	4,795

(For additional details, see the Chief Counsel's letter dated March 25, 1958, attached to Report of Condemnation Cases Settled, in the General Files.)

March 27, 1958

Offers for acquisition of real property, which offers either have been tendered or are to be tendered to property owners prior to institution of condemnation proceedings, were submitted by the Chief Counsel in compliance with a resolution adopted by the Commission on December 20, 1951. The Commission confirmed the offers as follows:

Albany-Judkins Point Section of the Pacific Highway

R-25601 - Fred C. Grell, et ux. 15.15 acres for right of way purposes. Offer of $9,500.00 approved by Mr. McIver March 18, 1958.

R-25900 - Iretha H. Lansing, et al. 9.64 acres for right of way purposes. Offer of $6,000 00 approved by Mr. McIver March 4, 1958.

Sunset Highway (Highlands Interchange)

R-27590 - Humphrey Parry, et ux. 31,495 square feet for right of way purposes. Offer of $600.00 approved by Mr. McIver March 11, 1958.

Eckman Slough Section of the Alsea Highway

R-26112 - Bert Bolton, et al. 0.8 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver March 11, 1958.

Hilgard-La Grande Section of the Old Oregon Trail Highway

R-27507 - Karee J. Fugit, et al. 0.5 acre for right of way purposes. Offer of $4,000.00 approved by Mr. Reynolds March 5, 1958.

R-27072 - Jerald Cantrell, et al. 9.0 acres for right of way purposes. Offer of $19,072.00 approved by Mr. Reynolds March 4, 1958.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27687 - Ronald B. Gustaff, et ux. 4,000 square feet for right of way purposes. Offer of $200.00 approved by Mr. McIver March 5, 1958.

Minam-Rock Creek Section of the Wallowa Lake Highway

R-27334 - Harry Williamson, et al. 1.91 acres for right of way purposes Offer of $75 00 approved by Mr. Reynolds March 19, 1958.

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26327 - Homer C. Parrett. 0.87 acre for right of way purposes. Offer of $525.00 approved by Mr. McIver March 5, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25383 - Edward W. Poland, et ux. 13.62 acres for right of way, 5.0 acres for easement for channel change, 1.6 acres for right of way and .2 acre for excess taking. Offer of $6,650.00 approved by Mr. McIver March 24, 1958.

March 27, 1958

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27352 - A. C. Johannesen, et ux. 27,420 square feet for right of way purposes. Offer of $7,150.00 approved by Mr. McIver March 24, 1958.

R-27359 - L. A. DesBouillons, et al. 600 square feet for right of way purposes. Offer of $12,000.00 approved by Mr. McIver March 24, 1958.

R-27361 - Eugene Scherrer, et al. 7,450 square feet for right of way purposes. Offer of $6,450.00 approved by Mr. McIver March 24, 1958.

R-27497 - Sun Developers, Inc., et al. 900 square feet for right of way purposes. Offer of $3,100.00 approved by Mr. McIver March 24, 1958.

The Commission accepted a report submitted by the Chief Counsel concerning orders which have been issued by the Public Utilities Commissioner regarding railroad crossings in which the State Highway Commission has been made a party. These orders are summarized as follows:

PUX 9: Shevlin-Hixon private road crossing with The Dalles-California Highway near M.P. 191.5. The present order grants the request of Brooks-Scanlon, Inc., who have taken over the Shevlin-Hixon Company, that the crossing be closed and barricaded.

PUX 98: Brooks-Scanlon, Inc., private road crossing at grade of the McKenzie Highway near Sisters in Deschutes County. On February 22, 1958, Brooks-Scanlon advised it had no further need for the private road crossing. The crossing is to be closed and barricaded.

PUX 220: Beck Station grade crossing of the tracks of the Southern Pacific Company near Beck Station in Lane County. A grade crossing would have involved a connection with the Siuslaw Highway, but at the request of the U. S. Department of Agriculture, who made the application, the application has been dismissed.

PUX 253: Portland International Airport Undercrossing of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee. The order authorizes construction of the undercrossing on the Airport-Alberta Street Section in accordance with the original application.

The Chief Counsel requested and the Commission granted authority to institute legal proceedings against Richard and Robert Smutz to collect $529.00 for repairs to a state-owned vehicle which was damaged in an accident that occurred on July 9, 1957, near M.P. 301 on U.S. Highway No. 30. Damages amount to $529.00.

March 27, 1958

The Commission accepted a report submitted by the Chief Counsel recommending abandonment of a claim in the amount of $40.00 against Roy Gray, CAO-57-263, for damaging the south traffic gate of the Interstate Bridge, Portland. The Chief Counsel advised that the insurance company denied liability and in his estimation the cost to prosecute the case is not worth the amount which might be collected.

The Chief Counsel brought up for discussion the matter of acquiring the outstanding bonds of the Fairmore Irrigation District, Malheur County, to clear right of way needed for the Ontario-Snake River Section of the Old Oregon Trail Highway. The irrigation district, he stated, is defunct so if the bonds are not purchased it will be necessary to condemn each parcel of land in the irrigation district. It was his opinion that it would be cheaper to purchase the bonds, which he estimated would cost about $3,500.00, and he so recommended. The Commission accepted the recommendation and authorized the Chief Counsel to proceed with the purchase.

Consideration was given by the Commission to the proposed extension of Cascade Secondary Highway No. 160 northerly from its present terminus at N. E. Killingsworth Avenue, Portland, to the County Airport Road. Following the Chief Counsel's favorable recommendation the Commission approved the extension by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered designation as a "throughway" the North Santiam Secondary Highway westerly from a point east of Detroit to its junction with the Pacific Highway east of the city of Salem. The Chief Counsel pointed out that completion of the highway is planned in the near future and the "throughway" designation is needed in order to close certain county roads and to provide for access control. The Commission approved the "throughway" designation by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Reynolds reported receipt of information to the effect that Idaho Power Company may wish to flood portions of existing highways near the Snake River before they complete the road between Richland and Halfway. The Engineer remarked that Mr. McCormack, Chief Engineer of the Company, with whom he had been discussing this matter, died two days ago. However, it appears that on May 5 the Idaho Power Company wishes to close the diversion tunnel at the dam at Brownlee which will flood the highway below Richland Junction but traffic will be able to use the new road from Halfway to Copperfield which is available. It was his opinion that the State should inspect the roadways to be used to determine if they are in shape to handle traffic adequately. Chairman Reynolds stated that, in his opinion, the Highway Commission should have final control as to when portions of the old roadway may be flooded. No action was taken at this time pending the appearance of representatives from the Idaho Power Company later in the day. (See additional entry ahead.)

The Engineer reported that he has awarded contracts referred to him by the Commission to award when certain conditions had been fulfilled, which conditions have now been fulfilled. The Commission confirmed the awards as follows:

(1) Grading the Pioneer Mountain Section of the Corvallis-Newport Highway, Lincoln County. Bids received January 16, 1958. Contract awarded February 28, 1958 to Earl L. McNutt Company, Eugene, low bidder.

(2) Grading and paving the Murray Road Interchange Section of Sunset Highway, Washington County. Bids received January 16, 1958. Contract awarded February 28, 1958 to Porter W. Yett, Portland, low bidder.

(3) Construction of the Little Luckiamute River Bridge at Falls City, Polk County. Bids received February 27, 1958. Contract awarded March 6, 1958 to Henry G. Stach, Oakridge, low bidder.

(4) Grading and oiling the Horse Ranch-Fort Rock Section of Fort Rock Road, Lake County. Bids received February 27, 1958. Contract awarded March 6, 1958 to A. L. Harding, Inc., Stayton, low bidder.

(5) Grading the Thomas Creek-Cape Ferrelo Section of Oregon Coast Highway, Curry County. Bids received February 27, 1958. Contract awarded March 7, 1958 to Darkenwald Construction Company, Inc., Sacramento, California, low bidder.

(6) Grading the Richardson-Siuslaw River Section of Richardson-Eugene Highway, Lane County. Bids received February 6, 1958. Contract awarded March 12, 1958 to Hudspeth Pine, Inc., Prineville, low bidder.

(7) Grading, paving and illumination of Evelyn Street Channelization Section of Clackamas Highway, Clackamas County. Bids received February 28, 1958. Contract awarded March 12, 1958 to Parker & Fuhrman, Portland, low bidder.

(8) Grading and paving and construction of a 256 ft. reinforced concrete bridge on Perry-Oro Dell Section of Old Oregon Trail Highway, Union County. Bids received January 16, 1958. Contract awarded March 13, 1958 to Durbin Brothers, Eugene, low bidder.

(9) Spray-Fields Creek Rock Production Project on John Day Highway, Grant and Wheeler Counties. Bids received February 27, 1958. Contract awarded March 13, 1958 to E. H. Itschner Company, Molalla, low bidder.

(10) Construction of Shogren Overcrossing of the SPRR, Wasco County. Bids received February 28, 1958. Contract awarded March 18, 1958 to Babler Brothers, Inc., Portland, low bidder.

(11) Grading and paving the 16th Avenue Connection to Columbia River Highway (T. H. Banfield Expressway) in city of Portland, Multnomah County. Bids received February 28, 1958. Contract awarded March 19, 1958 to Howard Angell, Portland, low bidder.

Reclassification from Group 3 to Group 1 status of the section of the Hillsboro-Silverton Secondary Highway No. 141 between the R. H. Baldock Freeway (US99) and the Pacific Highway East (Route US99E) was reported by the Engineer. The reclassification was made, he stated, after a satisfactory test run had been made with a 60-foot truck and full trailer. The Commission confirmed the reclassification.

Upon the Engineer's request, the Commission authorized holding of a public hearing in the town of Springfield concerning location of the "Q" Street Interchange-McKenzie Highway section of the Eugene-Springfield Highway. Surveys on this section, the Engineer stated, have progressed to a point where a feasible route has been determined and a hearing is in order if it is required.

The Commission discussed with the Engineer his written reports dated March 20 and February 20, 1958, concerning construction of a state-owned building at Salem to house offices of the Department of Motor Vehicles, the State Police, and the Public Utilities Commissioner. The Engineer estimated that a saving of $50,000 per year in operating costs would accrue to the state if the Department of Motor Vehicles and the State Police were housed in the same building in addition to the convenience that would result by reason of both departments being in close contact one with the other. He estimated the cost of a building to house both departments at $640,000, which amount, he said, can be amortized in 19 years at 3.2% interest when the value of the building would be $ 397,000. He pointed out savings of $186,000 during the period for rental charges under the state ownership plan. Commissioner McIver gave as his feeling, in view of the obvious savings to be gained, that the matter should be presented to the Board of Control and the savings explained. Commissioner Chessman indicated a similar opinion. The Commission expressed a desire to construct such building and instructed the Engineer to present the matter to the Board of Control for its consideration.

The Commission considered the following items of unfinished business as shown on the Secretary's summary, dated March 28, 1958, as follows:

1 Request of National Park Service that the state maintain park facilities at Howard Prairie Dam in Jackson County. This item is to remain on the list of unfinished business pending further study and report by the Parks

Superintendent.

2. Presentation of traffic survey plan to the City of The Dalles, Technical Report No. 57-3: The Engineer advised that acting under authority granted by the Commission at the previous meeting, the report was formally presented to the City Council of The Dalles on Monday evening, March 3, 1958, at which meeting also were present County Judge James A. Hunt and Mr. Dolph D. Kimsey, Manager of the Port of The Dalles. The report, he said, was well received and was accepted by all; however, at the conclusion of the presentation the question was asked whether or not consideration had been given to the plan proposed by the City for routing the Interstate Highway (US 30) which involves the relocation of the facilities of the Union Pacific Railroad on an alignment nearer the Columbia River than is proposed under the Highway Department plan. They were informed, he said, that the City plan is now being studied, however, indications are that construction of such plan will cost approximately $1,300,000 more than the State's plan. He was instructed by the Commission to complete his studies on the routing of the Interstate Highway as soon as is possible. Chairman Reynolds inquired how soon construction of the Interstate Highway project can be gotten underway. The Engineer expressed a doubt that work could be started this year because of the study that has to be made, the need to hold a public hearing in The Dalles on the subject, and because of the need to consummate agreements with the City and the Railroad Company which is involved. He was instructed by the Commission to get the project in the construction stage as expeditiously as is possible. The Commission ordered this item deleted from the list of unfinished business.

3. Proposed construction of a building in Salem to house offices of the Department of Motor Vehicles, State Police, and Public Utilities Commission: This item was ordered deleted from the list as the Engineer's report on the subject had already been discussed.

4. Inquiry by Walter Ride concerning disposition of stockpile site road near the community of Progress: This item is to remain on the list of unfinished business as the Engineer advised that his investigation is not yet complete. An industrial development is proposed and a solution based on an exchange of properties may soon be reached.

5. Relocation of highways because of construction of the Crooked River Dam south of Prineville: The Engineer reported that the irrigation district officials plan to let a contract for construction of the dam in June of this year, which will require relocation of about 10 to 20 miles of state and county roads. There appears to be a considerable difference of opinion in the county as to where the roads should be relocated and the question of who is to pay for the relocated roads also appears to be unresolved. It was his opinion that the problem is largely a local one but negotiations are being continued with all agencies concerned. This item is to remain on the list of unfinished business.

6. Request of Ernie Fatland, Condon, for (a) Property needed for school district swimming pool, Condon, involving question of ownership; (b) Better warning signs southerly from Shuttler Flat on John Day Highway south of Arlington; (c) Widening and rest area at Devils Butte viewpoint on Condon-Cottonwood Section; and (d) New bridge over John Day River on Highway 206. The Chief Counsel reported that item "a" has been investigated and it has been ascertained that title is in the name of the State. The Engineer stated

that item "b" has also been taken care of and that consideration is being given to item "c". Concerning item "d", he stated that a new bridge will be needed sometime in the future but not necessarily now. The Commission accepted the reports and ordered this item removed from the list of unfinished business.

7. Request of Father O'Brien for a revocable permit allowing the "Sisters of the Convent of St. Dominic" to continue use of a building located partially on right of way of the Banfield Expressway near 132nd Avenue, Portland: Concerning this matter the Engineer stated that before the building was sold, the state was receiving in excess of $6,000 per year rental. It was his opinion that the school should not be allowed to leave the building on the right of way as requested and he recommended if the Sisters will reconvey to the state its title to the property that the money they paid for the building be refunded to them. Otherwise, that they be required to remove the building from the right of way in conformity with the provisions of the sale. Commissioner McIver stated that such solution of the problem would be a good one. Chairman Reynolds observed that the State should not deviate from the conditions of the original sale and he felt that repossession of the property and refunding of the money paid for it would be an equitable solution. The Commission thereupon approved the Engineer's recommendation unanimously. The Right of Way Engineer inquired if the school is to be required to refund to the state the rent money that they have received since they purchased the building. The Commission decided not to require the refunding of the rent money. This item is to be removed from the list of unfinished business.

8. Rooster Rock Park Concession bids: The Parks Superintendent reported on this matter earlier in the session; accordingly, the item was ordered deleted from the list.

9. Routing of the proposed Ellensburg-Pendleton Interstate Highway: The Engineer reported that pursuant to the instructions given him at the previous meeting, he has discussed with Mr. Wm. Bugge, Director of Highways, State of Washington, the routing of this proposed Interstate Highway and they have reached agreement on a route that will utilize the Columbia River Bridge at Umatilla and, temporarily, a routing on the Washington side of the river between Umatilla and Patterson, thence on a diagonal to Horse Heaven Hills. Mr. Bugge, he said, approved the Oregon plan with some slight variations but offered no objection to use of the Umatilla Bridge as a control point. The substance of their agreement, he stated, is that the State of Washington will control the routing in that state and the State of Oregon will designate the point of crossing the Columbia River which, of course, will be the Umatilla Bridge. He recommended approval of the compromise routing, adding that the State of Washington is anxious to have the route designated as a part of the Interstate Highway System. As a result of discussion a motion was made by Commissioner McIver that the Commission accept the Engineer's recommendation by which the proposed Ellensburg-Pendleton Interstate Highway would enter Oregon by using the Umatilla Bridge across the Columbia River and that the Commission recommend to the U.S. Bureau of Public Roads that such route be added to the Interstate Highway System. The motion was seconded by Commissioner Chessman and carried unanimously. This item is to be removed from the list of unfinished business.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Messrs. Gomer Condit, Engineer, and Al Grant, Attorney, representing the Idaho Power Company, came before the Commission concerning flooding of the Baker-Homestead Highway between Richland and Halfway before completion of the relocated sections. Mr. Condit recalled that the existing contract between the state and the company required that the relocated sections shall be completed before the old highway is flooded. He requested clarification as to the meaning of the word "completed". He pointed out that the relocated highway between Halfway and Copperfield is nearly complete and he inquired if completion would mean the application of all surfacing materials and the construction of guardrail. Mr. Grant stated that in order to conserve the spring flood waters, the power company wishes to raise the water back of the Brownlee Dam to the bottom of the spillways in May of this year, and he requested modification of the agreement so that certain sections of state highways upstream from the Brownlee Dam could be flooded before the new highway sections are complete. The Engineer stated that he could see no objection to allowing the company to close its diversion tunnel and impound waters back of the dam provided adequate road facilities are made available for the traveling public and he so recommended He added that the State Highway Department should reserve the right to pass on the adequacy of the road facilities. In reply to Mr. Condit's question as to when a roadway is deemed usable for traffic, the Engineer stated that sufficient material should be applied to provide a smooth surface and that pending this application of the oil it would be necessary to water the road summer months to keep down the dust until the oiling could be performed. Concerning the matter of guardrail installations, he felt that these could be installed while traffic was using the roadway. He pointed out that it is now too late to modify the existing agreement but he suggested that the same result could be accomplished by an arrangement agreed upon among the parties that could be put in writing. The Commission approved the Engineer's solution of the problem and thereupon instructed him and the Chief Counsel to prepare such written statement embodying the things mentioned at this meeting, and to forward it to the Idaho Power Company for acceptance, with the understanding that the state is to inspect the newly constructed highway sections and give its approval before these sections are open to public travel. The Commission granted authority to the Engineer to determine when the newly built road sections are suitable for public travel and to take necessary action in behalf of the Commission at that time.

The Commission approved a request from the Engineer for an increase of $15,000 in the project authorization for the Hancock Street-Multnomah Street and Stephens Street project on the Pacific Highway in Portland, Contract No. 5055. The Engineer explained that unforeseen right of way difficulties and construction of a retaining wall caused the overrun in the original authorization.

Consideration was given to a request from the Associated General Contractors that the state reduce the amount of retained percentage on larger contracts. The Engineer explained that under the present plan 10% is retained on all contract payments until such time as the value of completed work equals 75% of the total amount of the contract, and no additional monies are withheld until the contract is completed which means that upon completion of the contract the retained percentage amounts to 7.5 percent of the contract price. It was

his feeling that this amount could, and in some cases probably does, work a hardship on the contractor, particularly in connection with the larger projects. The matter was carefully investigated, he stated, and it is his recommendation that on contracts amounting to $300,000 or more the retained percentage be 10 per cent of the value of work done up to 50 per cent of the total contract amount, which upon completion of the contract would provide a retained percentage of 5 per cent. He also recommended that the retained percentage now in effect be continued in connection with all contracts less than $300,000. The Commission approved his recommendations.

The Commission considered a request from the city of Bend for construction of curbs, drainage facilities and a 44 foot pavement on an 1,800 foot section of Galveston Avenue and the improvement of Third Street north and south of Franklin Avenue. The Engineer reported that the cost to construct the Galveston Avenue project is estimated at $60,000 to $70,000 and that the city proposes to contribute 25 per cent of the cost, the state to furnish 75 per cent. He recommended that the city be informed that no funds are available to finance the work at this time. Concerning the improvement of Third Street, he pointed out that funds have been budgeted in the 1960 federal year to improve South Third Street and a survey is now being made of the North Third Street project. However, no funds are available at this time for the North Third Street project. He recommended that the city be so advised. Accordingly, the Commission accepted his recommendation.

Attention was given to a proposed traffic signal agreement with the city of Gearhart providing for installation of a flashing beacon at a school crossing at the intersection of Sixth Street with the Oregon Coast Highway in Gearhart. This agreement, the Engineer stated, provides that the State shall install a signal at an estimated cost of $600 and the city is to maintain the signal and to furnish the necessary electrical energy to operate it. Upon his favorable recommendation, the Commission approved the agreement.

The Commission considered a request from the Supervisor of the Willamette National Forest for widening the Hoodoo Ski Bowl road which intersects the Santiam Highway near Cascade summit in Linn County. The Engineer commented that the road is not on the state highway system but the Commission heretofore agreed to plow snow on the spur as a courtesy to the Forest Service and for the convenience of skiers. He felt that a precedent should not be established by improving a road not on the state highway system and he recommended that the request be denied. The Commission denied the request.

Considered by the Commission was a petition from Kellogg Grange No. 811, Douglas County, in which request is made that the next improvement on the Elkton-Sutherlin Secondary Highway be made on the Kellogg Bridge-Smith Bridge Section, sometimes known as Kesterson Hill. The Engineer advised that an investigation disclosed that the Kellogg Bridge-Smith Bridge Section would cost approximately $1,000,000 and that the entire section would have to be built before it could be used. In the 1960 construction program an item for $600,000 is allocated to the northerly or Elkton-Smith Bridge Section. As no additional funds are available now he recommended that construction be made on the northerly unit as planned and that the remaining work be programmed when additional secondary funds become available. The Commission approved his recommendation.

Attention was given to a request from the city of Scappoose for an investigation of traffic conditions at the intersection of the Columbia River Highway and Columbia Avenue in Scappoose. An investigation was made, the Engineer stated, which indicated the need for a flashing beacon. He recommended installation of such a flashing beacon at an estimated cost of $800 on the condition that the city will maintain it and will furnish electrical energy to operate it. The Commission approved the installation on such basis.

The Commission considered a request from the Cedar Hills Community Club, Portland, for installation of a flashing beacon at the intersection of Sunset Highway with Cedar Hills Boulevard, a short distance west of the westerly end of the four lane section of the Sunset Highway. This request was investigated, the Engineer reported, and it was found that a flashing beacon would be advantageous, particularly in identifying the intersection. He recommended that a flashing beacon be installed at an estimated cost of $750, to be paid by the state as the signal is not in an incorporated city or town. The Commission approved the installation.

The Commission also considered a request from Reedsport school authorities and others for improvement of traffic conditions at the school crossing on the Oregon Coast Highway in the southerly part of the city. The Engineer advised that an investigation was made of conditions existing at this point and from the facts disclosed it is his recommendation that two existing school crossings on US 101 in the southerly part of Reedsport be abolished and that a single new crossing be established approximately midway between them. He also recommended that in conjunction with the new crossing an overhead doublefaced school crossing sign be installed at an estimated cost of $1200 with flashing amber beacons to operate when children are going to and from school. The Commission approved his recommendations, with the provision that the city shall maintain the sign and pay for electrical energy to operate the beacons.

The Commission upon the recommendation of the Engineer took action as noted on the following requests of contractors for extensions of time within which to complete state highway contracts. Reimbursement for engineering expenses and other expenses incurred by the state in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. Porter W. Yett, Contract No. 4499, for grading and paving the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, requested an extension of time from August 31, 1956 to October 31, 1957. Approved to September 6, 1957, the actual completion date of the contract. A letter from the Bureau of Public Roads concurring in an extension of time to December 31, 1956, was presented.

2. Rogers Construction, Inc., Contract No. 4326, for structure, grading, and paving the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County, requested an extension of time from November 30, 1955 to July 31, 1957. Approved as requested. A letter from the Bureau of Public Roads was presented concurring in an extension of time to July 31, 1956.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Nos. 4326, 4499, 4824, 5029, 5067 and 5123 for highway construction had been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that as previously authorized by the Commission, surveys have been completed for relocations of two state highway sections as follows:

1. Southwest Capitol Highway-Tigard Interchange Section of the Pacific Highway in Multnomah County.

2. The Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

The proposed relocated sections, he said, have been given very careful Engineering consideration to provide the best highway facility for the traveling public commensurate with the cost involved and he recommended their approval. The Commission approved the following surveys by adopting the attached resolutions relative thereto marked EXHIBITS "I- " and "I- ", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Engineer reported that in connection with action taken by the State Speed Control Board in the city of Port Orford and in the city of Talent it has been determined by a traffic engineering investigation that it is necessary because of roadside culture to extend the speed zones established within the corporate city limits to a point outside in order to provide a logical terminal point. He recommended that the following reduced speed zones be established:

a. Oregon Coast Highway - 45 miles per hour between a point 100 feet north of Silver Butte Avenue at M.P. 299.06 and the north city limits of Port Orford at M.P. 299.95. (SEE EXHIBIT "G-1").

b. Pacific Highway - 50 miles per hour between a point 500 feet north of the north city limits of Talent at M.P. 317.76 and the north city limits of Talent at M.P. 317.85 and between the east city limits of Talent at M.P. 318.01

and a point 300 feet south of Valleyview Road at M.P. 318.25. (SEE EXHIBIT "G-2").

The Commission approved such reduced speed zones as recommended by adopting the attached resolutions relative there to marked EXHIBITS "G-1" and "G-2", which resolutions by this reference are made a part hereof, with like effect as though extended in full herein.

The Engineer also reported that there is need for a 45 mile per hour speed zone on the Columbia River Highway between Mosier and The Dalles (M.P. 69.1 to 72.3) because of construction work. The Commission approved such reduced speed zone as a temporary expedient while construction is under way.

The Engineer also reported receipt of a number of complaints regarding the excessive speed at which traffic moves on the Oakland-Shady Section of the old Pacific Highway at the south edge of Roseburg. A traffic engineering investigation was conducted and from the facts disclosed he recommended that a 35 mile per hour speed zone be established on the Oakland-Shady Highway No. 234 between the south city limits of Roseburg, at M.P. 18.28, and a point 250 feet south of Main Street, at M.P. 18.58. The Commission approved his recommendat by adopting the attached resolution relative thereto marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Amendment of an existing reduced speed zone on the Warm Springs Highway through Warm Springs Agency was requested by the Engineer who advised that the original reduced speed zone enacted on December 19, 1949, as Speed Zone Resolution No. 35 did not contain the school-zone exception established later by law. He recommended that the existing speed zone be amended to read as follows: "45 miles per hour between M.P. 103.07 and M.P. 103.87, except that between M.P. 103.13 and M.P. 103.35 the indicated speed shall be 20 miles per hour during the hours of school crossings". The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "G-4", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer stated that during the coming summer there will be a great deal of construction activity on the Pacific Highway between a point south of Salem and the North Albany Interchange, in view of which he recommended that construction speed zones be established on the Pacific Highway East between Salem and Albany as follows:

50 miles per hour between a point 700 feet north of the Illahee truck crossing at M.P. 60.84 and a point 0.57 mile north of the Albany Airport Highway at M.P. 72.90.

35 miles per hour between M.P. 72.90 and Cox Creek at M.P. 73.97.

The Commission approved the construction speed zones as recommended

In response to a request from Houston Davis of Klamath Falls, the Engineer reported an investigation of traffic conditions was made on the Green Springs Highway in the Stewart-Lennox District, west of Klamath Falls. He said that conditions were such that a reduced speed zone is warranted. He recommended a maximum speed of 45 miles per hour between a point 0.47 mile west of Emerald Street at M.P. 57.89 and the junction with The Dalles-California Highway, except that from a point 0.37 mile west of Emerald Street to a point 0.19 mile west of Emerald Street the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved such reduced speed zone by adopting the attached resolution relative thereto marked EXHIBIT "G-5", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Out-of-state travel authorizations were requested by the Engineer and approved by the Commission as follows:

W. C. Williams, State Highway Engineer, to attend a meeting of state highway officials in Chicago, Illinois, on April 14, 1958, for discussion of matters pertaining to the highway act that is now before the Congress and to attend a joint committee meeting between the AASHO Transport Committee and the AASHO Test Road Committee at LaSalle, Illinois, on April 16, 17, and 18, 1958. Estimated total cost $300.

R. L. Porter, Right of Way Engineer, to attend a conference among state highway right of way officials and the Federal Bureau of Public Roads concerning right of way matters, in San Francisco, California, on May 26 and 27, 1958, at an estimated cost of $120.

G. S. Paxson, Assistant State Highway Engineer and Chairman of the Bridge Committee of AASHO to attend meetings of this Committee in four regions of the United States during May 12 - 23, 1958. His expenses are to be paid by AASHO except for the meeting at Salt Lake City, Utah, which is estimated at $35.

Ivan D. Merchant, State Bridge Engineer, to attend AASHO Bridge Committee meeting in Salt Lake City, Utah, on May 22 and 23, 1958, at an estimated cost of $120.

Commissioner McIver stated that he would like to see a statement of actual costs incurred by highway representatives at some of these meetings as he felt that out-of-state allowances do not meet actual expenditures.

The Commission gave attention to resolutions from the Lewiston, Idaho, Chamber of Commerce, the Clarkston, Washington, Chamber of Commerce, and others requesting that state and federal highways in Washington and Oregon be designated as US195 from a point 11 miles north of Lewiston, Idaho, to LaGrande, Oregon, via Enterprise and Elgin, Oregon. The Engineer stated that Mr. Wm. Bugge, Director of the Washington Highway Department has indicated that he does not favor such designation, which, in his estimation is not particularly advantageous at this time. The Commission took no action.

The Commission considered an application from the Albany Timber Carnival Association for use of the Waverly Lake area in the northern part of Albany in connection with their annual Timber Carnival during July 2, 3, and 4, 1958. The Commission approved the Engineer's recommendation that they be allowed to use the area subject to the conditions which were imposed in 1957. The Engineer pointed out that because of highway construction now under way in this vicinity, this will probably be the last year that the area can be used for the purpose intended as most of the land will be required for the new Pacific Highway interchange purposes.

The Engineer reported that two sections of state highways had been reconstructed and opened to public travel in conformity with agreements previously executed with Yamhill and Clatsop Counties. He recommended that the old highway sections be formally abandoned to the counties as follows:

1. Whiteson Section of Pacific Highway West in Yamhill County.

2. Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County.

The Commission approved the abandonment of both sections by adopting the attached resolutions relative thereto marked EXHIBITS "E-1" and "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report on papers signed by him on behalf of the Commission during the period of February 24, 1958 through March 20, 1958.

The Commission confirmed the date heretofore set for its next regular meeting on May 8 and 9, 1958, in the Imperial Hotel in Portland and also set June 19 and 20 as the date for its next following meeting. The Commission also authorized the Engineer to conduct bid openings in Salem on April 17 and on May 29.

The Engineer called attention to an action taken by the Commission at its meeting held on March 28 and 29, 1957, changing the existing four-way stop at the intersection of the Beaverton-Tualatin and Scholls Highways to a two-way stop requiring traffic on the Scholls Highway to stop before entering the intersection and allowing traffic on the Beaverton-Tualatin Highway to enter without stopping. He said that since the stop indications were changed, numerous complaints have been received objecting to the change so a reinvestigation was made which disclosed that the four-way stop regulation should be reinstated, and he so recommended. The Commission approved the recommendation by adopting the attached resolution relative thereto marked "EXHIBIT "H", which

resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the traffic situation at this location, Commissioner McIver commented that the volume of traffic has become so great that more drastic action may be required. The Commission instructed the Engineer to make a further study of traffic conditions at this location and submit a report.

The Commission considered the matter of extending for a period of one year its agreement with Cole and Weber Advertising Agency to handle advertising for the Travel Information Division. Mr. Carl Jordan, Travel Director, stated that the present agreement expires June 30, 1958, and that renewal of the agreement has been recommended by the Travel Advisory Committee. The Commission approved extending the agreement to June 30, 1959, subject to concurrence by the Department of Finance and Administration. The Commission also accepted the recommendation of the Travel Advisory Committee that this account be reopened early in 1959 for presentation by all advertising agencies that may be interested in this business. The selection of an agency to handle this business during the next five-year period will be made after a careful study of the qualifications of all agencies.

Consideration was given to an agreement with Douglas County concerning disposition of the Myrtle Creek-Missouri Bottom and the Missouri Bottom-Fords Bridge Units of the Myrtle Creek-Canyonville Section of the Pacific Highway (old route) when the new highway is completed. The Engineer explained that it is planned to convey a portion of the old highway to Douglas County when the new highway is constructed; also that the state is to take over a 0.25 mile section of the Riddle County road which with the portion of the old Pacific Highway beginning at a junction with the Pacific Highway at M.P. 209.89 and extending along the former route of the Pacific Highway to a junction with Riddle Road and thence westerly via Riddle Road to a junction with the Pacific Highway at M.P. 214.58, a distance of 5.72 miles, is to be designated as the Myrtle Creek State Secondary Highway No. 237. Following the favorable recommendation of the Engineer, the Commission approved the agreement.

Consideration was given to a request for a public hearing in Portland concerning plans for construction of the East Bank Freeway Route of the Pacific Highway. The Commission authorized the hearing and left it with Commissioner McIver to set a date for the same which is agreeable with the other Commissioners who will attend if possible. (The hearing was later scheduled for 10:00 a.m. on Friday, May 2, 1958, in the City Hall in Portland.)

Attention was given to an agreement with the City of Sandy pertaining to construction of the Sandy-Alder Creek Section of the Mt. Hood Highway as it affects the city. The Engineer pointed out that under the terms of the agreement the State is to replace with new pipe certain city-owned water lines and shall reinstall certain other sections of water line and in addition relocate certain utilities which are located on private property. Following the Engineer's favorable recommendation, the Commission approved the agreement.

Renewal of an accident analysis agreement previously executed with the City of Portland, State Department of Motor Vehicles, and the State Highway Commission, was presented by the Engineer who explained that the agreement

is simply an extension of an agreement which has been in effect for several years under which the Highway Department furnishes to the Department of Motor Vehicles and to the city of Portland data with respect to accidents that occur in Portland, and in return for which the city of Portland pays to the Highway Department the sum of $300 per month. He further explained that the new agreement is to be effective from January 1, 1958 to December 31, 1962, but may be terminated at an earlier date by mutual consent. The Commission approved the agreement.

Widening of State Street in the city of Salem was brought up by the Engineer. The Engineer pointed out that in previous negotiations with the City, the City had agreed to pay 25% of the estimated widening cost, the total cost of which was estimated at $74,000. The present estimated cost, he stated, is slightly in excess of $100,000 and the City advises that it has only $20,000 available to apply on its share or approximately 20% of the total. He mentioned that travel on the street is becoming very heavy, amounting to approximately 15,000 vehicles per day in view of which he recommended approval of the project on the basis that the City shall be required to contribute only $20,000. He pointed out that State Street is the route for the North Santiam State Secondary Highway through Salem. The Commission approved the project as recommended by the Engineer.

Consideration was again given to a request made by the Chief Counsel earlier in the day that he be granted authority to condemn certain parcels of real property that are needed as right of way for certain highway improvements or for other highway purposes. After careful consideration of the proposed condemnations and in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning the project and the properties involved, the Commission authorized the Chief Counsel to condemn the properties by adopting the attached resolutions relative thereto marked EXHIBITS "F-1" through "F-11", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer matters to be presented by delegations which are scheduled to appear before the Commission on the following day, however, deferred action on them pending appearance of the delegations. In this connection the Engineer reported that the Lane County Court which is scheduled to be present at 11:30 a.m. is going to propose to the Commission the designation as a state highway of the so called "Route F" road that extends westerly from Eugene to Mapleton, a portion of which presently is a state highway, and will offer as consideration therefore to assume complete jurisdiction over the Alsea-Deadwood Highway in Lane County. The Engineer advised that the Alsea-Deadwood Highway is about 19 miles long and that the proposed extension of "Route F" is about 9 miles long; further, that he has been informed by Mr. Kenneth Nielsen, Lane County Commissioner, that the County Court is agreeable to such exchange of roads. He recommended approval of the exchange on the condition that Lane County will complete the surfacing of the "Route F" extension, will apply thereto a satisfactory oiled surface, and will construct concrete curbs in the tunnel at the summit. The Commission approved the exchange of roads. The Commission ordered the matter covered by an appropriate agreement with Lane Cou

An exchange of properties at Price Fuller Road and 82nd Street, Portland, was brought up by the Engineer. He recalled that the Commission previously authorized such exchange in order to square up the holdings of the State and the adjacent property owner. To complete the arrangement, he said, it is necessary that the State convey a parcel of land to Mrs. Rita Gallerini who in turn will deed a parcel to the State. The Commission approved the deed transferring the state land to Mrs. Rita Gallerini.

The Chief Auditor, Mr. C. H. Maison, brought up the matter of out-of-state travel allowances which can be paid to the members of the Commission. It was his opinion that under the law, the Commissioners are entitled to actual expenses while on out-of-state travel. The Secretary pointed out that the Department of Finance and Administration has raised no question about actual expenditures' being allowed the Commissioners while on Commission business within the State and has approved vouchers covering such expenses without question. The Chief Counsel suggested that the matter be presented to the Attorney General for a ruling After some further discussion, the Commission instructed the Chief Counsel to discuss the matter with the Attorney General and to ask him for an opinion on the subject if that appears advisable.

Mr. Kenneth Nielson, member of the Board of County Commissioners of Lane County, appeared before the Highway Commission at this time regarding the county's offer to take over the Lane County portion of the Alsea-Deadwood State Secondary Highway if the Commission will place on the state highway system the nine mile section of county road which extends westerly from Richardson (end of the present state secondary highway) to a connection with the Siuslaw Highway at Mapleton. He was informed of the Commission's action taken previously on this matter. Mr. Nielson thanked the Commission for the consideration given.

The Commission signed agreements and other papers as follows:

"Consent" to the vacation of a portion of Panorama Heights on Umatilla-Stanfield Highway adjacent to city of Hermiston, Umatilla County.

"Deed" reconveying to Swan Lake Moulding Company property they have previously conveyed to the State.

"Permit" granting to E. H. Pedwell and Standard Oil Company permission to occupy a portion of the right of way next to the Market Street Interchange on Salem By-pass Section of Pacific Highway, Marion County.

"Agreement" with City of Gearhart covering installation of a flashing beacon at a school crossing at intersection of Oregon Coast Highway and Sixth Street in Gearhart.

"Agreement" with Cole and Weber as advertising agency for the Travel Information Division.

"Grant of Easement" to School District #19, Douglas County, across property situate on Myrtle Creek-Umpqua Bend Section of Pacific Highway, Douglas County.

"Agreement" with Douglas County covering abandonment of Myrtle Creek-Missouri Bottom and Missouri Bottom-Fords Bridge Units of Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County, and extension of proposed Myrtle Creek Secondary Highway No. 237 via Riddle Road.

"Finance and Maintenance Agreement" with Wasco County covering the Long Hollow Canyon-Hunter Ranch Section of FAS 706.

Finance and Maintenance Agreement" with Umatilla County covering the South Mission Road Section of FAS 475.

"Agreement" with City of Coquille covering the special city allotment project on East Tenth Street and Collier Street in Coquille.

"Extension Rider" to agreement dated August 18, 1939, to and including August 17, 1956 covering construction, main entrance and use of private roadway under the main track across right of way of railroad companies at M.P. 30.6 near Oneonta.

"Grant of Access" modifying an access granted to Mrs. Maple Brandhagen in June 1956.

"Bargain and Sale Deed" conveying to Mr. and Mrs. Earl B. Houston 0.38 acre of excess property on North Jefferson Junction-Albany Section of Pacific Highway, Linn County.

"Finance and Maintenance Agreement" with Multnomah County covering the Division Street-Powell Boulevard Section of FAS 654.

"Quitclaim Deed" to Rita Gallerini for a parcel of land covering a portion of the Price Fuller Road at its intersection with East 82nd Avenue in Clackamas County.

"Agreement" with city of Portland and State Motor Vehicle Division covering the Motor Vehicle Accident Analysis in city of Portland.

"Permit Agreement" with George Blum Logging Company for permission to transport logs for a two-year period over a portion of Cape Lookout State Park road.

"Throughway Agreement" with city of Sandy covering the Sandy-Alder Creek Section of the Mt. Hood Highway in city of Sandy.

"Supplemental Agreement" to an agreement dated January 16, 1958, with the Oregon State Game Commission granting Game Commission the right and license to locate boat launching facility on a revised location to permit public access to Shinglehouse Slough.

At 4:00 p.m. the Commission discussed with the Engineer the bids received during the morning session for reconstructing the existing bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, and other projects. Concerning the Columbia River Bridge Project, the Engineer stated that the bid submitted by General Construction Company, Portland, at $2,993,995.00 was the low bid received for this undertaking. He recommended acceptance of such bid. As a result of the discussion that followed the Commission expressed the feeling that the bid of General Construction Company in the amount of $2,993,995.00 should be accepted as recommended by the Engineer and that the contract for construction of the bridge should be awarded to said company if the Washington Toll Bridge Authority and the Washington State Highway Commission will concur.

At 4:30 p.m. Commissioner McIver publicly announced the award of contracts as follows:

"Astoria Ferry Channel Dredging Project on the Astoria Crossing Range in the Columbia River at Astoria in Clatsop County. The Commission awarded the contract to the low bidder, Port of Astoria, Astoria, at $15,750.00.

"Intermittent slide correction on the Winchester Slide Section on the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Lee Mortensen, Inc., Roseburg, at $17,593.00.

"Grading and oiling Condon (Lincoln Street) Section on Lincoln Street in the City of Condon in Gilliam County. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at $14,792.00.

"Grading Santiam Junction-Lebanon Road Section of the Pacific Highway in Linn County. The Commission elects to accept the low bid of J. N. Conley, Portland, in the sum of $818,721.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Rock production on the Olds Ferry-Ontario Section of the Olds Ferry-Ontario Highway in Malheur County. The Commission elects to accept the low bid of C. E. Leseberg, Nyssa, in the sum of $19,530.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct twin bridges over Snake River, 1.5 miles south of Ontario, on Old Oregon Trail Highway in Malheur County. The Commission elects to accept the low bid of Hoffman Construction Company, Portland, in the sum of $720,492 00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received and concurrence of the State of Idaho is received.

"Construct sand shed on Stanton Boulevard Undercrossing Section of the Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Roberts, Adams & Roberts, Hood River at $11,362.00.

"Grading and paving the Heppner (Court Street) Section on Court Street in the City of Heppner in Morrow County. The Commission awarded the contract to the low bidder, Russell Olson Construction Company, Inc., Pendleton, at $15,248.00.

"Reconstruction of the existing bridge over the Columbia River betwen Portland, Oregon, and Vancouver, Washington. The Commission elects to accept the bid of General Construction Company in the sum of $2,993,995.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as concurrence of the Washington Toll Bridge Authority and Washington State Highway Department is received.

"Grading and oiling on the South Mission Road Section of the South Mission Road in Umatilla County. The Commission elects to accept the low bid of Shannon Construction Company and Sardine Creek Timber Company, Sweet Home, in the sum of $108,928.30, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Umatilla County is received and the sum of $24,500.00 is deposited by the County.

"Construction of addition to Maintenance Building at Ukiah on Pendleton-John Day Highway in Umatilla County. The Commission rejected all bids as being too high.

"Grading and oiling the Union (Bellwood Avenue) Section on Bellwood Avenue in the City of Union in Union County. The Commission rejected all bids as being too high.

"Grading the Long Hollow Canyon-Hunter Ranch Section of the Tygh Ridge Road in Wasco County. The Commission elects to accept the low bid of J. M. Purcell Construction Company, Kalispell, Montana, in the sum of $57,661.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of $13,080.00 is deposited by the County. All right of way has been acquired and low bidder concurs in a line revision between approximate Stations 80 and 120 at unit bid prices.

"Illumination installation on Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill County. The Commission awarded the contract to the low bidder, Rochat Electric, Portland, at $17,683.50.

"Grading and paving the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Yamhill and Marion Counties. The Commission elects to accept the low bid of Morse Brothers, Lebanon, in the sum of $207,151.50, and directs the State Highway Engineer to award the contract to bidder as soon as necessary right of way is acquired".

The Parks Superintendent inquired as to what action the Commission wished to take concerning bids received this morning for the Fort Stevens State Park concession privilege. The Commission instructed him to evaluate the bids carefully and submit a recommendation at the next Commission meeting.

The meeting adjourned at 5:15 p.m., to reconvene in the same room at 9:00 a.m. on the following day.

Portland Oregon
March 28, 1958

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who then announced that awards of contracts would be made at 3:00 p.m. in the same room. He also announced that a bid opening will be held in the State Highway Building in Salem on April 17, 1958.

BAKER COUNTY
GRADING AND PAVING HAINES SECTION ON FOURTH STREET IN THE CITY OF HAINES

Arthur Simonsen & Company, Baker	$	16,506.50
H. J. & H. W. Miller, Baker		17,445.00

CLATSOP COUNTY
FORT STEVENS STATE PARK FACILITIES, NEAR ASTORIA

Enoch I. Maerz, Salem	$	26,694.00

CROOK COUNTY
GRADING AND TWO REINFORCED CONCRETE BRIDGES ON TIMBER PILES

Geo. E. Blaisdell & Son Construction Co., Portland	$	83,337.50
Frank Lyons & Company, Portland		85,151.40
G. D. Dennis & Sons, Portland		86,426.90
Floyd R. Grubb, Salem		86,474.20
F. L. Somers, Medford		89,425.80
Shannon Const. Co. & Sardine Creek Timber Co., Sweet Home		91,590.50

March 27, 1958

Grading and reinforced concrete bridges on timber piles (Cont.)

John L. Jersey, Inc., Portland	$	92,326.60
Don Greene Construction, Salem		92,416.70
Durbin Brothers, Eugene		96,870.80
A. L. Harding, Inc., Stayton		97,288.80
Vernie Jarl, Gresham		98,983.20
Q. L. Rufener, Inc., Portland		99,717.80
J. M. Parcell Construction Co., Kalispell, Montant		102,612.80
Babler Brothers, Inc., Portland		103,152.80
Hamson & Myers, Oswego		103,313.80
Harbert Brothers, Estacada		108,034.50
Rex C. Ayers Construction Company, Portland		108,174.00
Steelman-Duff, Inc., Portland		111,863.60
E. A. Kruse & R. A. Briggs & Sons, Yoncalla		113,507.04
Keystone Construction Company, Inc., Prineville		113,926.70

DOUGLAS COUNTY

OLD FAITHFUL SLIDE SECTION ON THE DILLARD HIGHWAY

Funderburk Construction Corporation, Sutherlin	$	14,330.00
Eugene Gardens, Eugene		14,910.00
C. H. Strong Engr. & Const. Company, Eugene		15,710.00
Robert Angell, Eastside		17,360.00
Coos Bay Dredging Company, Inc., Coos Bay		17,569.70
F. L. Somers, Medford		18,300.00
Shannon Const. Co. & Sardine Creek Timber Co., Sweet Home		19,370.00
Martin Kincheloe, Myrtle Point		19,450.00
Steelman-Duff, Inc., Portland		20,140.00
Inter City Sand & Gravel Company, Inc., Eugene		20,530.00
Dalton Fox, Winston		21,050.00
Hamson & Myers, Oswego		21,920.00
Calkins Crushing Company, Oceanlake		22,160.00
John Bostick & C. Vern White, Eugene		22,400.00
Kimsey Construction Company, Stayton		22,438.50
Mack Slate, Jr., Albany		22,620.00
Kuckenberg Construction Company, Portland		23,400.00
Harold F. Halstead, Oakridge		23,800.00
R. K. Shelton Construction, Glide		23,920.00
Silver Falls Construction Company, Silverton		24,740.00

HARNEY COUNTY

SILVIES RIVER BRIDGE ON SILVIES RIVER ROAD

Inter City Sand & Gravel Company, Inc., Eugene	$	24,755.00
Johnston & Bryant, Newberg*		26,371.00
Harney Homes, Inc., Burns		27,741.60
H. G. Carl Construction Company, Salem		28,729.50
J. O. Young & Sons, Nampa, Idaho		31,166.00
George E. Berry, Beaverton		35,494.00

* Bidder will not accept award of more than one project at this letting.

March 28, 1958

LANE COUNTY
CAMP CREEK BRIDGE ON CAMP CREEK ROAD

Glenn Snook, Eugene	$	22,422.00
Hamilton & Thoms, Eugene		22,736.50
Tom Lillebo Construction Company, Reedsport		23,125.20
R & M Construction Company, Central Point		23,435.35
Sig Andersson, Coos Bay		23,611.25
Lundmark Brothers, Colton		23,924.25
Inter City Sand & Gravel Company, Eugene		24,056.25
Merlin R. Stam, Eugene		24,596.75
Schrader Construction Company, Portland		25,877.00
Valley Construction Company, Portland		26,412.50
Orlando C. Bennard, Portland		28,862.50
H. G. Carl Construction Company, Salem		28,869.15

LANE COUNTY
MCKENZIE RIVER BRIDGES ON THE RECLOATED PACIFIC HIGHWAY

Hamilton & Thoms, Eugene	$	700,365.00
Tom Lillebo Construction Company, Reedsport		742,199.00
C. H. Strong Engr. & Const. Co., Eugene		742,550.00
Schrader Construction Company, Portland		749,419.00
Peter Kiewit Sons' Company, Vancouver, Wn.		777,310.00
Carl M. Halverson, Inc., Portland		969,526.00
Gibbons & Reed Company, Portland		994,523.50

MARION COUNTY
ROADSIDE IMPROVEMENT ON STAYTON-SUBLIMITY INTERCHANGE SECTION ON THE NORTH SANTIAM HIGHWAY

Knight Pearcy, Salem	$	4,206.25
E. P. Baltz & Son, Portland		5,285.10
Aichele Landscaping, Portland		7,556.57
Evergreen Landscaping Service, Eugene		9,043.70

MULTNOMAH COUNTY
GRADING AND PAVING DIVISION STREET-POWELL BOULEVARD SECTION OF S.E. 122ND AVENUE EAST OF PORTLAND

Oregon Asphaltic Paving Company, Portland	$	87,348.90
H. M. Peterson Company, Portland		88,001.95
Parker-Fuhrman, Portland		91,835.80
Warren Northwest, Inc., Portland		97,823.50
Cascade Construction Company, Portland		102,473.90
K. F. Jacobsen & Company, Inc., Portland		109,133.50

POLK COUNTY
LUCKIAMUTE OVERFLOW BRIDGE ON PACIFIC HIGHWAY WEST SOUTH OF MONMOUTH

John L. Jersey, Inc., Portland	$	61,260.00

March 28, 1958

Luckiamute Overflow Bridge (Cont.)

Hamilton & Thoms, Inc., Eugene	$ 62,354.00
Sig Andersson, Coos Bay	67,476.00
Johnston & Bryant, Newberg	68,445.60
R. & M. Construction Company, Central Point	68,752.80
Valley Construction Company, Portland	70,312.00
Chas. E. Wiedeman, Independence	71,356.00
Workman & Wilson, Canby	73,288.00
H. G. Carl Construction Company, Salem	75,041.72
C. M. Corkum Company, Inc., Portland	75,932.96
Tom Lillebo Construction Company, Reedsport	76,366.00
Snook Brothers, Corvallis	76,602.00
Schrader Construction Company, Portland	77,538.00
Glenn Snook, Eugene	79,604.40
Algoma Const., Ltd.-Trans-West Const., Inc., Moses Lake, Washington	108,420.20

UNION COUNTY

GRADING AND PAVING HOT LAKE OVERCROSSING SECTION OF THE LA GRANDE-NORTH POWDER HIGHWAY SOUTHEAST OF LA GRANDE

Parker & Fuhrman, Portland	$ 21,262.00
Bechtel Brothers, La Grande	25,320.00
Logsdon Sand & Gravel, Baker	26,997.50
W. H. Moore, Baker	27,679.20
John Bostick & C. Vern White, Eugene	31,994.00

YAMHILL COUNTY

GRADING AND PAVING CARLTON SECTION ON NORTH KUTCH AND EAST MONROE STREETS IN THE CITY OF CARLTON

Warren Northwest, Inc., Portland	$ 9,568.00
C. C. Meisel, McMinnville	10,437.00
Tedrick Construction Company, McMinnville	10,599.50

The Engineer gave an oral report on increased funds which may be available for highway construction under legislation now in the National Congress. A bill, he stated, has passed the U. S. Senate which is designed to speed up highway construction as an aid in reducing unemployment. Under the bill, Oregon will receive approximately $16,000,000 this year in addition to the regular allocations. Provision is also made whereby states can borrow from the federal government to match the increased federal authorization. The bill also contains provision that the projects to be financed with the increased funds must be placed under contract in 1958 and construction completed by December 1959. Commissioner McIver inquired if projects are ready to be contracted in case the additional funds materialize. The Engineer replied in the affirmative.

March 28, 1958

The Commission discussed with the Engineer projects scheduled for contracting in April and May. The Engineer outlined briefly the status of each and mentioned particularly the right of way acquisition problems which are being encountered.

A delegation representing the Oregon Coast Ad Club came before the Commission concerning lack of directional signs indicating the Lincoln County beaches. The following people were present: Albert M. Jaroff, Chairman, Highway Committee, Dorchester House; Margie Jaroff, Oregon Coast Ad Club, Dorchester House; Larry E. Moore, President, Lincoln Realty Board, and Vice President of Oregon Coast Ad Club; Russell Poff, District Manager for Pacific Power & Light Company; Mabel Miller, Commercial Art, all of Oceanlake; Carrie McClanathan, Oregon Coast Ad Club, Ester Lee Apartments, Taft; Mrs. Violet Rinehart, President, Oregon Coast Ad Club, Delake; P. C. Rinehart, Realtor, Delake; W. W. Wilson, Secretary, Oregon Coast Ad Club, Wecoma; and Mrs. Harold Andrews, Lucy Lee Cottages, Gleneden Beach. Mr. Jaroff introduced members of the delegation and exhibited material which, in his opinion, indicated a lack of proper signing in the Portland area to direct people to the Lincoln County beaches. He mentioned particularly one person who had a business engagement in Oceanlake but who arrived there four hours late due to his taking the Sunset Highway route by error. He also stated that adequate signs mentioning Lincoln County beaches have not been installed between McMinnville and Valley Junction or between McMinnville and Portland. It was his opinion that signing south of McMinnville tends to direct highway traffic through Sheridan on the old highway. Objection was made to signs on the Salem-Dallas Highway calling attention to the route to Tillamook. He pointed out that at the Wallace Bridge intersection there is no sign indicating the new Salemon River Highway for northbound traffic. In summation, he asked particularly for additional signing in the Portland area directing traffic to the Lincoln County beaches, and on the Pacific Highway West and the Salmon River Highway The Commission referred the matter to the Engineer for study. At the request of Chairman Reynolds Mr. Jaroff left with the Engineer the pictures and other material that he had exhibited. He asked that they be returned to him.

A delegation from Milwaukie, Oregon City, and Canby came before the Commission to request widening of the Pacific Highway East to four traffic lanes from the south end of the existing four lane section at the New Era hill to Hayesville near Salem. The following people were present: Hon. Howard C. Belton, State Senator from Clackamas County; John Rasmussen, President of the Canby Chamber of Commerce, both of Canby; A. Lewis, Vice Chairman, Highway Committee, Oregon City Chamber of Commerce; Stanford Ely, Clackamas County Commissioner, both of Oregon City; Hon. Richard E. Groener, State Representative and Member of the Legislative Highway Interim Committee, Milwaukie; and Charles Renard, President, Milwaukie Chamber of Commerce. Senator Belton, who acted as spokesman, introduced the other members of the delegation. He recalled that a four lane highway was constructed between Oregon City and New Era several years ago. Since that time, he said, travel on the highway has increased to the extent that construction of four lanes between New Era and Salem is a necessity. He called attention to the scenic attractions on this route, including the Willamette Falls and historical points at Oregon City. It was his opinion that US99E should have the same

priority in improvement as is given to US99W. It was his feeling that widening of the highway can be done at a relatively small cost as there would be very little right of way to acquire. He also urged the Commission to complete improvement of 82nd Street, south of Portland, route of the Cascade Secondary Highway. He also mentioned inadequate lighting on US99E at the north end of the junction with the Wilsonville-Hubbard Highway north of Hubbard. The lighting, he stated, is satisfactory for northbound traffic but is very inadequate for southbound traffic on US99E. Representative Groener declared that US99E is badly congested south of Milwaukie. He also urged early construction of the Laurelhurst Freeway. County Commissioner Ely called attention to the large amount of industrial development which has taken place south of Portland, including the Safeway distribution center, thereby greatly increasing the traffic on US99E. He expressed his opinion that the four laning of this section is a necessity for safety reasons. Chairman Reynolds stated that the Commission appreciates the problem and will give careful consideration to the delegation's requests.

Hon. C. L. Allen, Deschutes County Judge; D. L. Penhollow and Fred Shepard, County Commissioners; and Frank Loggan, Chairman, Highway Committee of the Bend Chamber of Commerce, all of Bend, came before the Commission concerning snow removal on the Cascade Lakes Highway. Judge Allen, who acted as spokesman, asked the Commission to share with the County the cost to remove snow from this highway between Bend and the Bachelor Butte Ski Area, a distance of about 22 miles. He said that the County with its equipment will perform the snow removal operations between Bend and Bachelor Butte if the State will pay 25 per cent of the cost. It was his opinion that the Bachelor Butte Ski Area is one of the best in the United States and that it will prove to be a great tourist attraction particularly as the area provides a long ski season being higher in elevation than Timberline Lodge on Mt. Hood. The Deputy Highway Engineer pointed out that only onephalf of the 22 miles between Bend and Bachelor Butte is now on the state secondary highway system, that the state section is lower in elevation than the county portion, and that the cost of snow removal therefrom is relatively light compared with the county portion. He felt that the county's offer to pay 75 per cent of the cost of removing snow from Bend to Bachelor Butte is a fair offer as there would probably be twice as much or more snow on the upper end of the road which is a county road. As a result of discussion, the Commission agreed to pay 25 per cent of the cost to remove the snow from the 22 miles section during the winter season -1958-1959 as a trial proposition, the County to do the work.

A delegation representing several lumber companies appeared before the Commission to request a revision in restrictions governing the truck hauling of logs over state highways. The following people were present: Fred Endicott, Wm. Endicott Lumber Company; C. W. Rhoden and Willis Mahlin, Pine Products Corporation; R. L. Kincaid, B.B.K. Company, all of Prineville; R. W. Kensit, Bohemia Lumber Company, Culp Creek; J. L. Curtis, Oregon Timber Transport Operators, Portland; and C. E. Ogle, Associated Forest Industries, Salem. Mr. Endicott acted as spokesman and introduced the other members of the group. The Endicott operations, he stated, are concerned with operations over the Paulina Secondary Highway. He urged that they be allowed to haul 24 hours per day during the dry season. He called attention to the short log hauling season and advised that their equipment

is kept in first class condition, is equipped with two way radios and has adequate and well maintained lighting fixtures.

Mr. Kensit stated that the Bohemia Lumber Company operates a 100 mile log haul west of Roseburg and their problem is similar to the one outlined by Mr. Endicott. Their trucks and trailers are also modern and are equipped with safety devices. He pointed out that because of the short season and the depressed log and lumber market it is necessary that equipment be operated as long as possible each day in order to produce a profit. Mr. Kincaid stated that hauling 24 hours per day would provide a much more efficient operation, and he mentioned that the State of Washington allows 24 hour hauling. He also said that it is necessary that the hours of hauling be increased in order to keep the mills running. Mr. Endicott mentioned that it would be easy to enforce safety regulations for his Company as their hauling is done with their own trucks and tourist and other traffic over the Paulina Secondary Highway is relatively light.

Chairman Reynolds inquired if any operators run their equipment 24 hours per day on private roads. Mr. Curtis replied that he hauls on a private road and although they operate more than 16 hours a day they do not operate the entire 24 hours. Chairman Reynolds pointed out that if 24 hour operation is permitted in one locality the privilege would have to be state wide, which would mean that the state probably would be required to have weighmasters on duty 24 hours per day. Mr. Endicott and Mr. Kensit stated that so far as their companies are concerned that would not be necessary as they would put up a bond to assure satisfactory operation. Mr. Endicott urged the extension of the hauling hours as a trial proposition. Chairman Reynolds stated that the Commission would consider the matter.

The Secretary stated that a revised agreement with the State Game Commission concerning a boat launching facility on Shinglehouse Slough on the Oregon Coast Highway has been received. Revisions in the agreement, he stated, have been approved by the Chief Counsel and the Engineer. The Commission approved the revised agreement.

The meeting recessed at 11:35 a.m. and reconvened at 1:30 p.m. in the same room, with the same persons present and participating.

Mr. Gene L. Brown, Attorney, Grants Pass, came before the Commission concerning the proposed "M" Street comection to the Pacific Highway in Grants Pass. He stated that he represents the people located on the section of the existing Pacific Highway east of Grants Pass known as the "Miracle Mile." It was his opinion that the "M" Street route as proposed would be badly congested and suggested that a bridge across the Rogue River should be located at Aurora Avenue or Jones Creek. The importance of the connection of the Redwood Highway with the Pacific Highway, he felt, has not been fully emphasized and many businessmen in Grants Pass feel differently now than they did when the hearing was held in December 1957, and now are very unhappy with the present plan. Both the city and county, he continued, have expressed a need for a third bridge at Aurora Avenue or Jones Creek. He urged the Commission to investigate the matter further and to consult with city and county officials

The Engineer pointed out that neither the city of Grants Pass nor the Josephine County Court has indicated to him any change in the attitude that they expressed at the hearing in December. Commissioner McIver inquired about the possibility of moving the interchange between US99 and US199 farther to the south with limited access up to the point where the river is crossed. Mr. Brown stated that he felt such a plan would be acceptable. He again urged the Commission to consult with county officials who, he was sure, would cooperate fully. Chairman Reynolds stated that the suggestion would be given further consideration and that the group would be notified when action was taken.

A delegation composed of people from Haines, Baker, and Newbridge came before the Commission concerning the rerouting of the Haines-Anthony Lake Secondary Highway where it enters US30 near the town of Haines. The following people were present: Hon. Lloyd Rea, County Judge, Baker; Gil Wright, County Commissioner, Newbridge; Claude Doney, City Councilman; Jack Proebstel, Mr. and Mrs. Dorrell Spence, Dick Camp, and Jack Kramer, all of Haines. Judge Rea introduced the members of the delegation. Mr. Proebstel exhibited a map showing the proposed realignment and urged that a change be made to avoid going through expensive property. He presented a peitition signed by numerous residents of Haines favoring the change. He also pointed out that use of the revised route would avoid a hazardous railroad crossing. The Engineer commented that the proposed route is entirely new to him but it appears that if it is used, it would add about one half mile to the state highway system and would involve approximately one and one half miles of new construction. The Commission instructed the Engineer to investigate the request and submit a report.

Mr. B. A. Vallerga and Mr. Carl Larson, representing the Pacific Coast Division of the Asphalt Institute, came before the Commission in behalf of the use of asphalt for highway construction. They exhibited six charts pointing out the advantages of asphaltic pavement. Concerning maintenance costs, Mr. Vallerga stated that no conclusive evidence has been presented which would show that there is any clean cut advantage in favor of either asphalt or portland concrete paving. They presented three brochures to the Commission on the use of asphalt pavement. The Commission took no action.

The Commission authorized the Engineer to go to Washington D.C., if and when his presence is required in connection with the highway construction program which is now in Congress; also to attend a meeting of state highway officials in Chicago on April 14, 1958, when this matter is to be discussed. Estimated cost - $232.40.

A delegation from Tillamook County came before the Commission to urge oiling of the unoiled section of the Little Nestucca Secondary Highway. The following people were present: O. E. Effenberger, Tillamook County Judge, Tillamook; Harry B. Hammel, Chairman, South Tillamook Road Committee, Pacific City; Mr. and Mrs. Walter Bodyfelt, Mr. and Mrs. Fred Kiser, Mrs. Tony Hurliman, Mrs. Roy Dunn, Mrs. Gus Hammen, all of Cloverdale. Judge Effenberger introduced the other members of the delegation. Mr. Bodyfelt urged the Commission to oil a two and one half mile section on the westerly end of the Little Nestucca Secondary Highway to remove the dust

nuisance. He pointed out that the dusty condition of the road is detrimental to their dairy pastures and a hindrance in keeping their dairy barns in sanitary condition. Housewives also complain that clothes that are hung outside to dry become dirty. He urged the Commission to construct an oil macadam surfacing and stated that various salt chemicals which are sometimes used are injurious to vehicles. Judge Effenberger also remarked that chemicals do not work well in the coastal area and he asked that an oiled surface be provided. Judge Effenberger also commented on a dyking project which affects the Tillamook River Bridge and asked that a new bridge be constructed as it is used by many log trucks. Mr. Bodyfelt presented a brief and a petition urging elimination of the dust hazard on the Little Nestucca Secondary Highway. He introduced the lady members of their group. Chairman Reynolds stated that the request would be investigated. Mr. Hammel stated that the south Tillamook Road group are most heartily in favor of this improvement. Following departure of the delegation, the Engineer commented briefly that to improve the two and one half mile section on the Little Nestucca Secondary Highway to Bureau of Public Roads standards will cost approximately $100,000, and the bridge requested by Judge Effenberger will cost approximately $400,000 including the approaches. He recalled that the Commission previously approved an expenditure of $20,000 for cooperation with the Army Engineers in work on the dyke. Concerning the dusty condition on the Little Nestucca Secondary Highway, he pointed out that the county has oiled its portion of what is known as the Meda Loop and that the dusty condition on the state highway is bad.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m., Commissioner McIver announced awards of contracts as follows:

BIDS RECEIVED AT THE MORNING SESSION, MARCH 28, 1958

"Grading and paving Haines (4th Street) Section on 4th Street in the city of Haines in Baker County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Company, Baker, at $16,506.50.

"Construct Fort Stevens State Park Facilities in Clatsop County. The Commission awarded the contract to the lone bidder, Enoch I. Maerz, Salem, at $26,694.00.

"Grading and bridges on East Unit, Paulina-Trout Creek Section of the Paulina-Logdell Road in Crook County. The Commission elects to accept the low bid of Geo. E. Blaisdell & Son Construction Company, Portland, in the sum of $83,337.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Crook County is received and the sum of $18,800.00 is deposited by the county.

"Old Faithful Slide Section on the Dillard Highway in Douglas County. The Commission awarded the contract to the low bidder, Funderburk Construction Corporation, Sutherlin, at $14,330.00.

"Construct Silvies River Bridge on Silvies River Road in Harney County. The Commission elects to accept the low bid of Inter City Sand & Gravel Company, Inc., Eugene, in the sum of $24,755.00, and directs the State Highway Engineer

to award the contract to said bidder as soon as approval of Harney County is received and the sum of $5,550.00 is deposited by the county.

"Construct bridge on Camp Creek Road in Lane County. The Commission referred all bids to Lane County for award.

"Construct twin bridges over McKenzie River on the relocated Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, at $700,365.00.

"Roadside improvement on Stayton-Sublimity Interchange Section on the North Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Knight Pearcy, Salem, at $4,206.25.

"Grading and paving Division Street-Powell Boulevard Section of S.E. 122nd Avenue, in Multnomah County. The Commission elects to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of $87,348.90, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $18,700.00 is deposited by the county.

"Construct Luckiamute Overflow Bridge on Pacific Highway West in Polk County. The Commission awarded the contract to the low bidder, John L. Jersey, Inc., Portland, at $61,260.00.

"Grading and paving Hot Lake Overcrossing Section of the La Grande - North Powder Highway in Union County. The Commission awarded the contract to the low bidder, Parker & Fuhrman, Portland, at $21,262.00.

"Grading and paving Carlton (North Kutch and East Monroe Streets) Section on North Kutch and East Monroe Streets in the city of Carlton in Yamhill County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $9,568.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the city of Carlton is received and the sum of $2,000.00 is deposited by the city."

The Engineer, speaking in behalf of State employees, stated that they are all saddened by Chairman Reynold's retirement from the Highway Commission. Chairman Reynolds responded by saying that he has enjoyed very much his service on the Commission and appreciates the loyalty and cooperation of the employees.

There being no further business to conduct, the meeting was declared adjourned by Chairman Reynolds at 3:05 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

March 28, 1958

EXHIBITS "A" through "I"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

March 27 and 28, 1958

EXHIBIT "A"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

26114 City of Portland (Scott)
Permanent Easement, Sta. 121+43
Easement signed January 16, 1958
2.0 acres, easement for construction of bridge approach — Gratis

26974 City of Portland (Smith)
Right of Way, Sta. 121
Option expires August 26, 1958
3.07 acres at $10,666+ per acre — $32,746.00
Amount to be paid owner - chrg to Right of Way — $32,746.00
Approval subject to title being acceptable to Hwy. attorneys.

Entire taking -

29789

EXHIBIT "A" (Cnnt)

HARBCR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27003 City of Portland (Smith)
Right of Way, S.W. 11th and Troy, Stas. 240-248
Option expires August 26, 1958
51,690 sq.ft. (28, 975 sq.ft. Excess) $3,618.30
8745 sq.ft. Slope Easement Gratis
Amount to be paid owner - chrg to Right of Way $3,618.30
Approval subject to title being acceptable to Hwy. attorneys.

Complete restriction of access -

27079 Wolfe, Max et al (Grant)
Right of Way, 2917 S.W. Hood, Sta. 88
Option expires August 26, 1958
5,400 sq.ft. at $0.32+ per sq.ft. $1,730.00
House 1,270.00
Trees, shrubs, and walks 200.00
Amount to be paid owners - chrg to Right of Way $3,200.00
Grantors to vacate 30 days after acceptance.

Entire taking -

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

27363 Munson, M. M. (Scott)
Right of Way, Sta. L.U. 198
Option expires August 26, 1958
12,463 sq.ft. at $0.24+ per sq.ft. $3,000.00
Amount to be paid owner - chrg to Right of Way $3,000.00
Taxes to be prorated as of March 31, 1958.
State's est. share 10.00
GRAND TOTAL (Estimate) - chrg. to Right of Way $3,010.00
Grantor to cancel signboard lease and same to be removed by March 31, 1958.

Entire taking -

GOBLE-ST. HELENS SECTION - COLUMBIA HIGHWAY

26409 Holden, Charles R. and Mary F. (Grant)
R/W and Temp. Ease. for Construction, Stas. 111-136
Option expires September 9, 1958
6.8 acres at $75 per acre $ 510.00
.5 acre, easement 50.00
80 rods fencing at $3.50 per rod 280.00
Timber 16.00
Damage 144.00
Amount to be paid owners - chrg to Right of Way $1,000.00
Access: 123+15, E. and W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

OAK RANCH CREEK ROAD SECTION - COLUMBIA COUNTY ROAD

27707 Mudge, F. R. and May (Reeder)
Crusher Site
Option expires August 19, 1958
1.0 acre $ 100.00
Amount to be paid owners - chrg to Quarry Site $100.00

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26325 Whitney, Sam M. and Claire C. (Henry)
Right of Way, Sta. 33+50
Option expires August 19, 1958
0.12 acre $ 60.00
Moving sign 15.00
Amount to be paid owners - chrg to Right of Way $ 75.00
Grantors to remove sign by April 1, 1958.

THINGS TO BE DONE BY THE STATE

Reconnect existing road at 34+20, W.

Access not controlled -

26328 Klein, Eva F. and Adolf G. (Hart)
Right of Way, Sta. 47
Option expires July 14, 1958
0.53 acre $ 200.00
Damage 85.00
Amount to be paid owners - chrg to Right of Way $285.00
Grantors to reimburse lessee for any crop damage.

THINGS TO BE DONE BY THE STATE

Construct 25' road approaches, E. and W., at 48+50, for farm crossing.
Access: 48+50, S.W., residential and agricultural.

Access controlled -

26330 Gould, Estell J. and Harry R. SUPPLEMENTAL REPORT (Henry)
Q.C. Deed to clear rdway ease., Stas. 53+63-53+90
Quitclaim deed signed March 1, 1958
0.04 acre $ 1.00
Amount to be paid owners - chrg to Right of Way $1.00
Access: 53+63, 20', W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26332 Grimstad, Neal and Elsie I. (Henry)
Right of Way, Stas. 58-68
Option expires August 10, 1958

1.67 acres at $300- per acre	$ 500.00
110 rods fencing at $4.50 per rod	495.00
Damage	1,500.00
Amount to be paid owners - chrg to Right of Way	$2,495.00

THINGS TO BE DONE BY THE STATE

Construct 25' rd. approaches at 58+75, E. and 58+40, W., for farm crossing.
Access: 58+40, W., residential and agricultural.

Access controlled -

26336 Werth, Raymond H. and Wanda L. REVISED REPORT (Henry)
Right of Way, Stas. 82-84
Option expires September 10, 1958

0.7 acre at $400 per acre	$ 280.00
Damage	320.00
Amount to be paid owners - chrg to Right of Way	$600.00

Supersedes and cancels previous $500 February 27-28 1958 approval.

Complete restriction of access -

26324 Everest, Archie Charles and Esther Owens REVISED REPORT (Henry)
Right of Way, Sta. 33
Option expires September 11, 1958

0.1 acre	$ 100.00
Amount to be paid owners - chrg to Right of Way	$100.00

Supersedes and cancels previous $60 February 27-28, 1958 approval.

Complete restriction of access -

26338 Gaibler, Walter C. and Lois B. (Henry)
Right of Way, Stas. 87-83
Option expires August 23, 1958

0.22 acre at $590+ per acre	$ 130.00
Damage	220.00
Amount to be paid owners - chrg to Right of Way	$350.00

Complete restriction of access -

EXHIBIT "A" (Cont)

27595 Hooker, Royal and Zola (Henry)
Right of Way, 104 Everest Rd., Sta. 13
Option expires September 9, 1958
0.03 acre $ 100.00
Amount to be paid owners - chrg to Right of Way $100.00

Complete restriction of access -

GARDEN ROAD CONNECTION TO SALEM BY-PASS - PACIFIC HIGHWAY

25342,
26870 Pedwell, Eugene H. and Wilma J.; Standard Oil Company (Benner)
Right of Way, 3650 Market St. N.E., Sta. 172
Warr. Deed signed 8-28-57, Q.C. Deed signed 2-26-58
0.09 acre Gratis
State to grant permit to Grantors herein to occupy above described parcel with a service station facility for the life of structure now in place, or until lease or its extension expires.

Complete restriction of access -

SILVERTON SECTION - SALEM-SILVERTON COUNTY ROAD

27704 Estenson, Albert O. and Clara (Boehmer)
Maintenance Site
Option expires September 11, 1958
2.99 acres at $700+ per acre $2,100.00
Amount to be paid owners - chrg to Maintenance Site $2,100.00
Grantors to remove electric fence within 10 days after payment.

FREEWAY-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

26688 Huser, C. F. and Mary (Riley)
Right of Way, Stas. 227-230
Option expires August 24, 1958
950 sq. ft. ± and 33,540 sq. ft. ± Excess $7,500.00
Amount to be paid owners - chrg to Right of Way $7,500.00
Subject to 12' utility easement on N. side.

Complete restriction of access -

29793

EXHIBIT "A" (Cont)

RICHARDSON-SIUSLAW RIVER UNIT, RICHARDSON-WALTON SECTION - RICHARDSON-EUGENE HIGHWAY

27524 International Paper Company (Allen)
R/W and Ease. for clearing, Stas. 575, 633-636
Option expires September 2, 1958
1.08 acre and 0.02 acre easement $ 1.00
Amount to be paid owner - chrg to Right of Way $1.00

THINGS TO BE DONE BY THE STATE

Construct approaches at 637+00 and 640+00, reserving right to connect to hwy. via an access road to connect to hwy. at 649+75, if deemed advisable. Install 12" sleeve at 639, and reconnect Grantor's water pipes through same. No debris to be deposited or left on balance of Grantor's property. Access: 624, N. and S., 637, 640, and 670, S., and 675 and 694, N., unrestricted, may be adjusted as to location but not number.

Access controlled -

JUMP OFF JOE CREEK-LOUSE CREEK SECTION - PACIFIC HIGHWAY

27749 Siles, Robert E. and Nancy J. (Holt)
Right of Way, Stas. 1000-1002
Option expires September 9, 1958
0.16 acre at $200 per acre $ 32.00
Amount to be paid owners - chrg to Right of Way $32.00

Complete restriction of access -

MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

14758 de Block, Rachel (Riley)
Timber and Grazing Rights, Stas. 1019-1037
Quitclaim deed signed February 26, 1958
47 M. timber at $4+ per M, including grazing rights $ 200.00
Amount to be paid owner - chrg to Right of Way $200.00

Access controlled -

27703 Paterson-Fox, Robert R. and Marvel W. (Riley)
Stockpile Site, Stas. 374-377
Option expires September 3, 1958
0.5 acre at $200 per acre $ 100.00
Amount to be paid owners - chrg to Stockpile Site $100.00

Access not controlled -

EXHIBIT "A" (Cont)

MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

14759 Baumgartner, Nicholas and Alwina (Riley)
Grazing and timber rights and access control
Option expires September 2, 1958, Stas. 1033-1065
Timber and grazing rights reserved by deed signed May 21, 1949 $ 1.00
Amount to be paid owners - chrg to Right of Way $1.00
Grantors to have right to construct and maintain 16' roadway across State Park property satisfactory to Parks Superintendent.
Access: 1039+00, E., 25', residential, agricultural and timber.

Access controlled -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

27693 Chamberlain, Mary K. (Bucknum)
Borrow, Stas. 1479-1584
Option expires August 25, 1958
0.7 acre $ 50.00
Amount to be paid owner - chrg to Right of Way $50.00
Grantor to furnish bargain and sale deed.

Access not controlled -

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

26854 Nickelsen, W. Donald and June N. (Bucknum)
Right of Way, Stas. 1055-1110
Option expires September 13, 1958
5.1 acres at $10 per acre $ 51.00
20 MBF timber at $20 per MBF 400.00
Replace stock water trough 110.00
244 rods fencing at $3.50 per rod 854.00
Amount to be paid owners - chrg to Right of Way $1,415.00

Complete restriction of access -

HILGARD-ORO DELL UNIT, HILGARD-LaGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27106 Gregory, John J. and Verla C. (Brainerd)
Right of Way, Stas. 940-943
Quitclaim Deed signed February 25, 1958
0.35 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00
Quitclaim deed to clear Hodge Bros. title.

Entire taking -

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

27336 Ashby, Jeannie Gail; J. Herbert Bate Co. (Brainerd)
Right of Way, Stas. 343-358, 376-424
Option expires August 18, 1958

1.65 acres at $250 per acre	$ 412.50	
5.75 acres at $25 per acre	143.75	
Timber	312.95	
Amount to be paid Ashby - chrg to Right of Way		$556.25
Amount to be paid Bate Co. chrg to Right of Way		312.95
TOTAL AMOUNT to be paid owners - chrg to Right of Way		$869.20

THINGS TO BE DONE BY THE STATE

Fence r/w where disturbed and install 3 gates.
Construct channel change opp. 401+50.
Access: 350+15, 405+13 and 405+65, W., 415+75, S., and 408+00, N., unrestricted.
Approval subject to title being acceptable to Hwy. attorneys.

Access controlled -

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER HOMESTEAD HIGHWAY

26030 Chamberlin, L. Dale and Edna SUPPLEMENTAL REPORT (Chatwood)
Additional Severance Damage
Option expires September 6, 1958

Release of option obligation by paying severance damage	$ 250.25	
Amount to be paid owners - chrg to Quarry Site		$250.25

Previous approval of February 28-29, March 1, 1957, State was obligated to re-establish irrigation system.

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26708 Flynn, Paul J. (Bucknum)
Right of Way, Stas. 1280-1283
Option expires August 16, 1958

1.08 acres at $350-per acre	$ 350.00	
Amount to be paid owner - chrg to Right of Way		$350.00

Complete restriction of access -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26709 Penewell, J. A. and Rosa (Bucknum)
Right of Way, Stas. 1285-1287
Option expires September 6, 1958
0.23 acre at $325+ per acre $ 75.00
Amount to be paid owners - chrg to Right of Way $75.00
Grantors may salvage fence prior to construction.

Complete restriction of access -

26710 Reynolds, Francis W. et al (Bucknum)
Right of Way, Stas. 1287-1288
Option expires August 27, 1958
0.05 acre $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

26730 Gaskill, E. R. and Cassie A. (Bucknum)
Right of Way, Stas. 1298-1299
Option expires September 5, 1958
802 sq. ft. $ 50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Construct fence along r/w line.

Complete restriction of access -

27433 Heirs of J. M. Brown and Kate Fiser (Bucknum)
Right of Way, Sta. 1298
Option expires September 13, 1958
323 sq. ft. $ 25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

29797

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25381 Lowell, Andrew Orbison et al (Mudd)
Right of Way, Stas. 1853-1855
Option expires September 17, 1958
2.15 acres $ 550.00
Amount to be paid owners - chrg to Right of Way $550.00

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

NEWBERG-GEARIN CORNER - HILLSBORO-SILVERTON HIGHWAY

26321 Turnidge, Clarence and Daisy (Boehmer)
Right of Way, Stas. 26-29
Option expires September 18, 1958
0.52 acre at $500 per acre $ 260.00
Allow. for moving outhouse 50.00
Allow. for 20 trees at $15 each 300.00
Allow. for constructing bridge over drainage ditch 140.00
Amount to be paid owners - chrg to Right of Way $750.00

THINGS TO BE DONE BY THE STATE

Construct approaches at 27+50, for farm crossing.
Access: 27+50, N., agricultural and residential.

Access controlled -

26323 Jones, Elva O. (Henry)
Right of Way, Sta. 32+35
Option expires September 12, 1958
0.95 acre at $500 per acre $ 475.00
0.65 acre at $300 per acre 195.00
Damage 230.00
Amount to be paid owner - chrg to Right of Way $900.00

THINGS TO BE DONE BY THE STATE

Construct road approaches both sides at 51+75.
Access: 51+75, W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER - HILLSBORO-SILVERTON HIGHWAY

27747 Gates, Otis O. and Maude F. (Boehmer)
Right of Way, Sta. 12+00
Option expires September 17, 1958
1,500 sq. ft. at $0.06 per sq. ft. $ 90.00
Damage 510.00
Amount to be paid owners - chrg to Right of Way $600.00

THINGS TO BE DONE BY THE STATE

Construct 25' approach at 11+62, S. side.

No restriction of access -

27748 Diocese of Oregon (Henry)
Right of Way, Sta. 12+80
Option expires September 13, 1958
0.03 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Complete restriction of access -

RICHARDSON-SIUSLAW RIVER UNIT, RICHARDSON-WALTON SECTION - RICHARDSON-EUGENE HIGHWAY

27597 Anderson, Glenn W. and Mildred (Allen)
Right of Way, Stas. 475-481
Option expires September 16, 1958
0.1 acre $ 100.00
Amount to be paid owners - chrg to Right of Way $100.00
Access: Stas. 476+00 and 479+00, E., unrestricted.

Access controlled -

BROADBENT-POWERS SECTION - POWERS HIGHWAY

27820 Hermann, Delos and Ruth (Morgan)
Temporary Easement, M.P. 4
Letter of March 17, 1958
Temporary easement for detour around slide $ 100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Remove materials deposited on land, reset fence and reseed the area.

Access not controlled -

EXHIBIT "A" (Cont)

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

(Scott)

27355 Holten, John H. and Cecilia Lucille
Right of Way, 11311 S.W. 63rd Ave., Sta. 16
Option expires September 16, 1958

10,200 sq.ft.	$1,200.00	
House and sunroom, 1031 sq.ft. at $8 per sq.ft.	8,248.00	
Shop, 315 sq.ft. at $1.50+ per sq.ft.	476.00	
Garage, 338 sq.ft. at $2 per sq.ft.	676.00	
17 fruit trees at $10 each	170.00	
230' fencing at $1 per ft.	230.00	
Amount to be paid owners - chrg to Right of Way		$11,000.00
Taxes to be pro-rated as of May 1, 1958. Est.		20.00
State's share		
GRAND TOTAL (Est.) - chrg to Right of Way		$11,020.00

Grantors to vacate 30 days from notice.

Entire taking -

(Scott)

27565 Read, Guy R. and Edith H.
Right of Way, 6311 S.W. Lesser Way, Sta. 26
Option expires September 17, 1958

2,400 sq.ft.±	$ 125.00	
Amount to be paid owners - chrg to Right of Way		$125.00

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

(Chatwood)

26720 Houston, Rufus A. and Norah Alice
Right of Way, 1051 Idaho Ave., Sta. 29
Option expires September 17, 1958

0.12 acre	$1,500.00	
House, 637 sq.ft. at $7 per sq.ft.	4,450.00	
Water system	250.00	
2 trees and lawn	100.00	
Amount to be paid owners - chrg to Right of Way		$6,300.00

Grantors to vacate 5 days after payment.

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.

Complete restriction of access -

(Brainerd)

27696 City of Ontario
Right of Way, Sta. 1254
Option expires September 12, 1958

0.03 acre	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

By quitclaim deed.

Complete restriction of access -

EXHIBIT "A" (Cont)

UNION COUNTY LINE-ROCK CREEK SECTION - WALLOWA LAKE HIGHWAY

26947 Cramer, Glen SUPPLEMENTAL REPORT (Chatwood)
Wayside Park Development, Stas. 138-183
Option expires September 5, 1958

6 acres at $150 per acre	$ 900.00	
40 acres at $7.50 per acre	300.00	
79 acres at $25 per acre including timber	1,975.00	
Water system	125.00	
Amount to be paid owner - chrg to Right of Way (Wayside)		$3,300.00

This in addition to $6,000.00 approval of February 27-28, 1958 for 8.82 acres of r/w and stockpile.

Entire taking -

SHADY-CANYONVILLE SECTION - PACIFIC HIGHWAY

27516 Doering, Merle H. and H. E. (Curfman)
Right of Way, Stas. 2893-2898
Option expires July 12, 1958
Quitclaim deed signed January 21, 1958

1.41 acres at $150 per acre	$ 211.50	
Amount to be paid Merle H. Doering - chrg to Right of Way		$211.50
Amount to be paid H.E. Doering (Q.C.) chrg to Right of Way		10.00
TOTAL AMOUNT		$221.50

THINGS TO BE DONE BY THE STATE

Fence r/w and maintain fence.

Complete restriction of access -

HOT LAKE OVERCROSSING SECTION - LaGRANDE-NORTH POWDER HIGHWA

27573 Courtright, Burr and Mary Christine (Brainerd)
Lease of Borrow Pit and Haul Rd., Stas. 437-450
Option expires September 10, 1958

5.7 acres at $100 per acre	$ 570.00	
Damages	180.00	
Amount to be paid owners - chrg to Right of Way		$750.00

Lease to run to December 31, 1958 or the completion of Hot Lake Overcrossing project, whichever is later.

THINGS TO BE DONE BY THE STATE

If disturbed, fencing to be re-established at completion of project. Ground to be left reasonably level. Construct approaches at Sta. 499+50, N. and S.

Access not controlled -

EXHIBIT "A" (Cont)

27572 Kohler, Arnold J. and Clarice (Brainerd)
Temp. Ease. for Haul Road, M.P. 6.0
Option expires September 18, 1958
0.02 acre easement $ 25.00
Amount to be paid owners - chrg to Borrow Pit $25.00
Temporary haul road for Hot Lake Overcrossing project.

THINGS TO BE DONE BY THE STATE

Arrange fencing to protect livestock.

Access not controlled -

DEADY-SHADY SECTION - PACIFIC HIGHWAY

27499 Luellen, Cecil R. et al (Klaboe)
Right of Way, Sta. 2612+90
Option expires August 24, 1958
0.26 acre $ 10.00
Amount to be paid owners - chrg to Right of Way $10.00

THINGS TO BE DONE BY THE STATE

Complete re-construction of W. frontage road.
Move fences.

Complete restriction of access -

GRANTS PASS (6th & 7th STS.) SECTION - PACIFIC HIGHWAY

26498 King Lumber Company (Curfman)
Right of Way, Sta. 1336
Option expires September 18, 1958
113 sq.ft. at $1.50+ per sq.ft. $ 170.00
Amount to be paid owner - chrg to Right of Way $170.00

THINGS TO BE DONE BY THE STATE

Grantor to have 50' access at 1+80.

Access not controlled -

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

21030 School District #19
Right of Way, Stas. 181-184
Quitclaim deed signed November 12, 1957
Elimination of road easement $ 1.00
Amount to be paid owner - chrg to Right of Way $1.00

Complete restriction of access - except to Co. Rd. across State property.

FERRY STREET BRIDGE TO INTERSTATE SECTION - EUGENE-SPRINGFIELD HIGHWAY

23520 State Land Board
Right of Way, Stas. 63-90
Letter of February 27, 1958
9.98 acres $3,200.00
Amount to be paid State Land Board chrg to Right of Way $3,200.00
To be paid by Oldham out of previous $31,000 approval, 12-17-56 2,212.42
This approval for 3.08 acres $ 987.58
1,105 sq. ft. to be quitclaimed to Lane County.
This transaction was negotiated with the State Land Board by Harold V. Johnson, attorney for E. B. Oldham, who could not clear the property he occupied.

Complete restriction of access -

MONROE-CHESHIRE SECTION - TERRITORIAL HIGHWAY

20823 Harper, Robert (Morgan)
Lease and Sale of Road Material
Lease expires March 31, 1963
Material removal from 13.7 A. at $0.10 per cu. yd.
Amount to be paid owner - chrg to Gravel Pit
Lessor to have right to grant to John Conser permission to take materials from area for private sales.
Lessor allowed to farm area until needed by State.

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26391 Van Der Cruyssen, Harold F. and Hazel F. (Grothaus)
Right of Way, 8206 N.E. Sumner, Sta. 109
Option expires September 18, 1958
5,906 sq. ft. at $0.25+ per sq. ft. $1,500.00
House, garage and landscaping 8,750.00
Amount to be paid owners - chrg to Right of Way $10,250.00
Grantors to vacate 30 days after notice or by May 10, 1958, whichever is later.

Entire taking -

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

27641 Burke, Thomas J. et al (Grothaus)
Right of Way, 8232 N.E. Sumner, Stas. 108-109
Option expires September 19, 1958
2996 sq. ft. and 2996 sq. ft. Excess at $0.25+/sq. ft. $1,500.00
House, garage, patio, playhouse, landscaping 9,350.00
Amount to be paid owners - chrg to Right of Way $10,850.00
Grantors to vacate 30 days after notice or May 10, 1958 whichever is later.

Entire taking -

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

27618 City of Grants Pass; Moore, Harvard C. et al (Holt)
Right of Way
Option expires September 19, 1958
Quitclaim deed signed March 5, 1958
0.7 acre $7,778.34
Harvard C. Moore Q.C. Deed, 0.55 acre 100.00
Amount to be paid owners - chrg to Right of Way $7,878.34

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27501 Settembrini, John and Katherine (Grothaus)
Right of Way, 3332 S.W. Macadam, Stas. 100-101
Option expires April 17, 1958
10,000 sq. ft. $8,480.00
House 1,020.00
Amount to be paid owners - chrg to Right of Way $9,500.00
Grantors to vacate 30 days after notice, and State to give tenants notice.

Entire taking -

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26389 Johnson, Phyllis Clifford and Hugh Edward
Right of Way, 8219 N.E. Sumner, Stas. 107-108
Option expires September 24, 1958
5,995 sq. ft. at $0.25+ per sq. ft. $1,500.00
House, garage, fence, patio etc. 9,000.00
Amount to be paid owners - chrg to Right of Way $10,500.00
Grantors to vacate 30 days after notice or May 10, 1958. whichever is later.

Entire taking -

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION
CASCADE HIGHWAY

26390 Murphy, George V. and Charlene V. (Grothaus)
Right of Way, 8233 N.E. Sumner, Stas. 107-108
Option expires September 14, 1958
5,995 sq.ft. at $0.25+ per sq.ft. $1,500.00
House, garage, patio, fence, landscaping 8,750.00
Amount to be paid owners - chrg to Right of Way $10,250.00
Grantors to vacate 30 days after notice or May 10, 1958, whichever is later.

Entire taking -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

27815 Martin, Marie et al (Chatwood)
Right of Way, 1570 River Rd., Stas. 3+10-8+05
Option expires September 18, 1958
0.93 acre $ 300.00
Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.

Access controlled -

MURRAY ROAD INTERCHANGE SECTION - SUNSET HIGHWAY

26966 Eimers, J. Richard and Emma C. (Scott)
Right of Way, 13330 N.W. Glenridge Dr., Sta. 3088
Option expires September 20, 1958
3,040 sq.ft. at $0.13+ per sq.ft. $ 396.00
Improvements, yard 124.00
Amount to be paid owners - chrg to Right of Way $520.00

Complete restriction of access -

THIEL CREEK SECTION - OREGON COAST HIGHWAY

27546 Ryan, Edward L. and Faye Baker (Reeder)
Right of Way, Stas. 855-857
Option expires September 20, 1958
0.42 acre at $650+ per acre $ 275.00
Damage 125.00
Amount to be paid owners - chrg to Right of Way $400.00

Access not controlled -

EXHIBIT "A" (Cont)

THIEL CREEK SECTION - OREGON COAST HIGHWAY

27547 Omlid, H. D. et al (Reeder)
Right of Way, Stas. 854-855
Option expires August 3, 1958
0.12 acre $ 50.00
Amount to be paid owners - chrg to Right of Way $50.00

Access not controlled -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

27694 Blasen, Gladyse et al (Grant)
Borrow Area
Option expires September 26, 1958
1.1 acre $ 200.00
Amount to be paid owners - chrg to Material Source $200.00

Entire taking -

EXHIBIT "B"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, ORS 366.220(1) authorizes the State Highway Commission to select, establish, designate and construct a system of state highways within the state; and

WHEREAS, the State Highway Commission has adopted a survey and will place under contract for construction a new section of highway which will extend from the intersection of N. E. Killingsworth Street and the Cascade Secondary State Highway No. 160 in the City of Portland, Multnomah County, and terminate at a point northerly of the said above mentioned intersection, at Highway Engineer's center line Survey Station 87+04.07, said point being further identified as an intersection and interchange between the said new road and a public way known as Air Port Road; and

WHEREAS, the present termination of the said Cascade Secondary State Highway No. 160 is located at its intersection with the said N. E. Killingsworth Street in the City of Portland; and

WHEREAS, it is the desire of the State Highway Commission to designate the above described new section of road as a part of the said Cascade Secondary State Highway No. 160;

NOW, THEREFORE, BE IT AND IT HEREBY is unanimously resolved by this Commission as follows:

1. The State Highway Commission, pursuant to the authority vested in it by law, does hereby select, adopt, establish and designate the following described road as an extension and part of the Cascade Secondary State Highway No. 160, to wit:

> Beginning at the intersection of N. E. Killingsworth Street and the Cascade Secondary State Highway No. 160 in Multnomah County and the City of Portland, and extending thence from said intersection in a northerly direction to a terminus consisting of an intersection with a public way known as Air Port Road at Highway Engineer's center line Survey Station 87+04.07.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof is a point upon which is shown by dotted lines outlined in green, the above described portion of the said road, which is herein made an extension and part of the Cascade Secondary State Highway No. 160.

2. That said Cascade Secondary State Highway No. 160 as extended shall retain its present designation and classification as a State Secondary Highway.

3. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Resolution No. 44.

29807

EXHIBIT "C"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4326 with Rogers Construction, Inc. for constructing a structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific West Highway in Washington County, completed July 31, 1957.

"Contract No. 4499 with Porter W. Yett for grading and paving on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, completed September 6, 1957.

"Contract No. 4824 with Rogers Construction, Inc. for grading on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail in Umatilla County, completed December 24, 1957.

"Contract No. 5029 with Hamilton & Thoms for constructing Bear Creek and Rock Creek Bridges on the Barlow-Monitor and Whiskey Hill County Roads in Clackamas County, completed March 3, 1958.

"Contract No. 5067 with Fred J. Stubbert for construction of park facilities in the Tumalo State Park on the Bend-Sisters Highway in Deschutes County, completed February 28, 1958.

"Contract No. 5123 with J. C. Denton & Sons for constructing guard rail on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County, completed March 19, 1958.

THEREFORE, BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 71 shall be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "D"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by the authority granted in ORS 374.015(1), the Highway Commission is empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as "throughways" as that term is defined in ORS 374.010; and

WHEREAS, ORS 374.015(2) provides that any relocated section of an existing highway or such portions of existing highways which at the time the same are designated as throughways, have less than ten commercial businesses abutting thereon in any one mile, may be designated and constructed as, or converted into throughways by the Highway Commission; and

WHEREAS, the Highway Commission has directed the highway engineer to prepare a map of that portion of the North Santiam Highway, State Secondary Highway No. 162, commencing at Highway Engineer's Centerline Station 10+00 east of the City of Detroit and extending westerly therefrom through Detroit, Gates and Mill City to a junction and interchange with the Pacific Highway east of the City of Salem in Marion County, Oregon, showing those sections of the said North Santiam Highway having less than ten commercial businesses abutting thereon in any one mile catering to the motoring public, and those portions having ten or more commercial businesses abutting thereon in any one mile catering to the motoring public, and the highway engineer, pursuant to the direction of the Highway Commission, has caused said map to be made and filed in the offices of the Highway Department in Salem, Oregon a copy of which is attached hereto, marked Exhibit "A" and by this reference made a part hereof which shows the location of those portions upon which are located ten or more commercial businesses catering to the motoring public; and

WHEREAS, the Highway Commission has considered the aforesaid map and, after due deliberation, does hereby find and declare that for the purposes of preserving human lives and minimizing property damage and to facilitate the safe and convenient transportation of persons and property by motor vehicle and to promote the safety and welfare of the public in general, that those sections of the North Santiam Highway having less than ten commercial businesses abutting thereon in any one mile catering to the motoring public shall henceforth be classified, reconstructed, relocated and maintained as a throughway as that term is defined in ORS 374.010.

NOW, THEREFORE, be it and it hereby is, resolved by the Highway Commission as follows:

1. That that portion of the North Santiam Highway, commencing at Highway Engineer's Centerline Station 10+00 and thence extending westerly through Detroit, Gates and Mill City to a junction and interchange with the Pacific Highway east of the City of Salem, and including any portion or units thereof which may hereafter be relocated, is hereby selected, designated

EXHIBIT "D" (Cont)

and established as a throughway as that term is defined in ORS 374.010, except for those portions thereof which at the time of the adoption of this resolution have ten or more commercial businesses abutting thereon, catering to the motoring public in any one mile, which portions of the said North Santiam Highway are specifically set forth herein as follows:

(1) Extending from Highway Engineer's Centerline Station 198+00 on the said North Santiam Highway in the City of Gates westerly along the said North Santiam Highway to Highway Engineer's Centerline Station 145+00;

(2) Extending westerly from Highway Engineer's Centerline Station 50+00 located east of the City of Mill City on the said North Santiam Highway, to Highway Engineer's Centerline Station 777+64 $\frac{(\text{Sta. } 820+00 \quad *}{(\text{Sta. } 28+14.36 \quad *}$ EQUA.)

2. Whenever the said North Santiam Highway or any section or portion thereof which herein has been designated as a throughway, is relocated, reconstructed or otherwise permanently improved, such relocation, reconstruction or improvement shall be accomplished so as to preserve the character of the said North Santiam Highway as a throughway.

3. The map prepared and filed by the highway engineer which is attached hereto and marked Exhibit "A", disclosing the location of those portions of the North Santiam Highway upon which there are ten commercial businesses abutting on the North Santiam Highway, bearing the date of March, 1958, is hereby adopted and approved for the purpose for which it was prepared.

4. That this resolution be entered in the minutes and records of the Highway Commission this 27th day of March, 1958, as Resolution File No. 12.

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*Footnote:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being file No. 12, under the heading "Throughway Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-1"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission has relocated a section of the Pacific Highway West, State Primary Highway No. 1W, known as the Whiteson Section in Yamhill County, the northerly terminus of which is at relocated Highway Engineer's Center Line Survey Station 196+45, and the southerly terminus of which is at relocated Highway Engineer's Center Line Survey Station 225+00 on the said relocated highway, and said relocated section of highway is now open to public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way of said highway is no longer needed for right of way purposes and may be eliminated from the said relocated Pacific Highway West, State Primary Highway No. 1W, which said portion is hereinafter designated as Unit "A" and as shown colored in blue on Exhibit "A" which is attached hereto and by this reference made a part hereof; and

WHEREAS, Yamhill County and the State Highway Commission entered into a throughway agreement on the 28th day of September, 1956, which, among other things, related to the disposition to be made of a portion of that said section of said original Pacific Highway West, hereinafter referred to as Unit "A" after the said relocated section was open to public travel; and

WHEREAS, said agreement provides that State, after the said relocated section was open to public travel would, by resolution, eliminate said Unit "A" as part of the Pacific Highway West, State Primary Highway No. 1W and from the state highway system, and that all right, title and interest which State had in Unit "A" should pass to and vest in the County and the County would accept all right, title and interest that the State had in said Unit "A" and would maintain said Unit "A" as a county road as long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, in the judgment of the Commission, certain other portions of the right of way of the former Pacific Highway West, State Primary Highway No. 1W, together with real property acquired by State for roadway and other public purposes, are needed and are valuable for public purposes, and that with respect to said portions, title should remain in the State, which said portions are shown colored in green on the map attached hereto and marked Exhibit "A"; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portion or unit of the former right of way of the said highway referred to herein as Unit "A" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, based upon the power and authority vested in the Commission by the State of Oregon, it is hereby ordered and resolved that:

EXHIBIT "E-1" (Cont)

1. By reason of the relocation of a section of the Pacific Highway West, State Primary Highway No. 1W in Yamhill County, a portion of the original right of way of the former Whiteson Section of the said Pacific Highway West is no longer needed by the State of Oregon and is no longer required as part of the said new right of way of the said relocated Pacific Highway West, which said portion is designated as Unit "A" upon said Exhibit "A" and described as follows:

Unit "A":
All the land situated within the right of way boundaries of the Pacific Highway West as formerly routed, beginning at the easterly right of way line of said highway as relocated where the same is intersected by and runs parallel with the westerly right of way line of Front Street in the town of Whiteson in the southeast quarter of the northeast quarter (SE¼ NE¼), Section 8, Township 5 South, Range 4 West, Willamette Meridian; thence southerly via said highway as formerly routed to the southerly right of way line of Yamhill Street in the town of Whiteson in the northwest quarter of the southwest quarter (NW¼ SW¼), Section 9, Township 5 South, Range 4 West, Willamette Meridian.

2. That pursuant to the agreement entered into with Yamhill County on the 28th day of September, 1956, Unit "A" as hereinbefore described and as shown colored in blue on said attached map, marked Exhibit "A", is hereby duly eliminated as a part of the Pacific Highway West, State Primary Highway No. 1W, and the state highway system. All right, title and interest which State has in said Unit "A" does hereby pass to and vest in said Yamhill County.

3. That title shall remain in State to the right of way of the former and of the relocated section of the Pacific Highway West, Oregon Primary Highway No. 1W, known as the Whiteson Section in Yamhill County, together with real property acquired by State for highway right of way and other public uses, as shown colored in green on said Exhibit "A" attached hereto.

4. That this resolution be entered in full in the minutes and records of the Highway Commission this 27th day of March, 1958, as Abandonment and Retention File No. 350, and that the Secretary is ordered to mail a duly certified copy hereof to the County Court of Yamhill County.

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*FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 350, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-2"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the relocated Bradley Park-Wauna Section of the Columbia River Primary Highway No. 2 located in Clatsop County, the northwesterly terminus of which is at Highway Engineer's Survey Station 96+38.14 and the southeasterly terminus of which is at Highway Engineer's Survey Station 235+00 on the relocated highway, has been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right-of-way are no longer needed for right-of-way purposes and may be eliminated from the boundaries of the relocated highway; and

WHEREAS, Clatsop County and the State Highway Commission entered into an agreement on the 27th day of April, 1956, relating to the disposition to be made of the portions that may be eliminated, therein and hereinafter referred to as Units "A", "B", "C", "D", and "E"; and

WHEREAS, said agreement provided that Units "A", "B", "C", "D", and "E" would be abandoned by the State Highway Commission by a formal resolution as part of the Columbia River Highway and the state highway system that Unit "D" would be maintained thereafter by the County as part of the county road system; and that Units "A", "B", "C", and "E" would revert to the owners of the abutting property; and

WHEREAS, it is the judgment of the Highway Commission that certain portions of the former right-of-way of the Bradley Park-Wauna Section of the Columbia River Highway, together with other real property acquired by the State for roadway right-of-way and other public purposes, is needed and valuable for right-of-way purposes and public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the disposition made of the portions or units of the former right-of-way of the said Columbia River Highway referred to herein as Units "A", "B", "C", "D", and "E" as well as all the property affected by reason of said realignment;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions of the former right-of-way which by reason of the relocation of the Bradley Park-Wauna Section of the Columbia River Highway are no longer within the boundaries of the new right-of-way are identified as Units "A", "B", "C", "D", and "E" and are described as follow:

Unit "A"
All the land situated within the right-of-way boundaries of the Columbia River Highway as formerly routed, beginning

at the westerly right-of-way line opposite Highway Engineer's Survey Station 115+10 of the said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 21, Township 8 North, Range 6 West, W.M.; thence southerly and northerly via said highway as formerly routed to the westerly right-of-way line opposite Highway Engineer's Survey Station 124+00 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 21, Township 8 North, Range 6 West, W.M.

Unit "B"

All the land situated within the right-of-way boundaries of the Columbia River Highway as formerly routed beginning at the easterly right-of-way line opposite Highway Engineer's Survey Station 116+90 of said relocated highway in the northwest quarter of the northeast quarter (NW¼ - NE¼), Section 21, Township 8 North, Range 6 West, W.M.; thence southerly via said highway as formerly routed to the easterly right-of-way line opposite Highway Engineer's Survey Station 119+80 of said relocated highway in the northwest quarter of the northeast quarter (NW¼ - NE¼), Section 21, Township 8 North, Range 6 West, W.M.

Unit "C"

All the land situated within the right-of-way boundaries of the Columbia River Highway as formerly routed beginning at the easterly right-of-way line opposite Highway Engineer's Survey Station 120+00 of said highway as relocated in the northwest quarter of the northeast quarter (NW¼ - NE¼) of Section 21, Township 8 North, Range 6 West, W.M.; thence southerly via said highway as relocated to the easterly right-of-way line opposite Highway Engineer's Survey Station 122+80 of said relocated highway in the northwest quarter of the northeast quarter (NW¼ - NE¼), Section 21, Township 8 North, Range 6 West, W.M.

Unit "D"

All the land situated within the former right-of-way boundaries of the Columbia River Highway as formerly routed, beginning at the northerly right-of-way line opposite Highway Engineer's Survey Station 164+85 of said highway as relocated in the southeast quarter of the southeast quarter (SE¼ - SE¼), Section 21, Township 8 North, Range 6 West, W.M.; thence easterly via said highway as formerly routed to the northerly right-of-way line opposite Highway Engineer's Survey Station 183+80 of said relocated highway in the northeast quarter

EXHIBIT "E-2" (Cont)

of the northwest quarter (NE¼ - NW¼), Section 27, Township 8 North, Range 6 West, W. M.

Unit "E"
All the land situated within the right-of-way boundaries of the Columbia River Highway as formerly routed beginning at the southerly right-of-way line opposite Highway Engineer's Survey Station 184+70 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 27, Township 8 North, Range 6 West, W. M.; thence easterly via said former highway to the southerly right-of-way line opposite Highway Engineer's Survey Station 196+40 of said highway as relocated in the northeast quarter of the northwest quarter (NE¼ - NW¼), Section 27, Township 8 North, Range 6 West, W. M.

2. That, pursuant to the agreement entered into with Clatsop County on the 27th day of April, 1956, Units "A", "B" "C", "D", and "E" indicated on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, are hereby duly abandoned as parts of the Columbia River Highway and the state highway system, all right, title, and interest which the State has in the right-of-way of Unit "D" herein described, pass to and vest in said County; and all right, title, and interest which the State has in the right of-way of Units "A", "B", "C", and "E" herein described, pass to and vest in the abutting property owners.

3. That the right-of-way of the former and of the relocated Bradley Park-Wauna Section of the Columbia River Highway, together with the real property acquired by the State for roadway right-of-way and other public purposes, as indicated and shown colored in green on Exhibit "A" attached hereto, shall be retained and held by the State

4. That this Abandonment & Retention Resolution No. 318, be entered in the minutes and records of the Oregon State Highway Commission as of the 27th day of March, 1958, and that the Secretary be ordered to mail a duly certified copy hereof to the County Court of Clatsop County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 318, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

29815

EXHIBIT "F-1"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "F-1" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway (formerly Portland-Salem Expressway) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway (formerly Portland-Salem Expressway) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "F-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 939.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 939, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-2"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and maintain the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of relocating and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commissi that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenanc of highways of the state highway system, and the relocation and maintenance of the said Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Hillsboro-Silverton Highwa

EXHIBIT "F-2" (Cont)

and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation and maintenance of the said Newberg-Gearin Corner Section of the said Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 940.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 940, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-3"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pleasant Hill-Creswell Section of the Springfield-Creswell Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the Springfield-Creswell Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any

EXHIBIT "F-3" (Cont)

nature between the right of way of the said relocated Springfield-Creswell Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Pleasant Hill-Creswell Section of the said Springfield-Creswell Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 941.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 941, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-4"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, widen and maintain the Minam-Rock Creek Section of the Wallowa Lake Highway; and

WHEREAS, for the purpose of relocating, widening and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commissio that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Com mission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, widening and maint nance of the said Minam-Rock Creek Section of the Wallowa Lake Highway, certa interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the Stat and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Wallowa Lake

EXHIBIT "F-4" (Cont.)

Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, widening and maintenance of the said Minam-Rock Creek Section of the said Wallowa Lake Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 942.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 942, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29824

EXHIBIT "F-5"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the highway facilities for which the said parcel of property or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be con-

structed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 943.

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*FOOTNOTE

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with the map, is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 943, under the heading "Real Property Condemnation Resolutions", and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-6"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "F-6" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "F-6" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 944.

FOOTNOTE*:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 944, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29829

EXHIBIT "F-7"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the North Jefferson Junction-Albany Section of the Pacific Highway (formerly Pacific Highway East); and

WHEREAS, the Highway Commission has, by a resolution, ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "F-7" (Cont.)

WHEREAS, for the purpose of relocating in part, widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway (formerly Pacific Highway East), as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the state and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening, construction, improvement and maintenance of the said North Jefferson Junction-Albany Section of the Pacific Highway (formerly Pacific Highway East) and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "F-7" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 945.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 945, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F-8"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "F-8" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remainaag after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "F-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 946.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 946, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29835

EXHIBIT "F-9"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to locate in part, relocate in part, construct and maintain the Cascade Secondary Highway and locate and construct a public way known as Airport Road; and

WHEREAS, for the purpose of locating in part, relocating in part, constructing and maintaining the said Cascade Secondary Highway and locating and constructing a public way known as Airport Road, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "F-9" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Cascade Secondary Highway and the public way known as Airport Road and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 947.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 947, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29837

EXHIBIT "F-10"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites, or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system and right of way for a haul road; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "F-10" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 948.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 948, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29839

EXHIBIT "F-11"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "F-11" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "F-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 27th day of March, 1958, as Condemnation Resolution No. 949.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 949, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-1"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highway or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Warm Springs Highway

Highway number 53 Route number US 26

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
103.07	103.87 (through Warm Springs Reservation)	45

except that between M.P. 103.13 and M.P. 103.35 the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

March 27, 1958 1

EXHIBIT "G-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 35a be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "G-2"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number US 101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
299.06 (100 feet north of Silver Butte Avenue)	299.95 (north city limits of Port Orford)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions

EXHIBIT "G-2" (Cont)

of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 274 be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "G-3"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number 1 Route number US99

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
317.76 (500 feet north of the north city limits of Talent)	317.85 (north city limits of Talent)	50
318.01 (east city limits of Talent)	318.25 (a point 300 feet south of Valley View Road)	50

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

March 27, 1958 1

EXHIBIT "G-3" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 275 be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "G-4"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway Oakland-Shady Secondary Highway

Highway number 234 Route number US99 Business Route

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
18.28 (south city limits of Roseburg)	18.58 (a point 250 feet south of South Main Street)	35

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "G-4" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 276 be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "G-5"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Green Springs Highway

Highway number 21 Route number 66

Location of Termini			Established Speed
M.P.		to M.P.	M.P.H.
57.89 (0.47 mi. west of Emerald Street)		59.21 (jct. with The Dalles-California Highway)	45

except that between M.P. 57.99 and M.P. 58.17 the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "G-5" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 277 be entered in the minutes and records of the Commission as of the 27th day of March, 1958.

EXHIBIT "H"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain State Highways and Sections thereof were declared to be and were designated as main or "through" highways and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by resolution of September 21, 1949, said resolution of April 27, 1943, was revised and rewritten; and

WHEREAS, in said resolution of September 21, 1949, the Highway Commission eliminated an exception in said resolution of April 27, 1943 requiring that traffic on the (Beaverton-Aurora) Beaverton-Tualatin Highway No. 141 should stop at its intersection with the Scholls Highway at Progress but the stop sign was not removed; and

WHEREAS, on the 28th day of March, 1957, the Commission ordered removal of the stop sign on the (Beaverton-Aurora) Beaverton-Tualatin Highway No. 141 at its intersection with the Scholls Highway, thereby allowing traffic to move freely on the Beaverton-Tualatin Highway; and

WHEREAS, subsequent to the removal of said stop sign numerous complaints have been received because of difficulty in entering the intersection from the Scholls Highway; and

WHEREAS, an engineering investigation now discloses that for the safety of the traveling public, all traffic should be required to stop before entering the intersection of the Scholls Highway with the Beaverton-Tualatin Highway at Progress,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, based upon engineering investigation and the recommendation of the State Highway Engineer, that this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949, be amended by adding the following exception pertaining to the (Beaverton-Aurora) Beaverton-Tualatin Highway No. 141:

EXHIBIT "H" (Cont)

"Exception: All traffic shall stop before entering the intersection of the Scholls Highway with the (Beaverton-Aurora) Beaverton-Tualatin Highway at Progress."

In all other respects, the provisions of said resolution of September 21, 1949, shall remain in full force and effect.

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 27th day of March, 1958, as "Through Highways" Resolution No. 13f, and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads, and a like copy to the County Clerk of Washington County and to the Superintendent of the Department of State Police for their information.

29854

EXHIBIT "I-1"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Southwest Capitol Highway-Tigard Interchange Section of the Pacific Highway in Multnomah County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration.

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Southwest Capitol Highway-Tigard Interchange Section of the Pacific Highway, beginning at Highway Engineer's Station 349+22 at the intersection with Southwest Capitol Highway and extending in a southerly and westerly direction to Highway Engineer's Station 27+00 the Multnomah-Washington County line, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1124, dated February, 1958. (Right-of-way map No. 8B-3-21, dated September, 1956, and 1A-8-6A, dated November, 1935) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "I-1" (Cont)

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Pacific Highway was designated as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 27th day of March, 1958, as Survey Resolution No. 159.

29856

EXHIBIT "I-2"

Minutes of March 27 and 28, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration.

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Jonesboro-Tunnel Section of the Central Oregon Highway, beginning at Highway Engineer's Station 690+28.30, approximately one mile north of the railroad station at Jonesboro and extending in an easterly direction to Highway Engineer's Station 1083+26.36, together with the map, which for identification purposes bears Sketch Map file No. 1R-3-1197 dated March, 1958 (Right-of-way Map No. 8B-8-1920, dated March, 1958) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Central Oregon Highway was designated as a "Throughway"

within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 27th day of March, 1958, as Survey Resolution No. 160.

VOLUME 43

PART I

PART I

OF

VOLUME XLIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1958

TO

AUGUST 31, 1958

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1958	Subject
29858	Apr. 3	ORGANIZATIONAL MEETING re appointment of Mr. Kenneth N. Fridley as Highway Commissioner replacing Mr. Chas. H. Reynolds.
		OATH OF OFFICE ADMINISTERED to Mr. Fridley by Mr. H. B. Glaisyer, Secretary of Commission.
		CHAIRMAN OF HIGHWAY COMMISSION. Commissioner M. K. McIver elected Chairman.
		GOVERNOR HOLMES expressed his satisfaction of the action taken by the Commission.
		MEETING ADJOURNED at 10:00 a.m. to reconvene immediately in office of State Highway Engineer, Room 137 State Highway Building.
29859		PARKS SUPT. reports on following matters:
		Coos County. Coquille River. Bandon area. Parks Supt. to study lighthouse and Bullards Bridge area for park development.
		Jefferson County. Cove Palisades State Park. Pelton Dam-Round Butte Dam. Relocation of facilities to be studied.
		Linn County. Cascadia State Park. Santiam River Dam. Relocation of facilities due to flooding to be studied.
		RIGHT OF WAY MATTERS as follows:
29860		Real Property. Acquisition approved. EX. "A".
		Coos County. Oregon Coast Hwy. Davis Slough-Bandon Section. Kay property. Change in access approved.
		Lane County. Territorial Secdy. Hwy. Harper material site. Renewal of lease approved.
		Washington County. Scholls Secdy. Hwy. Progress area. Sale of stockpile site road to Mr. Hinds approved conditionally.
		CONDEMNATION CASES tried. Counsel's report approved.
29861		Federal Government procedure explained.
		DOUGLAS COUNTY. Roseburg. Lease of 16.34 acres to city for park approved conditionally. EX. "B".
		AWARD OF CONTRACTS. Engineer reports awards.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange. Contract #5025. Increase in project authorization approved.
29862		DISCUSSION of following for benefit of Commissioner Fridley:
		Bid Openings. Discussion of procedures established.
		Outline of financial status re emergency money under discussion in Congress.
		MEETING ADJOURNED at 11:15 a.m.
29863		EXHIBIT "A". Real property acquisition.
29866		EXHIBIT "B". Douglas County. Roseburg. Lease of 16.34 acres to city for park purposes.

Page	Date 1958	Subject
29868	May 2	"EAST BANK FREEWAY" PUBLIC HEARING.
		MULTNOMAH COUNTY. Portland. City Council Chambers. 10:00 a.m.
		Chairman McIver called meeting to order.
29869		W. C. Williams, State Highway Engineer, explained plans.
29870		Meeting opened to interested representatives of organizations and individuals.
		Low Level Route favored.
29881		MEETING ADJOURNED at 11:10 a.m.

29883	May 8	BIDS received on construction projects.
29886		KENNETH N. FRIDLEY new Highway Commissioner. Commissioner McIver introduced Mr. Fridley to contractors and others present.
		COMMISSION MEETING MINUTES APPROVED for February 27-28, March 27-28, and April 3, 1958.
		PARKS SUPT. reported on following matters:
		Fort Stevens State Park. Clatsop County. Bids for concession privilege discussed. Action deferred.
29887		Depoe Bay Concession Building. Lincoln County. Oregon Gifts, Inc., concession lease 5-year extension approved.
		Howard J. Morton State Park. Lane County. Permit granted to Rosboro Timber Company for log-hauling road construction.
		Beverly Beach State Park. Lincoln County. Oregon Pulp & Paper Company. Easement for water tank-pipe line approved.
		Umpqua Lighthouse State Park. Douglas County. Agreement with Central Lincoln PUD for power line extension approved.
		Lincoln County. Oregon Coast Hwy. Newport-Waldport Section. Randall property. Option accepted for 50-acre tract.
29888		Beaver Creek south. Randall property. 10-acre tract. Option authorized for this tract.
		Armitage State Park. Lane County. Negotiation for acquisition of 3-acre tract authorized.
		Douglas County. Roseburg. Lease agreement for 16.34 acres of land for park purposes approved. Previous action confirmed.
		Multnomah County. Columbia Gorge. Shepherds Dell area. Option approved for acquisition of 8.34 acres of land.
		Multnomah County. Columbia Gorge. Parks Supt. reviewed property purchases to date.
		REAL PROPERTY. Acquisition approved. EX. "A".
29889		BPR RULING RE SOURCE OF MATERIALS. Contractors must have choice.
		MISCELLANEOUS SALES AND RENTAL REPORT presented.
		ACCESS CHANGES on ten properties approved.
29890		SALE OF EXCESS PROPERTY authorized. EX. "B-1".
		SALE OF EXCESS PROPERTY DIRECTLY authorized. EX. "B-2".
29891		MARION COUNTY. Pacific Hwy. East. North Jefferson Jct.-Albany Section. Hampton property. Exchange of properties approved.

Page	Date 1958	Subject
29891	May 8	WASHINGTON COUNTY. Beaverton-Tualatin Hwy. Tualatin stockpile site. 3-year renewal of lease on site approved.
		MULTNOMAH COUNTY. NE Portland Secdy. Hwy. Lombard-Killingsworth Section. Relinquishment of slope easement approved.
		MULTNOMAH COUNTY. Pacific Hwy. East. Exposition-Recreation site. Request for vacation of certain streets approved.
		CROOK COUNTY. Paulina Secdy. Hwy. Standard Oil Company of California oil-gas-sulphur lease modification approved.
		LANE COUNTY. Pacific Hwy. Goshen Substation area. Reimbursement to BPA for re-arranging power lines approved.
29892		LANE COUNTY. Eugene. Hwy. Maintenance Headquarters. Request for zone change classification approved.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C-16".
29898		CONDEMNATION CASES tried. Counsel's report approved.
29899		CONDEMNATION CASES settled. Counsel's report approved.
29901		CONDEMNATION CASES. Offers for property approved.
29904		PUC MATTERS re Hwy. Commission. Counsel reports: Linn County. Lebanon-Corvallis Hwy. Albany area. Application of OERR Company for installation of signals. Lane County. Eugene. Garfield Street. Application of OERR Company for installation of signals. Marion County. Salem area. Lancaster Drive. SPRR Crossing. Application of Marion County for signals installation.
		CLAIMS. Abandonment of five claims authorized.
29905		DISMISSAL OF TWO LEGAL ACTIONS authorized: State vs Donald F. Deulen. State vs Thomas Stitts.
		CURRY COUNTY. Oregon Coast Hwy. Carpenterville-Brookings Wayside. Legal action authorized against Chesser for timber removal.
		MULTNOMAH COUNTY. Pacific Hwy. West (Denver Ave.). Vanport Flood Cases. 42 cases pending against State. No action.
29906		Frank Towle to Kansas City to interview Mr. Frank Cortelyou.
		BAKER COUNTY. Baker-Homestead Hwy. relocation. Idaho Power Co. agreement modification. $325,000 bond approved.
		UMATILLA COUNTY. McNary Dam. Hwys. #395 and #730 relocation. Modification of agreement with Army Engineers approved.
		LINN COUNTY. Cascadia State Park. Counsel authorized to evict Mr. Ames from premises.
		CURRY COUNTY. Oregon Coast Hwy. Winchuck River Bridge. Stutsman claim for car accident denied.
29907		LEGAL DEPARTMENT. Salary adjustments for attorneys approved pending approval by Attorney General.
		EMPLOYERS COMPREHENSIVE LIABILITY POLICY. Oregon Auto Insurance Co. to cancel policy 6/6/58. Bids to be called.
		AWARD OF CONTRACTS. Engineer reports awards.
29908		LOAD LIMITS REMOVAL from two hwy. sections confirmed.
29909		BIDS received in Salem, April 17, 1958. Results of bids reported.

Page	Date 1958	Subject
29909	May 8	INSURANCE. Bids received in Salem, April 17, 1958, as follows: Marine Insurance for Astoria-Megler Ferry Vessels. Award to low bidder confirmed pending approval of Dept. of F & A. Liability Insurance for Steel Bridge (Portland). Award to low bidder confirmed pending approval of Dept. of F & A.
		SALE OF USED EQUIPMENT-SCRAP MATERIALS for April 22, 1958. Engineer's report of tabulation of high bids approved.
		MULTNOMAH COUNTY. Interstate Bridge reconstruction. Bids received by Washington Toll Bridge Authority for sale of bonds approved.
29910		Army Engineers formal guarantee of maximum amount for Oregon-Washington reimbursement claim approved.
		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. Scholls Secdy. Hwy. Jct. 4-way stop arrangement to be left in place.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Eastbank Freeway Section. Hearing of May 2, 1958. Survey adopted for Low Level Route. EX. "H-1".
		LOG HAULING. 24-hour hauling approved. PUC Form #170 General
29911		Regulations to be amended accordingly.
		MOTOR VEHICLES-STATE POLICE BUILDING. Proposed construction in Shops area. Planning Commission-Board of Control recommend construction in Mall area.
29912		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass "Miracle Mile" Section. Original plans to be followed.
		WASCO COUNTY. Shaniko-Fossil Secdy. Hwy. Shaniko-Antelope Section. Reclassification to Group I status approved.
		UNFINISHED BUSINESS MATTERS discussed:
		JACKSON COUNTY. Howard Prairie Dam. Request of National Park Service for state to maintain park. Report not ready.
		CROOK COUNTY. Crooked River Dam construction. Relocation of hwys. discussed. Deferred pending delegation appearance.
		MULTNOMAH COUNTY. Columbia River. Government Island. Report re development of island for recreational purposes not complete.
29913		CURRY COUNTY. Loeb Memorial Forest. Report on State taking over this area for park purposes not ready.
		MARION COUNTY. Champoeg State Park. Report re construction of museum building incomplete.
		TRAVEL - INCREASE IN OUT OF STATE COSTS AND ALLOWANCES.
		TRAVEL - OUT OF STATE ALLOWANCES FOR HWY. COMMISSIONERS. Same allowances for Commissioners as state employees.
		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. Scholls Secdy. Hwy. Jct. Handling of traffic at intersection.
		CLATSOP COUNTY. Fort Stevens State Park. Concession privilege bids to be discussed with delegation next day.
		LOG HAULING. 24-hour hauling regulations approved.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass area. "Miracle Mile" Section. Relocation of interchange discussed.
		BAKER COUNTY. Haines-Anthony Lake Secdy. Hwy. Haines area. Report re revised hwy. routing not ready.
		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Oiling 2½-mile section.

Page	Date 1958	Subject
29914	May 8	LANE COUNTY. Willamette Hwy. Jasper Jct. Installation of flashing beacon approved.
		MALHEUR COUNTY. Old Oregon Trail (Main Ave.). Nyssa. 2nd St. Jct. Installation of traffic signal on 50-50 basis approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Manhattan Beach. Establishment of crosswalk-overhead illuminated crosswalk sign approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Forest Grove. Agreement with City for illumination of 2 intersections approved.
		SURVEYS adopted for the following:
		Josephine County. Crater Lake Hwy. Trail Creek Bridge Section. EX. "H-2".
29915		Benton County. Corvallis-Newport Hwy. Corvallis City Section. EX. "H-2".
		Baker County. Baker-Homestead Hwy. Richland-Copperfield Section. EX. "H-2".
		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. Contract #5012. Increase in project authorization approved.
		LAKE COUNTY. US395. Lakeview. 5th St.-North City Limits Section. Request for completion of paving-curbing denied.
		DOUGLAS COUNTY. Garden County Road. Request from County Court for State to assist in road improvement denied.
		MALHEUR COUNTY. Old Oregon Trail. Ontario. Snake River Bridge. Contract #5161. Hoffman Construction's request for bid bond return due to error in bid denied.
29916		CURRY-JOSEPHINE COUNTIES. Gold Beach-Agness-Selma Road. Request of Congressman Porter re placing road on Forest Hwy. System denied.
		CONSTRUCTION. ANTI-RECESSION FUNDS - 1958. ABC Funds. Advancing of projects discussed.
		LANE COUNTY. Oregon Coast Hwy. Siuslaw River Bridge. Florence. Request for full-time drawbridge operator denied.
29917		POLK COUNTY. Kings Valley Secdy. Hwy. Dallas. Request for hwy. widening-curbs on cooperative basis denied.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Estacada. Request for by-pass construction denied.
		SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Wasco-Hay Canyon Section. Request for hwy. improvement scheduled for 1960 program.
		CONSTRUCTION. ANTI-RECESSION FUNDS - 1958. County D Funds. Allocation of FAS Funds to County Roads approved.
29920		LANE COUNTY. "Q" Street Route. Springfield-Eugene. Addition of County Road to FAS System to be discussed at June meeting.
		LANE COUNTY. Eugene. Request for four additions to FAS System. Two requests to be referred to Board of County Commissioners. Two requests denied.
		FAS COUNTY ROAD ADDITIONS approved in Benton-Clackamas-Clatsop-Douglas-Hood River-Josephine-Klamath-Lake-Polk-Washington Counties.
29922		FAS COUNTY ROAD PROJECTS approved for contracting in Clackamas-Klamath-Washington Counties.
		MARION COUNTY. Salem. State Hwy. Building. Air-conditioning for Key Punch Record Section-Tabulating Section authorized.

Page	Date 1958	Subject
29923	May 8	CONSTRUCTION OF DOUBLE MEDIAN BARRIERS authorized: Multnomah County. Banfield Freeway. 42nd Ave.-102nd Ave. Section. Clackamas County. Baldock Freeway. Willamette River Bridge.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Northerly Section surfacing-oiling project extension authorized.
		EXTENSIONS OF TIME to complete contracts granted.
29924		CONTRACTS completed and accepted. EX. "D".
		COOS COUNTY. Empire. Cape Arago Secdy. Hwy.-Empire-Coos Bay Secdy. Hwy. Jct. Channelization and flashing beacon approved.
		MULTNOMAH COUNTY. Pacific Hwy. Contract #5110. Assignment of interest to Kuckenberg Construction Co.(corp.) approved.
		YAMHILL COUNTY. Threemile Lane Secdy. Hwy. Dayton. Removal of old Yamhill River Bridge authorized.
		COOS COUNTY. Coquille. Baxter St. Connection to ORE42. Request for spur construction denied.
		ACCESS CONTROL POLICY. Modification to allow commercial access at certain points approved.
29925		COLUMBIA RIVER HWY. Columbia River beach areas. Conference at The Dalles for discussion of access to Columbia River dams.
		INSPECTION TRIP. Western-Central Oregon. Route outlined for proposed trip. Action deferred.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		SPEED ZONES ESTABLISHED as follows: Josephine County. Redwood Hwy. Cave Junction north. EX. "E-1". Multnomah County. Beaverton-Hillsdale Hwy. Portland. EX. "E-2".
29926		NO PARKING ZONES ESTABLISHED as follows: Washington County. Pacific Hwy. West. Tigard. EX. "F-1". Multnomah County. Beaverton-Hillsdale Hwy. Portland. EX. "F-2".
29927		Deschutes County. The Dalles-California Hwy. Bend south. EX. "F-3".
		MALHEUR COUNTY. Central Oregon Hwy. Vale west. Bully Creek Bridge (old) to be transferred to County.
		MALHEUR COUNTY. Central Oregon Hwy. Vale east. Request for modification of 2 access points for commercial use denied.
		TRAVEL - OUT OF STATE approved for nine employees.
		WASCO COUNTY. Columbia River Hwy. Shogren Overcrossing. Settlement of Osborn claim for tire damage approved.
29928		MARION COUNTY. Salem. Settlement of damage to Dept. of Finance-Administration vehicle by State Hwy. vehicle approved.
		CROOK COUNTY. Paulina Secdy. Hwy. Bear Creek area. Standard Oil Company oil-gas-sulphur lease modification approved.
		CLATSOP COUNTY. Astoria. Financing Columbia River Bridge (proposed). Appointment of committee to meet with State of Washington committee approved.
		"THROUGH STOP" HIGHWAY RESOLUTION AMENDMENT. Umatilla County. Lexington-Echo Secdy. Hwy. Echo. Stanfield-Pendleton Hwy. EX. "G".
		STATE FAIR - 1958. Letter re plans for exhibits and products. Hwy. Dept. has furnished Fair Commission with map.

Page	Date 1958	Subject
29928	May 8	HISTORICAL MONUMENTS. Erection of two approved:
29929		Clatsop County. Columbia River Hwy. Astoria. US Customs House Memorial.
		Yamhill-Marion Counties. Hillsboro-Silverton Secdy. Hwy. Willamette River Bridge. Willamette Post Memorial.
		SHERMAN COUNTY. Columbia River Hwy. Rufus. John Day Cafe. Further discussion re action against State. No action.
		SECRETARY'S REPORT on papers signed approved.
29930		COMMISSION MEETING DATES set for June 19-20 - regular; July 31-August 1 - tentative; bid openings May 29-June17-July 10 - Salem.
		INSPECTION TRIP. Proposed trip through western and central Oregon from June 16 through June 19 discussed.
		MULTNOMAH COUNTY. Sunset Hwy. Extension (proposed). Urban Renewal Agency agreement re acquisition of r/w.
		US SOIL CONSERVATION SERVICE. Survey of soil types. Agreement with Oregon State College to do work approved.
		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-Gold Hill Section. White property. Acquisition of entire farm discussed.
29931		CONSTRUCTION. ANTI-RECESSION FUNDS - 1958. ABC Funds - $6,500,000 non-interstate. Program approved for projects.
29933		BID OPENINGS IN SALEM OFFICE discussed. No objections from contractors. Next bid opening May 29.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Eastbank Freeway route. Request to BPR for acquisition of r/w as one project approved.
29934		PUBLIC HEARINGS RE ANTI-RECESSION PROGRAM. Engineer authorized to set dates for hearings.
		MULTNOMAH COUNTY. Interstate Bridges. Placing insurance with Oregon agents discussed. Washington Toll Bridge Authority to be consulted.
		DELEGATION PROBLEMS discussed.
		DELEGATION APPEARANCES. Policy change. Delegations to be heard-facts explained by Engineer-decision by letter to delegations.
29935		RECORDING MACHINES. Expenditure of $1,200 to purchase recording-transcribing equipment authorized.
		ACCESS CONTROL POLICY. Change in policy considered. Counsel requests time to prepare resolution.
		AGREEMENTS and other papers signed.
29936		CONTRACTS. Award of contracts publicly announced.
29939		NAME PLATES FOR MEMBERS OF COMMISSION AND REPRESENTATIVES to be prepared for Commission meetings use.
29940		COMMISSION MEETING ADJOURNED at 4:10 p.m.
	May 9	COMMISSION MEETING RECONVENED at 9:00 a.m.
		BIDS received on construction projects.
29942		CLATSOP COUNTY. Oregon Coast Hwy. Delegation's reasons for favoring Lewis & Clark route to be considered.
29943		GILLIAM COUNTY. John Day Hwy. Arlington-Condon Section. Delegation's request for hwy. improvement to be investigated.
		TILLAMOOK COUNTY. Necanicum Hwy. Nehalem Bay area. Delegation's
29944		request for improvements in area to be considered.

Page	Date 1958	Subject
29944	May 9	CLATSOP COUNTY. Oregon Coast Hwy. Delegation's reasons for favoring Smith Point Bridge route to be considered.
29945		COOS COUNTY. Coos Bay-Roseburg Hwy. "Housewives of 42". Improvement for entire hwy. urged. Allocation of money explained.
		MULTNOMAH COUNTY. Interstate Bridges. Placing insurance with Oregon agents discussed further with Mr. Pearson-Mr. Newman.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		WINNEMUCCA (NEVADA)-GRANTS PASS-PACIFIC OCEAN ROUTE. Delegation urges construction. Points brought out to be considered.
29946		GRANT-WHEELER-GILLIAM-SHERMAN COUNTIES delegation urged improvements on John Day Hwy.-Wasco Heppner Hwy.-The Dalles-California Hwy. Requests to be given consideration.
29947		CROOK COUNTY. Crooked River Hwy. Crooked River Dam (proposed). Hwy. closure during dam construction. Delegation discusses
29948		substitute route. Agreement must cover.
		WASCO COUNTY. The Dalles-California Hwy. Tygh Valley Grade Section. Delegation's request for hwy. improvement to be considered.
		CLATSOP COUNTY. Fort Stevens State Park concession bid. Contract awarded to Mr. and Mrs. Blake.
29949		MULTNOMAH COUNTY. Sunset Hwy. West Slope Water District. Discussion of increased settlement. No action.
		LANE COUNTY. Route "F". Walton-Austa Section. Delegation's request for road improvement to be considered.
		US ROUTE NO. 320 (proposed). ORE22 & ORE18. Santiam Pass-Otis
29950		route. Request to AASHO for US Route designation.
		JACKSON COUNTY. Green Springs Hwy. Emigrant Dam. Irrigation authorities-Engineer to confer re hwy. re-routing.
		YAMHILL COUNTY. Pacific Hwy. West. McMinnville area. Request for 4-laning entire hwy. into Portland. No action.
29951		LINCOLN COUNTY. Siletz Secdy. Hwy. Euchre Mt.-Cedar Creek Section. 8-mile section to be improved this year.
		LANE-LINN COUNTIES. Clear Lake-Belknap Springs Secdy. Hwy. Development of road as soon as Forest Hwy. funds available.
		CONTRACTS. Award of contracts publicly announced.
29952		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section. Oregon Coast Association's request for hwy. improvement to be considered.
29953		COMMISSION MEETING ADJOURNED at 4:15 p.m.
29954		EXHIBIT "A". Real property acquisition.
29980		EXHIBITS "B-1" - "B-2". Sale of excess property.
29985		EXHIBITS "C-1" - "C-16". Condemnations.
30028		EXHIBIT "D". Contracts completed and accepted.
30030		EXHIBITS "E-1" - "E-2". Speed zones established.
30034		EXHIBITS "F-1" - "F-3". No parking zones established.
30038		EXHIBIT "G". Through Stop Hwy. resolution amendment. Umatilla County. Lexington-Echo Secdy. Hwy. Echo. Stanfield-Pendleton Hwy.
30040		EXHIBITS "H-1" - "H-2". Surveys.

Page	Date 1958	Subject
30044	June 19	COMMISSION MEETING MINUTES approved for telephonic meeting of March 24, 1958.
		PARKS SUPT. reported on following matters:
		Installation of informational signs approved for:
		Curry County. Azalea State Park.
30045		Jefferson County. The Cove-Palisades State Park.
		Wheeler County. Painted Hills State Park.
30046		John Day-Condon Fossil Beds State Park. Grant County. Application for 640 acres from Federal Government confirmed.
		Cape Lookout State Park area. Tillamook County. Request of the Marks for license to sell beer at store denied.
		Opening-closing hours established for:
		Rooster Rock State Park. Multnomah County.
		Hat Rock State Park. Umatilla County.
		Columbia River Gorge. Multnomah County. Offer of County to deed 18.8 acres of land accepted.
		Lincoln County. Beaver Creek Beach area to be named "Ona Beach" when developed into state park. Resolution adopted. (Refer to EX. "C-1" in July 31-August 1, 1958, minutes).
30047		Curry County. Chetco River. Offer of Forestry Department to deed 160 acres known as "Alfred Loeb State Park" accepted. Resolution adopted. (EX. "C-2" in July 31-August 1, 1958, minutes).
		Tillamook County. Bayocean area. Request for state to take over as state park to be studied.
		Cascadia State Park. Linn County. Temporary permit to use water from spring in park granted to Mr. Phillips.
		Humbug Mt. State Park. Curry County. Permission granted Mr. Kosta to sell dairy and related products in park.
		Baker County. Unity Reservoir. Hwy. Interim Committee's resolution re establishment of state park deferred pending report.
30048		Parks Division. Personnel. Employment of Mr. Tschirley for summer season approved.
		Collier State Park. Klamath County. Lorenz property. Negotiation for 20 acres for park purposes authorized.
		Increase in use of State Parks during 1st 5 months of 1958. Parks Supt. reported briefly.
		REAL PROPERTY. Acquisition deferred pending study of options.
		MISCELLANEOUS SALES AND RENTAL REPORT presented.
		SALE OF EXCESS PROPERTY by bid authorized for:
30049		Clatsop County. Columbia River Hwy. Big Creek Section. Booth property. 0.24 acre. EX. "B".
		Washington County. Tualatin Valley Hwy. Beaverton-Forest Grove Section.
		SALE OF EXCESS PROPERTY DIRECTLY authorized for:
		Multnomah County. Banfield Expressway. NE 47th Ave. 1,900 sq. ft. to Friedman Bag Company approved.
		ACCESS CHANGES on four properties approved.
		LANE COUNTY. Pacific Hwy. East. Harrisburg Bridge (south end). Agreement with Tri-County Improvement District re revetment construction approved.

Page	Date 1958	Subject
30050	June 19	LANE COUNTY. Pacific Hwy. Judkins Point–Goshen Section. BPA agreement for revision of power lines approved.
		MALHEUR COUNTY. Nyssa. Sale of stockpile site to City approved. EX. "C".
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy east. Wolfe property. Offer of $3,000 to be made to owner for property.
		CONDEMNATION OF REAL PROPERTY deferred pending study.
30062		CONDEMNATION CASES tried. Counsel's report approved.
30065		CONDEMNATION CASES settled. Counsel's report approved.
		CONDEMNATION CASES. BPR may adopt policy of not paying attorney's fees in court cases. Counsel to watch development.
30066		CONDEMNATION CASES. Offers for property approved.
30068		PUC MATTERS re Hwy. Commission. Counsel reports: Baker County. Wingville County Road. RR Grade Crossing. Klamath County. Klamath Falls. Spring St. Grade Crossing. Malheur County. Old Oregon Trail. Ontario north. OSLRR Overcrossing. UP RR Overcrossing.
		CLAIMS AGAINST OTHERS WHICH HAVE BEEN COMPROMISED. Counsel's report approved.
30069		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir Section. Counsel authorized to sign letter to US Corps of Engineers approving 22 points of access.
		LINN COUNTY. Pacific Hwy. East. Albany north. Sudtell Acres. Relaxation of advertising restrictions approved.
30070		BPR PROJECT AGREEMENTS. Engineer authorized to sign agreements. EX. "D".
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport–Coos County Line Section. Sauers request to assign lease to Woods authorized.
		LEGAL PROCEEDINGS against Mr. Ferguson for NG $50 check authorized.
		LANE COUNTY. Pacific Hwy. Goshen–Divide Section. Hiner property. Confirmation of septic tank construction @ $325 approved.
		REDUCED LOAD LIMITS. Revision of resolution re delegation of authority to Hwy. Engineer approved. EX. "E".
		EDWIN BLACK DISMISSAL. Acquitted in court for criminal action. Discharge from Hwy. Department for violation of ethics.
30071		REVOLVING FUND FOR PURCHASE OF R/W. Borrowing funds from other State agencies discussed. Report to be made.
		CURRY COUNTY. Loeb Memorial Park. Save the Myrtlewoods Ass'n. Purchase of additional small tract discussed.
		CONTRACTS. Award of contracts publicly announced.
30077		AWARD OF CONTRACTS. Engineer reports awards.
30078		LOAD LIMITS removed on three hwy. sections.
		TEMPORARY CONSTRUCTION SPEED ZONES established as follows: Multnomah–Washington Counties. Pacific Hwy. West. Barbur Blvd. MP 6.92 – MP 7.92. Clackamas County. Baldock Freeway. MP 7.45 – MP 8.11. Columbia County. Columbia River Hwy. Goble–Tide Creek Section. Clackamas County. Mt. Hood Hwy. Sandy–Alder Creek Bridge Section.

Page	Date 1958	Subject
30078	June 19	MULTNOMAH COUNTY. Sunset Hwy. West Slope Water District. Compromise settlement approved.
30079		CLACKAMAS COUNTY. Mt. Hood Hwy. Government Camp west. Seeding-Fertilizing 2 BPR projects approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy.(82nd Ave.) Price Fuller County Road-King County Road Jct. Parcel of land conveyed to County in exchange for abandoned r/w.
		FAS COUNTY ROAD PROJECTS. "D" Funds of Crash Program. Projects in 23 counties approved.
30083		MULTNOMAH COUNTY. Portland. SE Union Ave.-SE Market St. Settlement of Bunch car damage claim approved.
		POLK COUNTY. Willamina-Salem Hwy. Center Street Bridge (west end). Revocable permit issued Active Club of Salem for use of r/w.
		UNFINISHED BUSINESS MATTERS discussed:
		CROOK COUNTY. Crooked River Hwy. Crooked River Dam (proposed). Agreement with irrigation interests re hwy. route.
		CURRY COUNTY. Chetco River. Loeb Memorial Forest.
		MARION COUNTY. Champoeg State Park. Museum building construction. Report to be ready for next meeting.
30084		BAKER COUNTY. Haines-Anthony Lake Secdy. Hwy. Haines area. Selection of route into town of Haines approved.
		CLATSOP COUNTY. Columbia River Hwy. Big Creek Section. Booth property. 0.24 acre. Sale approved.
		MOTOR VEHICLE-STATE POLICE BUILDING construction. Hwy. Shops area blocked by Board of Control. No action.
		LANE COUNTY. Springfield. "Q" Street Route. Addition to FAS System. Action deferred.
		MULTNOMAH COUNTY. Pacific Hwy. Interstate Route. Portland. 1 year to complete survey.
		CLATSOP COUNTY. Oregon Coast Hwy. Smith Point Bridge project. Report not ready until September, 1958.
30085		GILLIAM COUNTY. John Day Hwy. Arlington-Condon Section. Improvement to be considered for future programming.
		TILLAMOOK COUNTY. Necanicum Hwy. and Elsie Cutoff. Engineer presented cost report on these projects.
		WINNEMUCCA TO THE SEA ROUTE (proposed). Survey being made on route. Counties involved to be informed.
		GRANT-WHEELER-GILLIAM-SHERMAN COUNTIES:
		Wasco-Heppner Secdy. Hwy. improvement programmed.
		Service Creek-Mitchell Secdy. Hwy. improvement not justified.
		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. $1,800,000 allocated for hwy. improvements.
30086		JACKSON COUNTY. Green Springs Hwy. Talent area. Dam construction. Hwy. relocation report to be given later in session.
		SURVEYS completed for the following:
		Josephine County. Redwood Hwy. Rough and Ready Creek Section. EX. "I-3".
		Crook County. Paulina Secdy. Hwy. Post-Lost Creek Section. EX. "I-2".

Page	Date 1958	Subject
30086	June 19	Josephine County. Redwood Hwy. West Fork Illinois River Bridge Section. EX. "I-3".
		Washington County. Beaverton-Tualatin Secdy. Hwy. Tigard-Durham Road Section. EX. "I-2".
		Columbia County. Nehalem Secdy. Hwy. Nehalem River Bridges. EX. "I-2".
		Clatsop County. Columbia River Hwy. Wauna-Westport Section. EX. "I-3".
		Tillamook County. Netarts Secdy. Hwy. McKinley Moorage-Radio Station Section. EX. "I-2".
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Elkton-Kellogg Section. Elkton-Smith Crossing Unit. EX. "I-1".
		Josephine County. Redwood Hwy. Elk Creek Section. EX. "I-3".
		Grant County. John Day-Burns Hwy. Canyon City-Seneca Section. Canyon City-Sheep Gulch Unit. EX. "I-1".
30087		Hood River County. Mt. Hood Hwy. Polallie Creek-Parkdale Road Section. EX. "I-1".
		WASHINGTON COUNTY. Sunset Hwy. Murray Road Interchange. Contract #5112. Assignment to Porter W. Yett, Oregon Ltd. approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario By-pass petitioned by County Court with interchanges and street connections.
		FEDERAL FOREST HIGHWAY FUNDS. $619,896 granted by 1958 Federal Hwy. Act. Allocation of funds to be discussed at next meeting.
30088		JACKSON COUNTY. Green Springs Hwy. Talent Reservoir. Expenditure of $50,000 in hwy. relocation confirmed.
		MARION COUNTY. Salem. State Hwy. Building. Increase in maintenance-operation rate by Secretary of State approved.
		WASCO COUNTY. Columbia River Hwy. Mosier-Rowena Section. Settlement with UP RR re removal of sags from roadbed approved.
		COOS COUNTY. Empire. Cape Arago Secdy. Hwy.-Empire-Coos Bay Secdy. Hwy. Jct. Channelization and traffic signals approved.
30089		MULTNOMAH COUNTY. Portland. Harbor Drive. Morrison St. Bridge. Expenditure of $15,500 for landscaping authorized.
		"SPEED AND ACCIDENT STUDY" REPORT by BPR in 11 western states. State's contribution of $10,000 approved.
		LANE COUNTY. Territorial Secdy. Hwy. Elmira. School Dist. #139. Footpath construction on cooperative basis approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5020-#5152.
		MARION COUNTY. Pacific Hwy. Salem By-pass Section. Santiam Hwy. Interchange. Conveyance of borrow areas to City approved.
30090		MULTNOMAH COUNTY. Banfield Expressway. Portland. Howard-Cooper Building remodeling authorized for bids July 10.
		FEDERAL AID "D" FUNDS - 1958 ROCK PRODUCTION FUNDS. Projects authorized for bids July 10:
		Klamath County. The Dalles-California Hwy. Willamette Jct.-Diamond Lake Jct. Section. $110,000.
		Union County. Old Oregon Trail. Ladd Canyon-North Powder Section. $66,000.

Page	Date 1958	Subject
30090	June 19	WALLOWA COUNTY. Wallowa Lake Hwy. Minam-Rock Creek Section. $4,500 authorized for restoration of roadside rest area.
		CURRY COUNTY. Oregon Coast Hwy. Curry County Airport & Newberg State Park. Surfacing airport-access road denied.
30091		JACKSON COUNTY. Pacific Hwy. Ashland. Request for traffic-signals installation on 50-50 basis approved.
		MULTNOMAH COUNTY. Portland. SW Front Ave. and SW Harbor Drive. Traffic improvements on cooperative basis approved.
		FAS COUNTY ROAD SYSTEM ADDITIONS approved.
30092		FAS SYSTEM ADDITIONS approved.
30094		EXTENSION OF TIME to complete contract #5133 granted.
30095		CONTRACTS completed and accepted. EX. "F".
		INCREASE IN PROJECT AUTHORIZATION approved for contract #5144.
		JACKSON COUNTY. Crater Lake Hwy.(old). MP 6.76 - MP 7.10. Request of Ross Lumber Company for log scaling station on r/w approved.
		KLAMATH COUNTY. Klamath Falls area. Hogback Mt. Radio Station. Transmission line use by US Forest Service granted.
		SPEED ZONES ESTABLISHED as follows:
		Lane County. Siuslaw Hwy. Cushman. EX. "G-1".
30096		Polk County. Dallas-Rickreall Secdy. Hwy. Dallas east. EX. "G-2".
		NO PARKING ZONES ESTABLISHED as follows:
		Washington County. Tualatin Valley Hwy. Reedville. EX. "H-1".
		Washington County. Beaverton-Hillsdale Hwy. Raleigh area. EX. "H-2".
		Jefferson County. The Dalles-California Hwy. Madras south. EX. "H-3".
		DESIGNATION OF STATE HIGHWAYS:
		Pacific Hwy. Albany-Junction City Section designated "Albany-Junction City Hwy. #58." EX. "K-2".
		Pacific Hwy. Albany-Eugene Section designated Pacific Hwy. EX. "K-2".
		Banfield Freeway designated route of Columbia River Hwy. EX. "K-3".
		Parkrose-Fairview old route designated "NE Portland Secdy. Hwy." Extension. EX. "K-3".
		Sandy Blvd.(old). Willamette River-Parkrose designated "Sandy Blvd. Hwy." EX. "K-1".
30097		TRAVEL - OUT OF STATE approved for two employees.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton. Agreement with City for levee construction on Umatilla River approved.
		MULTNOMAH COUNTY. Columbia River Hwy.(19th Ave.) Portland. Request for diversion of truck route from hospital area denied.
30098		MULTNOMAH COUNTY. Front Avenue. Portland. Request of Mr. Jacobson to cut median barrier for left-hand turn into parking area deferred.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg area. Fairgrounds Interchange. Luellen request granted to excavate-drain-fill-grade area.

Page	Date 1958	Subject
30098	June 19	WASCO COUNTY. Columbia River Hwy. The Dalles Dam. Erection of informational signs on hwy. r/w re dam approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. MP 10.79. Erection of informational sign on hwy. r/w approved.
		SECRETARY'S REPORT on papers signed approved.
		JEFFERSON COUNTY. The Dalles-California Hwy. MP 96.90. Erection of informational sign on hwy. r/w approved.
30099		COMMISSION MEETING DATES set for July 31-August 1 - regular; September 11-12, 1958, - tentative.
		INSPECTION TRIP DATES for NE Oregon set for last week in August - tentatively.
		COMMISSION MEETING ADJOURNED at 5:30 p.m.
	June 20	COMMISSION MEETING RECONVENED at 9:00 a.m.
		LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet route urged by delegation to be placed on FAS System. Investigation to be made.
30100		WASHINGTON COUNTY. Hillsboro-Orenco-Sunset Hwy. Jct. route urged by delegation. To be investigated.
30101		MULTNOMAH COUNTY. Front Avenue. Portland. Morrison Bridge area. Jacobsen parking lot. Traffic signals to be considered.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Henjum's Corner. Request for hwy. improvement to be studied further.
30102		JEFFERSON COUNTY. The Dalles-California Hwy. Madras-unimproved Section. Request for hwy. improvement to be considered.
		OREGON COAST ASSOCIATION presented projects for consideration: Tillamook County. Oregon Coast Hwy. Bay City-Garibaldi Section. Tillamook County. Cascade Head project. Coos County. Oregon Coast Hwy. Davis Slough-Bandon Section.
30103		CONDEMNATION OF REAL PROPERTY approved. EXS. "J-1" - "J-24".
30104		REAL PROPERTY. Acquisition approved. EX. "A".
		WASCO COUNTY. Columbia River Hwy. The Dalles Section. Public hearing authorized for impending hwy. construction.
		LEGISLATIVE MATTERS. Counsel's report approved re matters proposed for 1959 Legislature.
		GILLIAM COUNTY. Condon. Parcel of excess property to be deeded to City for swimming pool.
		CONDEMNATIONS. Large number of condemnations noted. Counsel gave brief resume of procedure.
		AGREEMENTS and other papers signed.
30108		COMMISSION MEETING ADJOURNED at 11:30 a.m.
30109		EXHIBIT "A". Real property acquisition.
30142		EXHIBIT "B". Sale of excess property.
30144		EXHIBIT "C". Malheur County. Nyssa. Sale of stockpile site to City.
30145		EXHIBIT "D". BPR Project Agreements. Engineer authorized to sign.
30146		EXHIBIT "E". Reduced Load Limits.
30147		EXHIBIT "F". Contracts completed and accepted.
30150		EXHIBITS "G-1" - "G-2". Speed zones established.
30154		EXHIBITS "H-1" - "H-3". No parking zones established.
30157		EXHIBITS "I-1" - "I-3". Surveys.
30165		EXHIBITS "J-1" - "J-24". Condemnations.
30236		EXHIBITS "K-1" - "K-3". Designation of state hwys.

Page	Date 1958	Subject
30242	July 31	COMMISSION MEETING MINUTES APPROVED for May 2, "Eastbank Freeway" public hearing; May 8-9 and June 19-20, 1958.
		PARKS SUPT. reported on following matters:
		Golden and Silver Falls State Park. Coos County. State-County cooperative road improvement project. No action.
		Opening-closing hours revised for: (EXS. "B-1" - "B-2".)
		Rooster Rock State Park. Multnomah County.
		Hat Rock State Park. Umatilla County.
		Vista House. Columbia River Hwy. Multnomah County. Request for repair of lights denied.
30243		Multnomah County. Government Island. Use for state park purposes discussed and denied.
		Beverly Beach State Park. Lincoln County. Pacific Tel & Tel. Installation of telephone in park approved. EX. "M".
		Travel - Out of State. C. H. Armstrong to Blackwater Falls State Park, West Virginia, October 5-9, 1958.
		Champoeg State Park. Marion County. Museum Building construction. Report referred to Parks Advisory Committee.
30244		Agate Beach. Lincoln County. Request for restroom facilities denied.
		Concession wagons use confirmed for:
		Rooster Rock State Park. Multnomah County. P. & A. Enterprises to operate wagons.
		Fort Stevens State Park. Clatsop County. Mr. and Mrs. Robert T. Blake to operate wagons.
		Additional Overnight Camping Facilities approved for following:
		Fort Stevens State Park. Clatsop County. 83 units.
		Cape Lookout State Park. Tillamook County. 70 units.
		Beverly Beach State Park. Lincoln County. 65 units.
		Honeyman State Park. Lane County. 65 units.
		Sunset Bay State Park. Coos County. 60 units.
30245		Beverly Beach State Park. Lincoln County. Revised contract with Central Lincoln PUD re furnishing electrical energy approved.
		Champoeg State Park. Marion County. Designation as national park referred to Historical Society & Parks Advisory Comm.
		State Parks Film re parks program to be ready in October.
		REAL PROPERTY. Acquisition approved. EX. "A".
		CONDEMNATION CASES. Option for property approved:
		Multnomah County. Portland. Harbor Drive. Marsh property.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
30246		SALE OF EXCESS PROPERTY authorized. EXS. "D-1" - "D-5".
		ACCESS CHANGES on five properties approved.
30247		LINN COUNTY. Pacific Hwy. East. North Jefferson Jct.-Albany Section. Settlement of Propst crop damage claim approved.
		CURRY COUNTY. Oregon Coast Hwy. Myers Creek-Brookings Section. Coos-Curry Electric Co-op. agreement re power line approved.

Page	Date 1958	Subject
30247	July 31	CURRY COUNTY. Oregon Coast Hwy. Port Orford-Brush Creek Section. Sale of 0.05 acre to Mr. Abderholden approved.
		MALHEUR COUNTY. Central Oregon Hwy. Juntura-Vale Section. Peach-Jonesboro Unit. Jones property. Grant of access approved.
		MULTNOMAH COUNTY. Baldock Freeway. Lowell St.-21st Ave. Unit. PGE Burlingame Substation. Agreement re acquisition of r/w confirmed.
30248		MALHEUR COUNTY. Old Oregon Trail Hwy. Ontario-Snake River Section. Koger property. Option for property rejected.
		KLAMATH COUNTY. Green Springs Hwy. Stockpile site. Quitclaim deed to Weyerhaeuser Timber Company granted.
		DESCHUTES COUNTY. The Dalles-California Hwy. Terrebonne borrow area. Quitclaim deed to new owner approved.
		CONDEMNATION CASES TRIED in last three years. Report presented.
		CONDEMNATION OF REAL PROPERTY deferred to following day.
30259		CONDEMNATIONS FILED noted. Counsel explained past procedure.
		CONDEMNATIONS. Great number of letters-maps-other material prior to condemnations discussed. Action deferred.
		CONDEMNATION CASES tried. Counsel's report approved.
30261		CONDEMNATION CASES settled. Counsel's report approved.
30261-b		CONDEMNATION CASES. Offers for property approved.
30266		PUC MATTERS re Hwy. Commission. Counsel reports:
30267		Josephine County. Grants Pass. 6th St. and 7th St. SPRR Crossings. Relocation-installation-maintenance of warning signals.
		Marion County. North Santiam Secdy. Hwy. Aumsville RR Grade Crossing. Installation of signals.
		Coos County. North Bend. Coos Bay Bridge. SPRR Industrial Track construction under bridge.
		Lake County. Fremont Hwy. Lakeview north. Lakeview Logging Co. private road crossing.
		Lane County. Jasper area. Natron Cutoff. SPRR Grade Crossing.
		Lane County. Jasper area. Hills Creek Road RR Grade Crossing.
		Lane County. Jasper area. Mt. Vernon Cemetery Road RR Grade Crossing (southerly).
		Lane County. Jasper area. Mt. Vernon Cemetery Road RR Grade Crossing (northerly).
		Douglas County. Reedsport. Fir Street. SPRR Industrial Spur Tracks relocation.
30268		MALHEUR COUNTY. Ontario. Snake River Bridges. Hoffman Construction Co. default payment to be divided 50-50 with State of Idaho.
		PROPERTY DAMAGE CLAIMS COLLECTED during April-May-June, 1958. Counsel's report accepted.
		GILLIAM COUNTY. Condon. Quitclaim deed conveying to School District #25 vacated lot for park purposes.
		EMPLOYEES. Restricting outside employment of r/w agents. EX. "P".
30269		Restrictions to other hwy. employees to be investigated.
		LEGAL DEPARTMENT. Counsel reports on attorneys resigned-hired-advanced.
		ACCESS RIGHTS AND ACCELERATION-DECELERATION LANES CONSTRUCTION. Resolution re revision of policy considered and deferred.
		JACKSON COUNTY. Medford. Crater Lake Motors' $1,000 damage claim. Settlement of claim approved.

Page	Date 1958	Subject
30270	July 31	REPORTS PRIOR TO COMMISSION MEETINGS. Legal-R/W Departments. Unusual matters only to be reported prior to meetings.
		AWARD OF CONTRACTS. Engineer reports awards.
30272		TEMPORARY CONSTRUCTION SPEED ZONES established as follows: Union County. Old Oregon Trail. Perry-Oro Dell Section. Josephine County. Pacific Hwy. Jumpoff Joe-Louse Creek Section. Washington County. Sunset Hwy. Murray Road Interchange area. Douglas County. Pacific Hwy. Missouri Bottom-Ford Bridge Unit.
		WHEELER COUNTY. Mitchell. Shown service station property. Engineer reported on flood damage claim case.
30273		BIDS received in Salem, July 10 and July 29, 1958. Results reported. Multnomah County. Portland. Howard Cooper Building remodeling. Award of contract confirmed.
		RECLASSIFICATION OF HWY. SECTIONS to Group I confirmed for: Josephine County. Oregon Caves Hwy. Holland Loop Road-Sucker Creek Road Section. Yamhill County. Amity-Dayton Secdy. Hwy. Three Mile Lane Secdy. Hwy. Jct.-Salem-Dayton Secdy. Hwy. Jct. Section.
		SURVEYS AND PUBLIC HEARINGS reported as follows: Umatilla County. Interstate Hwy. #80N (Old Oregon Trail). Deadman's Pass-Meacham Section. Survey approved. EX. "K-1". Baker County. Interstate Hwy. #80N (Old Oregon Trail). Baker SE-Pleasant Valley east Section. Survey approved. EX. "K-1".
30274		BAKER COUNTY. Old Oregon Trail. Baker-Pleasant Valley Section. Troy property. Engineer discussed provisions to be made in acquiring r/w.
		WASHINGTON COUNTY. Baldock Freeway. Norwood Road Crossing. Interchange construction again denied.
		UMATILLA COUNTY. Oregon-Washington Hwy. Adams-Milton-Freewater Section. Hwy. reconstruction justified. Action deferred.
		WASHINGTON COUNTY. Hillsboro-Orenco-Sunset Hwy. Jct. route. Engineer reported results of investigation. Consider for future.
30275		COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 1:30 p.m.
		JEFFERSON COUNTY. The Dalles-California Hwy. Lyle Gap-Madras Section. $450,000 allocation considered.
		WEIGHMASTERS OPERATIONS. April-June. 1954-58. Report accepted.
		RECLASSIFICATION OF HWY. SECTIONS to Group I approved for: Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville-Amity-Dayton Secdy. Hwy. Jct. Yamhill County. Amity-Dayton Secdy. Hwy. Amity-Three Mile Lane Secdy. Hwy. Jct.
		UNFINISHED BUSINESS MATTERS discussed: MARION COUNTY. Champoeg State Park. Museum building construction.
30276		TILLAMOOK COUNTY. Tillamook Bay-Pacific Ocean. Bayocean area. Report re area for park purposes not yet ready.
		BAKER COUNTY. Unity Reservoir. Hwy. Interim Committee's resolution re park development. Report not complete.

Page	Date 1958	Subject
30276	July 31	CONDEMNATION CASES. BPR to allow attorneys' fees.
		REVOLVING FUND FOR PURCHASE OF R/W. FA Plan for Interstate Hwys.
		LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet route as FAS Hwy. being investigated. Report not ready.
		WASHINGTON COUNTY. Hillsboro-Orenco-Sunset Hwy. Jct. route.
30277		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Henjum's Corner.
		JEFFERSON COUNTY. The Dalles-California Hwy. Madras unimproved Section. Report presented earlier in session.
		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Illumination approved for Shattuck Road Jct. and SW 42nd Ave. Jct.
		FEDERAL FOREST HIGHWAY FUNDS for 1959. BPR and Forest Service approval secured for program.
30279		LANE COUNTY. Siuslaw Hwy. Mapleton-Cushman widening project. Chicha quarry. Material purchase & RR crossing construction approved.
		CLACKAMAS COUNTY. Woodburn-Estacada Secdy. Hwy. Estacada. NE 2nd Ave.-County Road Jct. Request for widening referred to City.
		JOSEPHINE COUNTY. Redwood Hwy. Applegate River-Grants Pass Section. Excess material from Interchange project to be used for embankment.
30280		WAYSIDE REST FACILITIES ON INTERSTATE HIGHWAYS approved for:
		Baldock Freeway. Willamette River south. MP 20. 1 rest area.
		CLACKAMAS COUNTY. Laurelhurst Freeway. Oswego-Oak Grove. Willamette River Bridge (proposed). Request for bridge construction denied.
		WASCO COUNTY. Columbia River Hwy. The Dalles west. Hostetler Way Jct. Interchange denied. Additional signs approved.
30281		LANE COUNTY. Route "F". Improvement requested:
		Richardson-Eugene Secdy. Hwy. Austa-Walton Section. Request for hwy. completion deferred for lack of funds.
		Siuslaw Hwy. Mapleton-Florence Section. Request for hwy. improvement denied for lack of funds.
		JACKSON COUNTY. Crater Lake Hwy. Prospect west. Ulrich Road-Wildwood Section. Hwy. straightening deferred due to lack of funds.
		JEFFERSON COUNTY. Camp Sherman-Suttle Lake Road and Camp Sherman-Metolius River Road. Request for surfacing. Not state hwys.
		LANE-DOUGLAS COUNTIES. Territorial Secdy. Hwy. Lorane-Anlauf Section. Request for hwy. completion denied.
		LANE COUNTY. Pacific Hwy.(old). Creswell south. Construction of box culvert to correct flooding approved.
30282		IBM TABULATING-BOOKKEEPING MACHINES PURCHASE. Comission confirmed purchase of machines.
		WALLOWA COUNTY. Wallowa Lake Hwy. Wallowa Lake Section. Request for guardrail construction approved.
		SURVEYS APPROVED for the following:
		Curry County. Oregon Coast Hwy. Hunters Creek-Myers Creek Section. EX. "K-2".
		Lane County. Richardson-Eugene Secdy. Hwy. Siuslaw River-Wildcat Creek Section. EX. "K-3".
		LANE COUNTY. Oregon Coast Hwy. Honeyman State Park overnight camp
0283		expansion. Contract #5071. Extension of time granted.
		CONTRACTS completed and accepted. EX. "H".

Page	Date 1958	Subject
30283	July 31	CONSTRUCTION PROGRAMS presented as follows: (Action deferred) 1960 Program. $5,980,000 available for programming. 1959 Program. $3,000,000 additional for Interstate Highways. 1960 Program. $17,300,000 available by 1958 Federal Hwy. Act.
		"WINNEMUCCA TO THE SEA" ROUTE. Request for Hwy. 42 improvement as link in route considered.
30284		CLATSOP COUNTY. Columbia River Hwy.(old). Wauna-Westport Section. Installation of 3 tide gates approved. Agreement.
		STATE TAX STREET FUNDS. First half of 1958. Allocations approved. EX. "E".
		FAS COUNTY SYSTEMS. "D" Funds. 3 projects approved for Clatsop-Morrow-Wallowa Counties.
		FAS COUNTY FUNDS. 2 projects approved for Benton-Linn Counties.
30285		CRASH FUNDS. Additional $595,000 available for 3 projects presented by Engineer. Action deferred.
		MORROW COUNTY. Heppner Hwy. MP 42.43. Michos property. Easement agreement for drain ditch construction approved.
		CONTRACTS. Award of contracts publicly announced.
30291		SPEED ZONES ESTABLISHED as follows: Josephine County. Redwood Hwy. EX. "J-1". Washington County. Pacific Hwy. West. EX. "J-2". Tillamook County. Oregon Coast Hwy. EX. "J-3". Clatsop County. Oregon Coast Hwy. EX. "J-4". Baker County. Old Oregon Trail. EX. "J-5".
30292		TRAVEL - OUT OF STATE approved for four employees.
		WASHINGTON COUNTY. Tualatin Valley Hwy. MP 0.53. Keen auto damage claim approved.
		INSURANCE. Commercial fire insurance on construction equipment to be cancelled October 1, 1958. State restoration fund to cover.
		INSPECTION TRIP through Eastern Oregon discussed. No action.
		UMATILLA COUNTY. Pendleton. Historical marker erection at old emigrant trail camp site approved.
30293		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. John Day Dam (proposed). Extension of agreement with Army Engineers to June 30, 1959, approved.
		HIGHWAY RESEARCH CORRELATION SERVICE. 1-year renewal of subscription authorized.
		STATE FAIR. Lease of booth for hwy. display approved.
		MOTOR VEHICLES-STATE POLICE-HWY. DEPARTMENT-PUC OFFICES. $100,000 proposed for 1959 budget for consolidation of offices.
30294		LOG HAULING. Coos County. Coos River Secdy. Hwy. Restricted hwy. under Schedule "B" for overlength log hauling.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for September 11-12 - regular; October 23-24, 1958, - tentative.
		US GEOLOGICAL SURVEY for measurement of floods in small drainage areas. Modification of agreement for additional funds approved.
		UMATILLA COUNTY. McNary Dam. Directional signs installation by Army Engineers on Columbia River Hwy. & Umatilla-Stanfield Hwy. approved.

Page	Date 1958	Subject
30294	July 31	YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville Airport-Dayton Jct. Section. Abandonment resolution approved. EX. "I".
30295		COLUMBIA COUNTY. Nehalem Secdy. Hwy. Nehalem River Bridge (old). Transfer of old bridge to County approved.
		LINCOLN COUNTY. Butler Bridge County Road. Agreement for State engineering services at County expense approved.
		JOSEPHINE COUNTY. Pacific Hwy. Smith Hill Slide Area. Reimbursement to COPCO for power line relocation approved.
		DELEGATION PROBLEMS discussed.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Polallie Creek-Parkdale Road Section. Snow removal from abandoned sections at County expense approved.
		ADDITIONAL HIGHWAY REVENUES. Engineer reports re necessity for additional revenues to match federal funds.
30296		JACKSON COUNTY. Green Springs Hwy. Emigrant Reservoir. Hwy. reconstruction agreement with US Reclamation Service approved.
		MALHEUR COUNTY. Ontario. 522C East Idaho St. Eviction of Mr. Hunsucker from state property authorized.
		MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Harbor Drive-Barbur Blvd. Section. Tucker-Malone property acquisition approved.
		AGREEMENTS and other papers signed.
		COMMISSION MEETING ADJOURNED at 3:35 p.m.
30299	Aug. 1	COMMISSION MEETING RECONVENED at 9:00 a.m.
		FOREST HIGHWAY SYSTEM. Study of 20-year program. Tentative list of additional roads discussed. No action.
		LEGAL DEPARTMENT. Annual report of cases tried presented by Counsel.
30300		CONDEMNATION OF REAL PROPERTY approved. EXS. "L-1" - "L-22".
		ACCESS RIGHTS. Resolution re revision of policy adopted. EX. "G".
		CHIEF COUNSEL'S REPORTS. Reports on unusual matters only to be submitted prior to meeting.
		LEGAL DEPARTMENT. Employment of additional trial attorney authorized.
		MORROW-GILLIAM COUNTIES. Arlington-Ione Road. Delegation requests direct route. Project to be considered for next programming.
30301		DOUGLAS COUNTY. Winston. Delegation's problems to be investigated: Pacific Hwy. & Coos Bay-Roseburg Hwy. Request for State aid in elimination of surface water. Coos Bay-Roseburg Hwy. Request for reduced speed zone. Special State Tax Street Fund. Request for additional consideration for portion of $250,000 fund.
30302		UMATILLA COUNTY. Athena-Holdman Secdy. Hwy. Athena area. Sanitary landfill. State cooperation to be arranged.
		CONSTRUCTION PROGRAMS adopted. Projects approved.
30311		CRASH FUNDS. Additional $595,000 available for following: Umatilla County. Ukiah-Hilgard Secdy. Hwy. MP 0.00 - MP 3.6. Surfacing-oiling. $50,000. Union County. Ukiah-Hilgard Secdy. Hwy. MP 30.0 - MP 46.7. Surfacing-oiling. $170,000. Douglas County. Elkton-Sutherlin Secdy. Hwy. Elkton-Smith Crossing Section. $375,000.

Page	Date 1958	Subject
30311	Aug. 1	MARION COUNTY. Salem. State Hwy. Building electrical capacity overload. Installation of new electrical system authorized.
		WASHINGTON COUNTY. Baldock Freeway. Norwood Road. Mr. Archer did not appear as scheduled. Action deferred.
		COMMISSION MEETING ADJOURNED at 10:20 a.m.

30312		EXHIBIT "A". Real property acquisition.
30346		EXHIBITS "B-1" - "B-2". Opening-closing hours for Rooster Rock and Hat Rock State Parks.
30348		EXHIBIT "C-1". Lincoln County. Beaver Creek Beach park development. To be named "Ona Beach".
30351		EXHIBIT "C-2". Curry County. Forestry Dept. to deed 160 acres for "Alfred Loeb State Park".
30353		EXHIBITS "D-1" - "D-5". Sale of excess property.
30360		EXHIBIT "E". State Tax Street Funds.
30371		EXHIBIT "F". Employees. Restricting outside employment of r/w agents.
30372		EXHIBIT "G". Access Rights. Revision of policy.
30374		EXHIBIT "H". Contracts completed and accepted.
30378		EXHIBIT "I". Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville Airport-Dayton Jct. Section. Abandonment.
30381		EXHIBITS "J-1" - "J-5". Speed zones established.
30391		EXHIBITS "K-1" - "K-3". Surveys.
30397		EXHIBITS "L-1" - "L-22". Condemnations.
30457		EXHIBIT "M". Lincoln County. Beverly Beach State Park. Installation of telephone in park.

Salem, Oregon
April 3, 1958

An organizational meeting of the State Highway Commission was held at 9:00 a.m. this date in the office of Hon. Robert D. Holmes, Governor of Oregon, State Capitol Building, for the purpose of greeting Mr. Kenneth N. Fridley, whose appointment as a member of this Commission by Governor Holmes became effective on the previous day, and to elect a chairman pursuant to legal requirements. Present were

Hon. Robert D. Holmes, Governor
M. K. McIver, State Highway Commissioner
Robert B. Chessman, State Highway Commissioner
Kenneth N. Fridley, State Highway Commissioner
Forrest Cooper, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

Following introductions, the "Oath of Office" was administered to the new Commissioner, Mr. Kenneth N. Fridley, by Secretary Glaisyer. There followed a brief discussion of highway matters in general, at the conclusion of which Governor Holmes excused himself from the meeting and turned it over to the members of the Commission to transact such business as they deemed proper.

The first order of business was the election of a chairman. Motion was made by Commissioner Chessman that Mr. M. K. McIver be elected Chairman of the Highway Commission, such office being vacant by reason of the retirement of Mr. Charles H. Reynolds, former Chairman. The motion was duly seconded by Commissioner Fridley and carried by the unanimous vote of the Commission. Commissioner McIver thereupon expressed appreciation for the confidence that had been placed in him by the other Commissioners.

Matters of a general nature with respect to the duties of the Commission and the procedure of the State Highway Department were then explained by Chairman McIver. At the conclusion thereof, Governor Holmes was invited to return to the meeting and upon his arrival was informed of the Commission's action with respect to the election of a Chairman. He expressed his satisfaction of the action.

The meeting adjourned at 10:00 a.m. and reconvened immediately in the Office of the State Highway Engineer, Room 137 State Highway Building. Present at the adjourned meeting were the following:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
Forrest Cooper, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
R. L. Porter, Right of Way Engineer

C. H. Armstrong, State Parks Superintendent
H. B. Glaisyer, Secretary

The meeting was called to order by Chairman McIver and the following routine matters were considered:

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following state parks matters:

(1) Request of Mr. L. D. Felsheim, former county judge of Coos County, presently Editor of "Western World," Bandon, that the State Highway Commission give consideration to the acquisition and development as a state park of the lighthouse property across the Coquille River from the City of Bandon which has been declared excess property by the Coast Guard and has been assigned to the General Services Administration for sale to the public: The Parks Superintendent advised that the old lighthouse has been abandoned and in his estimation there is justification for a study of the area as a state park. He requested authority to make a study of the possibilities of developing a state park at this location including a study of the area at Bullards Bridge a few miles upstream from Bandon. The Commission authorized him to make such studies which are to be the subject of a report to be rendered at a future meeting.

(2) Relocation of park facilities necessitated by the flooding of a portion of the Cove Palisades State Park when construction of the Pelton and Round Butte Dams in the Deschutes River by the Portland General Electric Company have been completed: The Parks Superintendent advised that when these dams are completed back water will flood portions of this park. The Pelton Dam, he said, is nearly completed and construction of the Round Butte Dam appears to be quite immi ent. In view of the situation he requested authority to make a thorough study of the matter so that present facilities may be relocated for satisfactory use by the general public. The Commission unanimously approved his request.

(3) Relocation of park facilities in Cascadia State Park: The Parks Superintendent advised that in connection with the program for construction of flood control and power dams in the Willamette Valley, it is quite likely that within a short time a dam will be constructed on the South Fork of the Santiam River which will flood the present facilities in Cascadia State Park. In order to provide necessary facilities for the park patrons, he said, it will be necessary to make studies now to determine where they should be established so that best use of the unflooded portion may be obtained. He requested authority to make such a study. The request was granted by the Commission by unanimous vote.

The Right of Way Engineer, Mr. R. L. Porter, reported on the following right of way matters. Preliminary to presenting the several items, Mr. Porter explained for the benefit of Commissioner Fridley the procedure that the State Highway Department follows in connection with the acquisition of right of way that is required for state highway improvements:

(1) The Right of Way Engineer presented for consideration options that have been obtained for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration of the individual options, the Commission unanimously approved the closing of the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(2) Request of Logan and Lucy Kay for a change in the access to their property on the Davis Slough-Bandon Section of US 101, Coos County. The Right of Way Engineer advised that this is a minor change and he recommended approval of the same. The Commission adopted the recommendation.

(3) Renewal of lease obtained from Robert Harper covering material needed for improvement of the Territorial Highway, Lane County. Upon his favorable recommendation, the Commission unanimously approved the renewal of the lease.

(4) Proposed sale to Mr. M. B. Hinds, Portland, of a small parcel of land, containing 0.4 acre, located on the Progress Section of the Beaverton-Aurora Highway, Washington County, File No. 9282: The Right of Way Engineer recalled that this matter came before the Commission at the previous meeting and was referred to him for further study. He advised that the property was originally purchased to be used as a roadway leading to a state-owned stockpile site, that it is 30 feet wide and 574.6 feet long, that Mr. Hinds wants to acquire it for use in connection with his purchase and development of adjacent property, and has offered to pay for the same at the rate of $1,500 per acre, or the sum of $600 for the acreage involved. He recommended acceptance of the offer conditioned upon Mr. Hinds purchasing the adjacent property on both sides of the road; also, that the Commission authorize a direct sale of the property to Mr. Hinds. The Commission approved sale of the property to Mr. Hinds for $600 by direct sale subject to the condition mentioned by the Right of Way Engineer.

The Chief Counsel reported two condemnation cases that have been tried since the last meeting of the Commission, both concerning acquisition of right of way for the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, Multnomah County as follows:

(1) State vs. Elizabeth Telecky, L-2814 and R-26345: He stated that the offer made in connection with this case was $760 and that the verdict that was handed down by the court was in the sum of $750.

(2) State vs. George A. Rahoutis, L-2840 and R-22772: The Chief Counsel advised that the offer made in connection with this case was $22,650, and that the verdict handed down by the court was $28,750, which is the amount of the high appraisal of the property, the low appraisal being in the sum of $21,500.

The Commission approved both reports after Commissioner Fridley had been advised by Chairman McIver and the Chief Counsel of the procedure that is required by the Federal Government.

Request of the City of Roseburg to lease 16.34 acres of State Highway property for city park purposes: The Chief Counsel advised that the City wants to lease this property until the 6th day of December, 1977. The property, he said, consists of real property that is not needed required or useful for highway purposes during the leasing period, and he recommended approval of the City's request subject to the right of the United States of America to all gas, oil and minerals that may be located on the land, together with the right of the United States through its authorized agents to enter upon the property to mine and remove such material sofar as such right does not interfere with the continuous use of the property for public park purposes; also subject to certain reservations and conditions contained in the quitclaim deed, dated December 7, 1956, that the Commission received from the Federal Government. He advised that the City contemplates development on the property that is estimated to cost $21,000. The Commission approved the recommendation by adopting the attached resolution relative thereto marked Exhibit "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Deputy Highway Engineer reported the award of contracts as follows, pursuant to authority previously granted him, the conditions of the awards having been fulfilled.

(1) Grading, stone base and paving the West Unit, Shogren-Rowena Section of Columbia River Highway, Wasco County. Bids received February 28, 1958. Contract awarded March 31, 1958 to Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, low bidder.

(2) Grading and paving North Kutch and East Monroe Streets in the city of Carlton, Yamhill County. Bids received March 28, 1958. Contract awarded March 31, 1958, to Warren Northwest, Inc., Portland, low bidder.

(3) Grading and oiling South Mission Road Section of South Mission Road, Umatilla County. Bids received March 27, 1958. Contract awarded March 31, 1958 to Shannon Construction Company & Sardine Creek Timber Company, Sweet Home, low bidder.

(4) Grading and construction of reinforced concrete bridges on timber piles on East Unit, Paulina-Trout Creek Section of Paulina-Logdell Road, Crook County. Bids received March 28, 1958. Contract awarded April 2, 1958 to George E. Blaisdell & Son Construction Company, Portland, low bidder.

The Commission confirmed the awards by unanimous vote.

The Deputy Highway Engineer reported that the Highlands Interchange Project on the Sunset Highway, State Highway Contract No. 5025, is going to cost more than was originally anticipated due to slides that have occurred,

and indications are that the overrun in the project authorization will amount to about $59,000. He asked the Commission to approve an increase of such amount in the project authorization for this project. The Commission approved his request unanimously.

This concluded the discussion of matters appearing on the agenda.

There followed a general discussion of procedures that had been established for bid openings. Chairman McIver explained details in connection therewith and at his request the Deputy Highway Engineer outlined for the benefit of Commissioner Fridley the Commission's financial status, with particular reference to the emergency money that is now under discussion in the Congress.

The meeting adjourned at 11:15 a.m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 3, 1958

EXHIBITS

"A" through "B"

April 3, 1958

EXHIBIT "A"

Minutes of April 3, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27087 W. R. Grace & Co. (Grant)
Right of Way, Sta. 91
Option expires August 18, 1958
8,000 sq.ft. at $0.55 per sq.ft. $4,400.00
Amount to be paid owner - chrg to Right of Way $4,400.00

Entire taking -

27502 Madonna, Frank and Doris R. (Grothaus)
Right of Way, 3318 S.W. Macadam, Stas. 99-100
Option expires September 25, 1958
5,000 sq.ft. at $0.80 per sq.ft. $4,000.00
House and garage 2,750.00
Amount to be paid owners - chrg to Right of Way $6,750.00
Grantors to vacate 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT - N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

27341 Aube, Crystal R. et al (Grothaus)
Right of Way, 8231 N.E. Webster, Stas. 109-110
Option expires September 26, 1958

5,992 sq. ft.	$1,500.00	
House	6,150.00	
Yard improvements	300.00	
Amount to be paid owners - chrg to Right of Way		$7,950.00

Grantors to vacate 30 days after notice.

Entire taking -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26318 Palmer, George B. SUPPLEMENTAL REPORT (Boehmer)
Right of Way, Stas. 11-12
Option expires September 26, 1958

871 sq. ft. at $0.06- per sq. ft.	$ 50.00	
Encroachment damage	350.00	
Amount to be paid owner - chrg to Right of Way		$400.00

This in addition to $4,750 approval of January 16-17, 1958 for 0.11 acre.

Access not controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25380 Jackson, Delos K. et al (Friess)
Right of Way and Channel Change, Stas. 1822-1855
Option expires June 25, 1958

37.56 acres at $250 per acre	$9,390.00	
House, 1,200 sq. ft. at $4.50 per sq. ft.	5,400.00	
Damage	2,370.00	
Amount to be paid owners - chrg to Right of Way		$17,160.00

Grantors to vacate 30 days after notice, but may harvest 1958 crop if same does not interfere with construction. If harvesting not allowed, Grantor to be paid for crop loss at $20 per acre, 20 acres now in crop.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

27015 Oregon Conference of the Free Methodist Church of America (Grant)
Right of Way, Stas. 491-493
Option expires September 25, 1958
0.32 acre $ 160.00
Amount to be paid owner - chrg to Right of Way $160.00

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

27445 Martin, Marie (Bucknum)
Right of Way, Stas. 1283-1285
Option expires September 25, 1958
0.34 acre at $350+ per acre $ 120.00
Re-est. irrigation system 55.00
Amount to be paid owner - chrg to Right of Way $175.00

Complete restriction of access - .

29866

EXHIBIT "B"

Minutes of April 3, 1958

RESOLUTION

WHEREAS, pursuant to ORS 366.395, the State Highway Commission may lease real property, when said real property is, in the opinion of the Commission, not needed, required or useful for highway purposes during the leasing period; and

WHEREAS, the City of Roseburg, acting by and through its city officials, has requested that the State Highway Commission lease to the City of Roseburg for public park purposes until the 6th day of December, 1977, certain real property, hereinafter more fully described, which said real proper y is now owned by the State Highway Commission; and

WHEREAS, the State Highway Commission is of the opinion that said real property is not needed, required or useful for highway purposes during the leasing period.

NOW, THEREFORE, be it hereby resolved by this Commission as follows:

1. That the following described real property is, in the opinion of this Commission, not needed, required or useful for highway purposes for the period of the above mentioned lease, and may be leased to the City of Roseburg for public park purposes. Said real property consists of a parcel of land situated in Section 13, Township 27 South, Range 6 West, W.M., County of Douglas, State of Oregon, known and described as follows, to wit:

> Beginning at a point on the northerly boundary of a parcel of land conveyed to the United States of America as described by Deed recorded in Vol. 94, Page 157, Deed Records of Douglas County, Oregon, said point being at the intersection of said northerly boundary and the easterly right of way line of relocated Pacific Highway (U.S. 99) as described in Deed of Easement from the United States of America to the Oregon State Highway Department, recorded in Vol. 219, Page 119 of said Records; said point being also the southeasterly corner of a parcel of land conveyed by Laurel Lodge No. 13, A.F. & A.M. to the State of Oregon described in Vol.226, Page 627 of said records, said point being also the southwest corner of a parcel of land conveyed by said Laurel Lodge to Roseburg Memorial Gardens, Inc., described in Vol. 226, Page 766 of said records, said point bearing N. 4° 44' 30" W., 2096.7 feet from the northwest corner of J. Huntley D.L.C. No. 56 situated in T. 27 S., R. 6 W., W.M.; thence east 1151.05 feet, along the said northerly boundary of property herein conveyed to its intersection with the west right of way line of the Southern Pacific Railroad, thence along said Railroad Right of Way line in a 5° curve to the left, the chords of which

EXHIBIT "B" (Cont)

are as follows: S. 20° 21' E., 212.7 feet, S. 30° 32' E., 199.8 feet, S. 42° 47' E., 299.3 feet, and S. 56° 25' E., 259.65 feet, to its intersection with the meander line of the right bank of the South U[illegible] River; thence, following said Meander Line, N. 7[illegible] W., 994.3 feet, N. 88° 50' W., 389.15 feet and S. 87° 52' W., 183.1 feet, to its intersection with the easterly right of way line of said highway; thence N. 19° 56' 30" W., 579.9 feet, along said highway right of way line to the place of beginning, containing 16.34 acres, more or less.

Subject to the right of THE UNITED STATES OF AMERICA to all gas, oil and minerals in the said tract of land, together with the right of the United States of America through its authorized agents, representatives or lessees at any time, to enter upon the lands and prospect for, mine and remove such minerals, so far as such right does not interfere with the continuous use of the property as and for public park and public recreational area purposes, as determined by the Secretary of the Interior, or his successor in function,

and also subject to the reservations, conditions, and covenants contained in the quitclaim deed dated December 7, 1956, from the United States of America, acting by and through the Administrator of General Services, Grantor, to the State of Oregon, acting by and through the Oregon State Highway Commission, Grantee.

2. That this resolution be entered in the minutes and records of the Commission this 3rd day of April, 1958, as Miscellaneous Resolution No. 215.

Portland, Oregon
May 2, 1958

A public hearing was conducted by the State Highway Commission at 10:00 A.M. this date in the City Council Chambers in the City Hall, Portland, as requested by the City Council to satisfy the legal requirements of the State of Oregon and of the Federal Government, with respect to the Commission's plans to construct a section of a proposed freeway along the east side of the Willamette River in Portland, commonly known as the "East Bank Freeway."

Present, representing the State Highway Department were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy Highway Engineer
G. S. Paxson, Assistant Highway Engineer
P. M. Stephenson, Assistant Highway Engineer
Tom Edwards, Construction Engineer
D. J. Barbee, Assistant Construction Engineer
H. B. Glaisyer, Secretary

Also present was C. G. Polk, Division Engineer, representing the United States Bureau of Public Roads.

Chairman McIver called the meeting to order with the following statement: Good morning, ladies and gentlemen. This public hearing is called for the purpose of explaining to you the plans of the State Highway Department for the "East Bank Freeway" here in Portland, and to satisfy the requirements of the State and Federal Government. When the State receives Federal Aid to help finance an improvement such as this, the Government requires that after the plans are developed but before they are adopted, there must be a public hearing to give the people concerned an opportunity to express themselves on the subject. We will have Mr. W. C. Williams, State Highway Engineer, explain the two plans that have been prepared, after which those who wish to be heard will be given an opportunity to say what they have in mind. In order to save time I wish those of you who want to be heard, representing organizations or individuals, would please give your name to Mr. H. B. Glaisyer, Secretary of the Commission, while Mr. Williams is explaining the plans. Your name will be announced and you can then come forward to the microphone so all can hear you. As you know, this meeting has to be recorded and in that way you can be heard and what you say will go in the record. In order that you may know who is here from the Highway Department, I would like to introduce to you my fellow Commissioners, Mr. Robert B. Chessman of Astoria and Mr. Kenneth N. Fridley of Wasco; also, Deputy Highway Engineer, Forrest Cooper; Glen Paxsnn, Assistant Highway Engineer; Tom Edwards, Construction Engineer; P. M. Stephenson; Assistant Highway Engineer; Herb Glaisyer, Secretary of the Commission; Floyd Query, Assistant Secretary; Mr. C. G. Polk, representing the U.S. Bureau of Public Roads. I'd also like to have stand a man from the city of Portland who has spent a great deal of time working on this project

with the Highway Department Engineers and whom we think a great deal of, Mr. Fred Fowler.

Now, Mr. Williams, will you please explain your plans to the people here. What we are hearing concerns the piece of road from Russell Street on the north to the point where it connects with the Baldock Freeway on the south. This is the part that we are having the hearing on, notwithstanding the fact that we are only going to ask for bids at the first letting for construction of the section which extends from this point where the Banfield Expressway terminates at the river to the Morrison Bridge. Mr. Williams.

MR. WILLIAMS: I'll have to talk loud because I can't use a microphone while I'm pointing at the map. There are two plans proposed; the first one I shall discuss is what is called the "high level route." Leaving the Baldock Freeway just north of the Ross Island Bridge a new structure is proposed which we have called the Marquam Bridge because it is approximately opposite the end of old "Marquam Gulch." The high level structure will run directly north to a point past the Banfield Freeway at an elevation of approximately 100 feet, all in the air. That is about 70 feet above the ground level which is in the neighborhood of 30 feet. This structure is indicated in red, in fact, all of the red coloring on the map indicates structures. The same connections are provided at the "Banfield Expressway" and the new Morrison Bridge and a connection to and from the one-way couplet on southeast Union and Grand, both plans are similar. Then there is the so-called low level route which we consider most desirable. One reason being that it is very much more economical, some $3,000,000 or $4,000,000. Secondly, it is along the river at ground level All of the blue coloring on the map indicates ground. The red structure is where it is necessary for interchanges to go over or under, but they'll all go over the proposed route. That will be at elevation 35 which is some two feet higher than the highest flood waters we have known in this area. In other words, it is about two feet higher than the '94 or '48 flood, so that it would act as a protection as well as a roadbed. I wish to emphasize that we are building a roadbed, not a seawall, but this would be right along the water's edge, and would meet the river on a flat slope. The slope will be rip rapped with grouted concrete or possibly precast concrete slabs five feet in thickness to protect against erosion and seepage. I will now describe briefly the connections at the Morrison Street Bridge. Coming in from the Banfield Expressway, traffic will flow freely onto the new Morrison Street Bridge. Going out, it will go the same way, come back where it can go either to the Banfield or go north on the new facility On the Banfield Freeway, traffic may go in any direction, either northerly to the steel bridge, or onto this freeway which flows directly to the Morrison Street Bridge. There will be no traffic lights, no cross traffic of any nature on the "freeway" until you reach the west end of the Morrison Street Bridge. All of this, of course, will be a complete freeway. This plan goes around the E-R Center. The E-R Center is right in here (pointing to map). It is completely outside the limits of the E-R Center and there is no barrier, so it would not affect that. Running north, this is as far as the plan is now proposed because right at this point where we get the facts about the Interstate just north of Russell Street, which is here, (pointing to map), we will be getting into the vicinity of what eventually will be an interchange that is near Freemont Street. At such time as we build that west routing, the so-called stadium routing with the new bridge at Freemont,

there would be an interchange in here so the plan would be temporary for the time being. We're only talking about approval of the overall plans as shown on this map and, as Mr. McIver, Chairman of the Highway Commission, has told you, our first plan is to acquire the rights of way and to build this section from Banfield Expressway, here, to the north so that it will relieve the congestion that is now experienced on Banfield Freeway, and will also make a better flow of traffic to the Morrison Street Bridge, which is indeed one of the finest bridges in the nation and has a much better entrance into Portland because, coming in on the one-way street system, traffic can feed out in any direction. Now those are the basic principles. That is our overall program; and is part of the Interstate System. Ninety-two per cent of the funds which will go for rights of way and the construction are provided by the Federal Government, the other eight per cent will be provided by the State of Oregon. I believe that is about all of the information that I can give you at this time. It is a preliminary outline.

MR. McIVER: Thank you very much, Dutch. That gives to you the plan pretty much in full of what we are asking for or what we're going to approve probably at the next meeting. Now all of this has been studied a great deal by the Highway Engineers and the community here, the city of Portland, also the Bureau of Public Roads. If suggestions are offered at this meeting that seem beneficial to the plan, they can be incorporated. We're ready now to hear from any of you that wish to be heard. I will call first the representative of the Portland City Planning Commission, Mr. Lloyd T. Keefe.

MR. KEEFE: My name is Lloyd Keefe and I am Director of the City Planning Commission for Portland. I believe you gentlemen have received copies of a short statement prepared by the Planning Commission. Here are some others for those who want them. The Planning Commission took official action at its meeting on April 24, of this year, approving or recommending approval of this route when it comes before the City Council for official action. The recommendations are four in number; (1) adoption of the East Bank Freeway alignment essentially as shown in plan B-2, the Oregon State Highway Department Report which I believe is the plan over here on my right. (2) provision by the Highway Department for a strip at least 50 feet wide between the top of any revetment on the east side of the river and the edge of the roadway; (3) agreement between this city and the State Highway Department about the public use and improvement of that strip, and (4) the Planning Commission would like to reserve approval of interchanges and connections until further studies are made by its own staff or until further proposals are made by the State. By way of explanation of these four recommendations, naturally, the Planning Commission is pleased with this particular proposal. Back on January 18, 1954, the Planning Commission adopted a tentative plan for freeways the thoroughfares in the city and this particular location for a freeway was shown on that plan. Locally, the functions of that particular link which we're interested in are that there be provided a means of getting the Banfield Freeway onto the new Morrison Bridge and of course, not shown on this map but will be shown as you get to it, is a connection from the Mt. Hood Freeway, to get onto the Morrison Bridge because the Morrison Bridge itself has a limited traffic shed, that it is the area on the east side, because it is somewhat cut-off by the topographic obstacle which is Mt. Tabor, means that most of the traffic from the east side will have to approach the downtown area and the central area from the corners

as it were, not be straight onto the Morrison Street Bridge, so that was one of the essential thoughts. The other is that this would be a great opportunity to make a continuous north-south freeway route using McLoughlin Boulevard all the way around the East Bank and the new Burrage-Delaware Freeway to Vancouver, and to serve the penninsula district of the city. The Planning Commission favors the low level route over the high level route principally because we feel that the economic activities which would be affected by the high level route are perhaps more essential to the city than the small amount of river frontage or harbor frontage which would be taken out by the low level route. Not very many of the users that run on the river really are users of the harbor facilities. However, those activities, warehouses, factories, etc. that would be affected by the high level route, do have an essential need for the railroad trackage that they have there and also because they have a need for a central location. Their activities must be central in the city. Some of the uses along the waterfront are also in this same category, but if there is a question about taking away some of our harbor facilities I can say that Portland has inside the city limits 27 miles of frontage which is or can be developed for harbor facilities. Now this in effect would only take out about one mile of that, and being located in the central part of the city directly across from the downtown area, an area which attracts a population each day equal to the population of Portland. In other words, about 350,000 to 400,000 people come through this area every day. We are very much concerned about the appearance of our river front and therefore the recommendation about some pedestrian esplanade in connection with this. And also we'd like for you to give due consideration to the fact that if the ramps going to the Morrison Bridge are so designed that they would obscure the downtown area entirely, we think that it should be restudied from that standpoint. This statement that you have has some detailed suggestions about connections which I'll not take time to go into at this time but you can study at your leisure. If there are any questions I'll be glad to answer them.

CHAIRMAN McIVER: Thank you very much, Mr. Keefe. Is there anyone else that wishes to be heard for the city of Portland? If not I'd like to call on a representative of the Portland Chamber of Commerce. Mr. Harry Clement.

MR. CLEMENT: My name is Harry Clement. I represent the Chamber of Commerce and I have a very brief report and suggestion here regarding the matter under discussion. I have much data here which I won't attempt to go into. The Chamber has worked on this problem for many years and has come up with a suggestion favoring the low level route for the river front highway, and the few facts that I have here that will point up this is that it is possible apparently, from the information that we have and have been able to obtain, that this project will go through in the near future rather than be held up for possibly a longer time with the high freeway providing for labor sooner than if it were put off. There is one point that Mr. Williams brought out that I know all the members of the Chamber of Commerce are very pleased with and that is that the State and the Federal Government are picking up the tab for the improvement which, having a lot of Scotchmen in the Chamber, that goes over very well. The revetment set up as is outlined, the Chamber is in favor of. It will be free from flooding and the landscaping has been approved by the Chamber and that's about all that I have here. The Chamber

is wholeheartedly back of this project known as, I believe, B-2.

CHAIRMAN McIVER: Thank you, Mr. Clement. Mr. Floyd L. Martin representing the Portland Chamber of Commerce.

MR. MARTIN: Mr. Chairman, Mr. Clement didn't state that he is the present Chairman of the Roads and Highways Committee for the Chamber. I am the retiring chairman of that committee and have worked on this program as Mr. Clement has, and have been on the committee for a number of years. We've made considerable study over a period of five months that this matter has been before our committee. We have heard from various engineers in the Highway Department, local people who are interested in this route, and when I say this route, it's the north-south route through the city. This particular section ties in so completely with the overall freeway system as planned for the community, that we have favored this over any other route as a general route. Getting down to the matter of the high level as compared with the river bank level, the committee has studied that quite thoroughly. We heard pros and cons on it. It appears to us that the high level is scarcely suitable for that particular section of the city; the elevation being 70 feet above the present ground level through the business district seems entirely unsuitable for a community of this type. You couldn't have, at least from what we've seen in elevated structures through a community, say, Seattle, they have a much different terrain there that they go through, they have the hill back of it but it's certainly not an asset to the city and certainly wouldn't be here. This route along the river bank can be, and we presume is, planned for a certain amount of landscaping as is being done on the other routes and we haven't questioned but what it will be done in this case. The revetment will certainly improve that side of the river. The revetment as compared with the seawall, the seawall is an extremely expensive structure for what it could accomplish. However, this revetment does not preclude the building of the seawall in the future if it should be required, but I can see no reason why at any time there should be need for a seawall with this type of construction. The question was asked as to whether or not the river would cut along the revetment and let it slide into the river. That is an engineering problem and I will assure anyone here with the engineering that we have seen on our highway system, we have engineers that equal and are superior to any in the nation and I will guarantee that the revetment will not be built on that basis. It will have a solid foundation so it can withstand the flooding or anything of that kind. I have gone along with calling this the low level route not withstanding the fact that it actually is higher than the route on the west side. That is quite important, I think, with our high waters. It would be higher than even the '94 flood. We, I believe, can be assured that we won't have floods of that type due to the water storage and that sort of thing on the upper Willamette and the tributaries to the Willamette River. We have control of that sort of thing now that we haven't had in the past and the probabilities are that high water that occurs now with the same amount of rainfall would not be as high as we had in the '94 flood. By the way, I said "we had", I was born in '94. That will be two feet less than the '94 flood and this is planned two feet above the '94 flood level. That's something we hadn't thought about because we didn't feel it was within our committee's jurisdiction to follow out anything over the normal landscaping that we would expect the Highway Department to do as they are doing on the other sections of the city, something that will have to be worked out with the city to maintain this landscaping after it is put in. That, we feel sure, can be and will

be handled in very good shape. One of the big assets, I think is this, rather than having a high level structure cross the city, we will improve the east bank of the river. We won't have the eyesore that we have over there now, and it certainly is an eyesore looking across from this side. It's a very bad condition over there which will be cleaned up. Lastly, the saving of, as our estimate was made from $3,000,000 to $6,000,000, on the river bank construction over the high level construction, I think is very much in favor of that. That's quite a piece of money for that mileage. I don't know of anything further that I could bring up here at this time but there's one thing that is very important and that is the tying in, a route that can tie in with the other freeways that are to be built, and this one fits in so very well with the plan and program. Thank you.

CHAIRMAN McIVER: Thank you very much. We will now hear from Mr. Walter J. Miesen of the East Side Commercial Club.

MR. MIESEN: Our club, the East Side Commercial Club, is not a provincial organization. It doesn't confine itself to promotion for east side merchants only. We are city-wide, metropolitian, and state. To give you an idea of what our activity encompasses, we helped promote the section of road south of Oregon City to Salem, we helped promote the west side seawall, we helped instigate and encourage the Sunset Highway, so we feel that we are a very energetic organization for the benefit of this particular area. We appreciate all of the technical energies extended by the State Highway Commission and the City Planning Commission in lining up the East Bank Freeway. We feel now that action should be taken to eliminate what would be classed as now "dead-end." We have the Baldock Freeway coming in from the south, we have the Banfield Freeway from the east, and we also now have the Interstate. We are stymied on the east side, and it also affects the west side, because we do not have the link that will take care of these three traffic flows, and so we urge that as expeditiously as possible, that the link be constructed. I would like to present our President, Mr. William H. Boland, Mr. Chairman.

MR. BOLAND: I'm William H. Boland, President of the East Side Commercial Club. Mr. Chairman, members of the Commission, ladies and gentlemen, the main problem that we have looked forward to solving on the east side and on behalf of the welfare of the city of Portland, has been this matter of a north-south link for our highway interchange in that area. Our businesses on the whole have been faced with some real problems since the Banfield Expressway has been completed up to Grand Avenue and we've had a real traffic problem. I think our biggest traffic problem in the city of Portland right at this time is a north-south link problem. This East Bank Freeway will solve that main traffic problem as we see it and as our people represented by my club see it. For many, many years the East Side Commercial Club has fought for a seawall for the east side of Portland comparable to the seawall on the west side of Portland. We had flood problems over many years. Our people on the east side have had to face the same or similar problem that happened to the west side earlier and we see in this north-south link, the East Bank Freeway, a solving of this problem of flooding from high water at various flood stages of the river over a period of time. From that standpoint there is no question about it that the merchants of the east Portland area desire very, very much this low level plan B of the State Highway Commission

which would encompass not only a north-south freeway but also a river seawall. With such a seawall I think that many of the problems of our east side merchants will be solved in terms of flooding, in terms of traffic interchange that they have been facing, a real problem over the many, many years, since we've sought to have a north-south interchange. We have mainly on the central east side wholesale distributive businesses of the nature of food and other commodities principally, and each one of those will be placed in a much better position to serve their personnel, their clients, their customers, through such an interchange emanating from this north-south interlink and seawall. So, from that standpoint we are interested in one thing mainly and that is we want to see this thing accomplished as soon as possible with this seawall low bank interchange plan number 2.

CHAIRMAN McIVER: Mr. John Winn representing the Port of Portland.

MR. WINN: Mr. McIver, the preliminary studies which have been made by the Port of Portland Engineering staff and their consultants indicate that the plan which is being advanced here, either plan, will not do anything that is detrimental and may do much to help the commerce of the area in which the Port is vitally interested. The fact that has been brought out by a previous speaker that if the time comes when a seawall is needed at this particular place such a seawall can be constructed. The fact that adequate steps have been taken to handle flooding conditions is another point, however, the Port is primarily interested in the development of commerce of the area as a whole, and that can only be done by communication and transportation because if transportation isn't civilization it's at least the life blood of it. I think the thing has been extremely well done and the Port is quite pleased. Thank you.

CHAIRMAN McIVER: Thank you very much. The Portland Retail Trade Bureau, Mr. Richard Paulson.

MR. PAULSON: Richard Paulson, President of the Retail Trade Bureau. Mr. Chairman, members of the Commission, ladies and gentlemen, the Portland Retail Trade Bureau has studied this, the two plans, the high level and the low level and we favor the low level East Bank Freeway for a number of reasons. In the first place, the high level would be a blight on the skyline of Portland and would accomplish nothing so far as beautifying the city is concerned. We feel that the low level route would be attractive, it would be more attractive so far as beautifying the east bank, it would provide a seawall, which the east bank needs. The plan is less expensive and therefore more desirable from that standpoint. Therefore, the Bureau definitely favors the installation of a low level route. Thank you, very much.

CHAIRMAN McIVER: Thank you. Next is the Portland Association of Building Owners and Managers, Mr. William L. Brewster.

MR. BREWSTER: William Brewster, property manager. First let me speak personally as a representative of a number of plants who have property both on the west side and the east side. I think they'll be best served by the low level route because it will destroy less of our facilities than the high level. The high level will interfere with a number of industries that

depend on trackage permanently located there whereas we can probably sacrifice a portion of our water front without the sacrifice of a great deal of our water traffic, because we have plenty of other water frontage. The Building Owners and Managers Association, of which I am a member, is in favor of the low level route. We have been very much impressed with Lloyd Keefe's city planning studies, Fred Fowler's careful study of the two alternate routes from a city wide point of view and we're convinced that their recommendation is based on sound analysis and the best interests of the city. A number of us on the Art Commission for the City of Portland have been concerned with the appearance of the east side water front and we believe the low level route would not only of itself improve the appearance of one of our assets, beauty assets of the city, the river, but also would provide as has been pointed out, perhaps an esplanade or walkway which could be worked out with the city. I hope the Commission gives some consideration to anything that the city can do in acquiring some of the land between the river and the freeway itself so that a walkway for pedestrians can be provided between the pavement and the water edge. Thank you very much.

CHAIRMAN McIVER: Thank you, Bill. Hollywood Boosters, have they a representative here to talk?

MR. SCHATZ: Mr. Chairman, members of the Commission, I am William P. Schatz, Jr., President of the Hollywood Boosters. Out in our district on the east side we try not to be selfish, we know we're not, but we feel that anything which is good for the city of Portland and the State of Oregon is good for our district and by the same token we believe that anything that is good for our district is good for the city of Portland and the State of Oregon. Our Traffic Commission, Committee rather, represented by Hugh Martin is here at the present time. We haven't made too much of a study of this freeway but seeing the presentations made here this morning I believe that I can speak on behalf of our enterprising Hollywood District that the low level route would do a very find job in connecting the two major highways, the Banfield and the Baldock, and we in the Hollywood District are proud of the work that you have done and we commend you. Thank you.

CHAIRMAN McIVER: The Portland Realty Board, Richard H. Lucke.

MR. LUCKE: The Portland Realty Board indorses the plan as you have proposed it. We feel that in expediting the flow of traffic and in tying in the expressway system in a logical and proper manner that you are taking a very worthwhile step. The plan as it is proposed represents the hopes and the plans of many organizations and we join with all of them in commending you on the work that you are carrying out. Thank you.

CHAIRMAN McIVER: Thank you very much. Mr. Mel Erland representing the Associated General Contractors. Mr. Erland. While he's coming down from the balcony I will call on the next speaker, Mr. Rudie Wilhelm who represents the Rudie Wilhelm Transportation Company, Mr. Wilhelm.

MR. WILHELM: I have very little to say. Although I dislike to lose my building I do not oppose the low level route.

CHAIRMAN McIVER: Thank you very much, Rudie. Mr. Robert Hudson is here to talk for Hudson House, Inc.

MR. HUDSON: I have very little to say. I feel as the others do. Anything that has anything to do with helping the city of Portland. The low level route helps the heart of Portland and provides a connection with the St. Johns District.

CHAIRMAN McIVER: Thank you, Bob. Now, Mr. Mel Erland who represents the Associated General Contractors.

MR. ERLAND: Thank you. I'm Melvin Erland of the Associated General Contractors, the Portland Chapter. We have taken no active part on the low level versus the high level route. We feel whatever route the Highway Department picks will be for the benefit of the city of Portland and the Highway Department, so that's all we have to say. Thank you.

CHAIRMAN McIVER: Thank you, Mel. Is there a representative here of the Lloyd Corporation? (no response) Mr. Waldemar Seton representing the Portland General Electric.

MR. SETON: Mr. Chairman, members of the Commission, ladies and gentlemen. My name is Waldemar Seton and I'm the vice-president of the Portland General Electric Company. I want to say this, that the company is not taking any stand in opposition to this, (low level route) however, we are directing our attention to the approaches to the Marquam Bridge and their affect on our plant at that location. That plant is of great importance to the city of Portland and we have just finished acquiring some additional 14 acres there so we now have in all 31 acres looking to future expansion. I want to express our appreciation to Mr. Williams and his staff in attempting to relocate the approaches so as to minimize as far as possible the effect on our plant. However, it doesn't do it entirely. I have here Mr. Sid Callwell, our Assistant Chief Engineer, and I'd like to have him speak to the Commission and explain in more detail some of the problems that are involved. Thank you.

MR. CALLWELL: Mr. Chairman, members of the Commission, I have prepared a brief summary here of an engineering and operating standpoint, what we would like to have the highway engineers consider. Portland General Electric Company's Station L which is located at the foot of east Lincoln Street is a main source of supply to the west side business district and other hospital, commercial and industrial loads in the adjacent west and east side areas. For this reason it is one of Portland General Electric Company's most important stations and as such it has been designed and constructed with sufficient reserve capacities and facilities to provide for any forseeable contingency and to maintain at all times continuous and uninterrupted service to the area. The station is normally supplied from the northwest transmission grid which brings the hydro-electric power into the area. However, one large steam-driven generator is in continuous operation floating on the line so that it can pick up the westside business district and other important loads without interrupting service in case the transmission grid breaks up. Now there is a total of 21 miles of medium and high voltage lines terminating at this station.

Nine of these lines cross the river and serve the west side business district and the Marquam Hill hospital areas. Eight lines serve the adjacent east side industrial, commercial and residential areas. At the end of this year we will have four transmission lines terminating at this station and in addition there will be a number of new lines required to take care of the load group. Now, as Mr. Seton pointed out, additional land has been acquired for new steam generator capacity that will be required shortly to serve this area. The location of this station, being in the heart of the Portland metropolitan area, makes it an ideal location for firming up the transmission system that serves this area. In the design and construction of a station such as station L safety of personnel and the service reliability are two of the important factors that we have to give consideration to in designing the station, and if a bridge ramp were constructed over or adjacent to a switching structure as proposed at this location, an extended service outage to the entire adjacent area could result, if some objects such as a wire or other metal object were thrown into the high voltage or hot portion of the structure. Also we feel that a serious outage to the area could result if some mishap or collision of a tanker transporting gasoline or other petroleum products over the ramp should occur. Furthermore, with elevated bridge ramps constructed adjacent to or over our Station L switching structures, substantial additional sums of money would have to be expended in rearranging and in adding new facilities to this station. Also many of our high voltage lines which are otherwise overhead, would have to be replaced with underground cable which costs some 15 times that of the overhead construction. I have a map here I would like to turn over to the Highway Commission for their use and any questions they may have.

CHAIRMAN McIVER: Thank you. Please hand the map to Mr. Glaisyer, our secretary. Is Mr. Edward J. Peterson representing the Portland Traction Company here?

MR. PETERSON: Mr. Chairman, members of the Commission, my name is Edward J. Peterson and I'm appearing on behalf of the Portland Traction Company. The Portland Traction Company is not, of course, opposed to the progress of this area but there are some considerations which we would like to present which we believe to be important. There considerations are in relation to the low level B-1, B-2, D-1 and D-2 plans. Just south of the Hawthorne Bridge lie the main yards of the Portland Traction Company. This is the heart of the operation which serves Portland and the surrounding areas. If this plan were installed there is a distinct possibility that it would interfere with the railway operations of the Portland Traction Company; first, it could very possibly take trackage from the Portland Traction Company, and secondly, even if it took no tracks the piers which would probably be placed amongst the tracks would be a definite hazard to the switching operations in which visibility is a primary factor. We might also point out that there is no area to which the Portland Traction Company could relocate its switching yards for the river is on the west and the Southern Pacific Line is on the east.

CHAIRMAN McIVER: Thank you, Mr. Peterson. Now, Mr. Thomas Guerin representing the Commission of Public Docks.

MR. GUERIN: Mr. Chairman, members of the Commission, my name is Thomas P. Guerin, I am General Manager of the Commission of Public Docks for the City of Portland. It has been indicated to our organization through the office of Mr. Fowler, that our opinion was particularly requested with regard to the effect that the proposed freeway will have on the possible future construction of terminal properties on the east bank upstream from the Broadway Bridge area. At the present time the Commission of Public Docks does not have any official policy expressed formally by the Commission itself, on that property in the light of future terminal development, so what I am expressing today is opinion. It is my opinion that so far as commercial terminals are concerned the service of deep water vessels entering the harbor of Portland, the area upstream from the Broadway Bridge on the east side, will not have any significance in the future of our maritime commerce. There are two reasons for this, well, there are several reasons actually, but primarily there is the question of the bridges themselves, the maneuvering of vessels through those bridges, the effect that the added expense to vessels has upon the operation of them, and the delay to the ships to say nothing of the suitability of the property in the area for a modern deep water marine terminal development. It is quite possible in our view that, subject to the decisions that the individual owners of the property might take in the future, there would be development in the area for private industrial installations, dock installations. But of that we know nothing, it is simply a possibility that we are pointing out. There is also an installation roughly of that sort, today that I have reference to on the west side. I was thinking of Mr. Zidel's installation which certainly requires the availability to deep water craft. But so far as the type of properties that we operate which are commercial marine terminals open to the entire shipping, the maritime commerce of the area for the handling of all types of cargo, it would be my opinion that there would be no such development as that in the area that we have talked about. There is one thing, I do not know whether it is appropo at this time, but I believe that it has been indicated to us that this freeway does tie into future plans for a bridge across the Willamette which I understand is somewhere in the future, roughly in the area of terminal number one. On that I would like to state that the Commission of Public Docks would be very definitely interested in the construction of such a bridge as to where it would go, what effect it would have upon maritime commerce, and what effect it would have upon the terminal properties abutting the river in that area, and until those plans are more mature and we are more fully informed, I feel that I should say that the Commission of Public Docks would most certainly hold reservations as to what the conditions might be in the light of what I have said. I do not know what else that I can say. If there were any questions that you wish to ask, Mr. Chairman, or anyone else, I'd be delighted to answer them. I came up rather rapidly and I did not have the opportunity of hearing any of the foregoing discussion.

CHAIRMAN McIVER: I do not believe there are any questions. The only thing that I can say is that when the time comes for the bridge you have in mind there will be another hearing on that, of course, in which everybody will have the right to be heard. Thanks very much for coming here. We are interested in your remarks because you are vitally interested in this project.

MR. PETERSON: (speaking again) I would like to say, Mr. Chairman, for clarity of the record that what I have expressed here today is opinion of the staff only and it does not represent the official thinking of the Commission of Public Docks because at the moment we do not have a policy with respect to this project. I might add that at the moment we are engaged in the preparation of a long-range study of the harbor which it might be interesting to you to know, will first of all take into account the economics of the future, the period between now and 1980, to determine what cargo volumes we can expect to handle and the variety of those cargos which we then expect to move, from a comprehensive harbor development plan. That report will be in two steps and they are now in the process of consideration in the Commission in order to get them on the tracks to move forward. Thank you.

CHAIRMAN McIVER: Thank you very much. Mr. W. F. Hennigsen, Jr., representing the Northwest Ice & Cold Storage Company.

MR. HENNIGSEN: I have very little to say. I feel that the recommendations of the City Planning Commission should be carried out. The low level route meets with our approval.

CHAIRMAN McIVER: Thank you. Next is Mrs. Vera Hubert.

MRS. HUBERT: Mr. Chairman, I have some questions here of mine and also two of those present. My first question is, will Interstate Avenue be a one-way street?

CHAIRMAN McIVER: Interstate Avenue is not concerned in this hearing, is it, Mr. Williams?

MR. WILLIAMS: It is not in this hearing but presently there is no thought of making Interstate a one-way street.

MRS. HUBERT: My questions are pertaining to that so I will have to withdraw the rest of them. Thank you.

CHAIRMAN McIVER: Thank you. That completes the list of names we have. Are there others who have come in late that would like to be heard?

MR. ALBERT GENTNER: Mr. Chairman, my name is Albert Gentner and I represent the Portland Hotel Association. Our association is in favor of the low level route. We feel that nothing would be accomplished by the high level route that would not be equally accomplished by the low level route. We feel also that the high level route would saddle the city with a permanent eyesore and that the expense of the high level route would be an item that would help to increase the cost of the Federal Highway program without any justifiable reason, and for those reasons the Portland Hotel Association favors the low level route.

CHAIRMAN McIVER: Thank you very much, Mr. Gentner. Are there others that would like to be heard? Will you come up to the microphone please.

MR. B. W. MOREHOUSE: Mr. Chairman, members of the Commission, my name is B. W. Morehouse, representing the Morehouse Glass Company. What I would like to know as well as other property owners, is when is all this going to take place. Speaking of my own problems, on May 29 we had quite a disastrous fire and were burned out of our location on S.E. Union Avenue and Stevens, and right after that time the State Highway Commission came along and took a corner off the N. W. corner of the property, affecting our new construction, changing traffic routes and so on, and cutting down on the space that we required so we acquired another quarter of that same block, proceeded to make plans to rebuild, and we now find out about this Marquam Bridge that's going to take possibly 60 feet off the Grand Avenue side so then we go across the street on the west side of Union Avenue and we acquire another square block figuring we are out of the line of fire and then behold we find out they're going to take 60 feet off that block. In the meantime we are renting temporary quarters and warehousing our stock in two different locations, working at quite a disadvantage, paying taxes on this two square blocks of property which we are hesitant to use due to this proposed freeway, which we think is a very good idea, but the main thing that I'm interested in as well as a lot of the other property owners I believe, is what can we depend on, how soon? For example in my own predicament here, I'm working at quite a disadvantage, I'm held up by this proposal and the sooner they get under way the better I would like it. As I understand it the first thing that's going to be acquired is the property north of the Morrison Bridge. Well, my property is on Union and Grand Avenues at Stevens Street there where those two feeder lines come off the Marquam Bridge. That is what I'm interested in, Mr. Chairman. That's all I have to say.

CHAIRMAN McIVER: We will have the Engineer get in touch with you and I think he can help you out on that.

MRS. ROY VISSINT: I'm Mrs. Roy Vissint and I live just off Delaware on Kilpatrick. I was wondering whether you have any information on the Delaware Freeway and whether it's going to go. Will you have a hearing on that?

CHAIRMAN McIVER: We have no information on that now but we will hold a hearing at the proper time and you will be notified. Are there any others who would like to be heard?

MR. LEONARD CLARK: My name is Leonard Clark with the Holman Transfer Company. We are not opposed to the plan, we think it's a good one but we do have a couple of questions that we would like to ask which would perhaps help us in our future planning. We have two locations that would be effected by the freeway. The first one is the former United Grocers Building. The freeway would cut through that property which is presently under water. We would like to know whether or not that is the only part that would be taken or would they take the whole building? And we're also concerned with our Hawthorne Building which is located just to the south of Hawthorne Avenue. The low level plan heads south and then takes a curve so it apparently would go through the middle of the west half of our building. We're concerned there because it would cut out a lot of ground storage space and reduce our spur track from three rail cars down to one. We're not opposing the plan for that reason - but we would like to know, are the plans on these drawings, are they

exact or is it just an artists sketch or is that the way it's going to be? Are you going to go through that building or aren't you? Would it be possible maybe to go beyond the building and then take the curve? Those are the only two questions that I have.

CHAIRMAN McIVER: That's getting pretty close to the engineering problem to settle at a hearing. I would suggest that you get in touch with our Division Engineer, Mr. Al Skelton, or we will have him get in touch with you if you wish.

MR. CLARK Thank you.

CHAIRMAN McIVER: Mr. Bowes would you like to have a word?

MR. WM. A. BOWES; City Commissioner, Portland: Mr. Chairman and members of the Commission, I have nothing much to add to what has already been said. Speaking for myself as a member of the Council, we very much favor the low level route and I want to commend the Highway Commission and particularly the members of the staff of the Highway Commission for their bending over backwards and their cooperation, and also want to commend the Bureau of Federal Roads for their understanding and cooperation in working out this particular problem and I'd just like to say to the Commission and to the people here assembled that this is only the beginning of a tremendous highway building program in this city and it's going to take the cooperation, the understanding of all citizens of this community if this program is to succeed and if Portland is to get its full share and all benefits from the Federal Highway Building Program. This is only one, probably, of a series of hearings to be held as this program unfolds in this community, and I trust, Mr. Chairman, after all the study, after all the work and the plans are developed and hearings are held on each one of these projects as presented, that the good people of Portland will turn out like they have this morning to support the Highway Commission, to say what they think, and to present their case. That is the democratic way of doing things. To that end your city government is going to cooperate with you in every way possible. In closing I just want to give a little credit to a man whom I believe is doing more to help Portland and the Highway Commission in its big problem, and that is Mr. Fred Fowler, Former Traffic Engineer and now the coordinator for the city with the Highway Commission. I hear nothing but praise for Mr. Fowler's efforts in building this program properly and to the best interests of the city. To Mr. Fowler, "Dutch" Williams and his staff, and to the members of your Commission I want to say thank you.

CHAIRMAN McIVER: Thank you very much Mr. Bowes. I can say the same thing on behalf of the Commission, that the staff, the Highway Department has received the fullest cooperation from the City of Portland. I also want to thank the people here for the orderly manner in which they have conducted this hearing. It is a credit to the community. If there is nothing else we are adjourned.

The meeting adjourned at 11:10 A.M.

29882

State Highway Engineer

Commissioner

Commissioner

Secretary

Commissioner

May 2, 1958

Portland, Oregon
May 8, 1958

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read aloud by the Secretary who then announced that awards of contracts would be made at 4:00 p.m. in the same room.

BAKER COUNTY
DOOLEY MOUNTAIN SUMMIT SAND SHED ON BAKER-UNITY HIGHWAY SOUTH OF BAKER

H. G. Wirtz, Grants Pass	$ 13,433.00
Bechtel Brothers, La Grande	15,018.00
Endicott Logging Company, Prineville	16,632.00

CLACKAMAS COUNTY
GRADING AND PAVING GLADSTONE SECTION ON FIRST STREET IN THE CITY OF GLADSTONE

Parker & Fuhrman and Rich Valley Topsoil Co., Portland	$ 20,815.50
Harold G. LaVelle Const. Co., Portland	21,789.00
Portland Road & Driveway Co., Portland	25,179.00

LANE COUNTY
EUGENE TRAFFIC SIGNALS ON PACIFIC HIGHWAY AT LINCOLN STREET

Steeck Electric Company, Medford	$ 5,565.00
L. H. Morris Electric Company, Eugene	5,911.00
Trowbridge Electric Company, Roseburg	6,850.00
Rochat Electric, Portland	7,335.00

LANE AND DOUGLAS COUNTIES
DIVISION NO. 3 (NORTH) OILING PROJECT ON SIX STATE HIGHWAYS AND ONE CAMP ROAD

J. C. Compton Company, McMinnville	$ 51,528.50

(Cont. next page)

Oiling project on six state highways and one camp road (Cont.)

The Central Heating Co., Oregon Ltd., Eugene	$ 55,084.50
Central Paving Company, Independence	55,486.00
Berry Creek Construction Co., Florence	55,805.27
Babler Brothers, Inc., Portland	56,183.00
Horton Construction Company, Portland	57,577.25
Morse Brothers, Lebanon	60,102.00

LINCOLN COUNTY

BRIDGE REPLACEMENT THIEL CREEK SECTION OF THE OREGON COAST HIGHWAY SOUTH OF NEWPORT

Isaacson Brothers, Cottage Grove	$ 19,786.56
Calkins Crushing Company, Oceanlake	20,479.00
Berry Creek Construction Company, Florence	21,622.52
E. A. White Company, Newport	21,673.00
Sig Andersson, Coos Bay	21,888.00
D. F. McKenzie, Salem	22,886.00
John Bostick, Eugene	23,608.40
Robert Angell, Eastside	23,871.20
Parker & Fuhrman and Rich Valley Topsoil, Portland	24,033.00
George E. Berry, Beaverton	24,401.00
Q. L. Rufener, Inc., Portland	28,285.00
Harold G LaVelle Construction Company, Portland	30,210.50

LINN COUNTY

GRADING LEBANON ROAD-SADDLE BUTTE SECTION OF PACIFIC HIGHWAY

Roy L. Houck & Sons and Roy L. Houck Sons Corp., Salem	$ 582,868.00
Babler Brothers, Inc., Portland	639,474.00
R. A. Heintz Construction Company, Portland	678,978.50
G D. Dennis & Sons, Portland	699,681.00
Fred H. Slate Co. and E. C. Hall Co., Portland	702,935.00
J. N. Conley, Portland	709,013.50
John Havlik, Jr., Scappoose	711,110.00
F. L. Somers, Medford	762,821.00
Peter Kiewit Sons' Company, Vancouver, Wn.	789,861.50
McCammon-Wunderlich Co., East Palo Alto, Calif.	798,443.00
Gibbons & Reed Company, Portland	816,691.00
Kuckenberg Construction Company, Portland	865,113.00
Earl L. McNutt Company, Eugene	966,026.00

LINN COUNTY

RECONSTRUCT SANTIAM OVERFLOW BRIDGE

McCoy & Houck, Woodburn	$ 46,150.00
Valley Construction Company, Portland	46,355.00
Central Paving Company, Independence	49,785.00
D. Duane Amens, McMinnville	50,611.00
Hamilton & Thoms, Inc., Eugene	51,132.00
H. G. Carl Construction Company, Salem	51,727.84
Tom Lillebo Construction Company, Reedsport	62,412.00
Glenn Snook, Eugene	68,178.00

MULTNOMAH COUNTY

REDECK LIFT SPAN OF STEEL BRIDGE OVER WILLAMETTE RIVER ON PACIFIC HIGHWAY IN CITY OF PORTLAND

The Steel Construction Co. of Oregon, Portland	$119,600.00
Teeples & Thatcher, Portland	149,952.50
Carl M. Halvorson, Inc., Portland	151,442.50
Kuckenberg Construction Company, Portland	162,274.25

TILLAMOOK COUNTY

GRADING COLEMAN CREEK-SHORT CREEK SECTION OF THE CAPE MEARES LOOP ROAD

Don Greene Construction Company, Salem	$106,574.00
Ray Kizer, Portland	113,260.00
White Brothers Construction Co., Walla Walla, Wn.	125,383.00
John L. Jersey, Portland	127,280.00
Mack Slate, Jr., Albany	132,051.00
Q. L. Rufener, Inc., Portland	132,321.00
Fred H. Slate Co. and E. C. Hall Co., Portland	134,324.00
Floyd R. Grubb, Salem	137,471.00
Dolan Construction Company, Tillamook	139,450.00
Grimstad & Vanderveldt, Astoria	143,005.00
C. J. Eldon, Contractor, Portland	147,638.50
J. Bacaloff Company, Portland	149,401.00
G. D. Dennis & Sons, Portland	175,642.50

UMATILLA COUNTY

STONE BASE AND PAVING HERMISTON SECTION ON ORCHARD AVENUE AND MAPLE AVENUE

Russell Olson Construction Company, Inc., Pendleton	$ 25,192.00
K. C. Dack Construction Company, Pendleton	27,120.60

UMATILLA COUNTY

ADDITION TO MAINTENANCE BUILDING AT UKIAH ON PENDLETON-JOHN DAY HIGHWAY

Enoch I. Maerz, Salem	$ 14,367.00
Bennett & Hickey, Burns	16,640.00
K. L. Clark & Edward W. Wells, Hermiston	16,886.00
Endicott Logging Company, Prineville	17,741.00

WASHINGTON COUNTY

STRUCTURE, GRADING AND OILING ON CORNELIUS-BLOOMING ROAD TUALATIN RIVER OVERFLOW BRIDGE SECTION

R. H. Jones, Hillsboro	$ 36,786.50
Birkemeier Construction Company, Milwaukie	37,974.40
John L. Jersey, Inc., Portland	39,676.00

May 8, 1958

29886

YAMHILL COUNTY
GRADING AND PAVING SHERIDAN SECTION ON BRIDGE STREET

Central Paving Company, Independence	$ 16,093.00

YAMHILL COUNTY
REMOVE BRIDGE OVER YAMHILL RIVER AT DAYTON

Dayton Auto Wreckers, Dayton	$ 3,000.00
Sig Andersson, Coos Bay	12,000.00
C. J. Montag & Sons, Portland	13,500.00
Central Paving Company, Independence	14,210.00
Johnston & Bryant, Newberg	19,429.00
Tom Lillebo Construction Company, Reedsport	19,485.00
Inland Construction Company, Milwaukie	19,600.00
Harold G. LaVelle Construction Company, Portland	19,700.00
Birkemeier Construction Company, Milwaukie	21,000.00
The Steel Construction Company of Oregon, Portland	22,900.00
General Construction Company, Portland	22,915.00
Q. L. Rufener, Inc., Portland	25,000.00
Teeples & Thatcher, Portland	25,965.00
Russell M. Espedal, Portland	27,108.00
Workman & Wilson, Canby	27,500.00
John L. Jersey, Inc., Portland	29,432.00
Hamilton & Thoms, Eugene	30,000.00

Commissioner McIver introduced Mr. Kenneth N. Fridley, the new Highway Commissioner, to the contractors and others present.

The Commission approved the minutes of regular meetings held on February 27 and 28, 1958, March 27 and 28, 1958, and the minutes of the special meeting that was held in Salem on April 3, 1958.

The Parks Superintendent reported on the following park matters:

1. Bids received for the concession privilege at Fort Stevens State Park: The Parks Superintendent stated that the three high bids had been analyzed carefully as to financial standing, experience, and proposed prices. He recommended that the contract be awarded to Robert T. and Margrete F. Blake, who submitted the high bid of 18½% of the gross revenue. He also commented that the second low bid was for 10½%, the third low 5½%, and that the Warrenton Junior Chamber of Commerce had bid 5% of gross revenue. Action was deferred by the Commission pending appearance of the Warrenton Junior Chamber of

Commerce on the following day.(Following the appearance of the delegation on the following day, the Commission upon the recommendation of the Parks Superintendent, awarded the concession privilege contract to the Blakes at their high bid of 18½%.)

2. Request of Oregon Gifts,Inc., that their lease to operate the concession at Depoe Bay be extended for a period of 5 years: The Parks Superintendent advised that the present lease will expire December 31, 1958. He also said that the operation of the concession has been satisfactory although the business has not been great. He recommended that the 5-year extension be approved under the same termsas are in the existing lease, including the payment of 7% of the gross income and providing for closure of the building during January, February, and March except on weekends. The Commission approved the extension as recommended.

3. Request of Rosboro Timber Company to construct a road across Howard J. Morton State Park in Lane County for the purpose of hauling logs: The timber company owns timber back of the park and it is their plan, the Parks Superintendent explained, to remove the timber during the coming summer and fall. He pointed out that a road could be constructed across the area with little damage to the park by utilizing right of way from which the timber has already been removed to accommodate a power line. He recommended that a permit be granted to the timber company to construct a log-hauling road along the power line location. The Commission accepted his recommendation.

4. Request for authority to negotiate an easement to install a water tank and pipe line on Oregon Pulp and Paper Company property to service Beverly Beach State Park: The Parks Superintendent commented that in developing Beverly Beach State Park, difficulties were encountered in securing an adequate water supply so, in order to provide storage of pure water at an elevation sufficient to provide pressure for use in the park, it is necessary that the storage facility be located on property of the paper company. The paper company, he said, has appeared agreeable but an easement at no cost should be prepared to complete the records. Upon the Parks Superintendent's favorable recommendation, the Commission approved negotiating for the easement.

5. Request of Central Lincoln Peoples' Utility District for an agreement providing a minimum annual payment of $43.20 for a period of 5 years to extend a power line to the use area in Umpqua Lighthouse State Park: Extension of the power line, the Parks Superintendent stated, is needed in connection with the development of the park. He predicted that the cost of power used would very likely amount to more than the minimum required payment, accordingly, he recommended that the agreement be approved. The Commission approved the recommendation.

6. Proposed acquisition of 50 acres for park purposes between Newport and Waldport on the Oregon Coast Highway: This property, the Parks Superintendent stated, is owned by Miss Lorraine Randall and lies between the highway and the ocean. Previous contacts with the owner for purchase of the property revealed an asking price that was considered too high. However, an appraisal was made of the property and it was determined to be worth $13,500. Miss

Randall, he said, has agreed to accept the amount of the appraisal and has signed an option in such amount. He recommended that the option be accepted.

In this connection the Parks Superintendent also requested authority to negotiate for another small area consisting of approximately 10 acres situate south of Beaver Creek between the highway and the ocean. Commissioner Chessman inquired as to what use is to be made of the area. The Parks Superintendent replied that it is planned to develop it as a day use or picnic area. As a result of the discussion, the Commission accepted the option for the 50 acre parcel owned by Miss Randall and also authorized the optioning of the 10 acre tract.

7 Request to negotiate for acquisition of a 3 acre tract of land as an addition to Armitage State Park: The 3 acre tract, the Parks Superintendent stated, lied adjacent to present park property and is needed to straighten out the south park line and to provide a car parking area. The Commission granted him authority to negotiate an option to acquire the property.

Proposed lease to city of Roseburg of 16.34 acres of land for recreational purposes: The Parks Superintendent recalled that this property was acquired from the Federal Government subject to the condition that it would be used for park or recreational purposes only. An agreement, he said, has been reached with the city of Roseburg, approved by the Federal Government, whereby the city will develop the area for recreational purposes and after 20 years the area will be deeded to the city as specified in the Federal Recreation Act. Upon his favorable recommendation, the Commission approved the agreement, thus confirming action taken at the special meeting in Salem on April 3, 1958. (See Miscellaneous Resolution #215 adopted April 3, 1958.)

Proposed acquisition of 8.34 acres of land situate in the Columbia Gorge near Shepherds Dell: The Parks Superintendent reported that purchase of this property is desired by the Columbia Gorge Commission. The property has been appraised at $1,820.00, and the owners have agreed to accept the sum of $2,000. Inasmuch as the property fits in with park plans in the Gorge area, and as the price requested is in line with the appraisal, he recommended that the Commission approve the option.

At the request of Chairman McIver, the Parks Superintendent reviewed briefly the history of property purchases in the Columbia Gorge that have been recommended by the Columbia Gorge Commission, pointing out that the Commission had previously authorized $50,000 for the acquisition of such properties. The Auditor commented that of the $50,000 authorized, approximately $12,830 has been expended to date. The Commission accepted the option as recommended, and authorized purchase of the property for the amount mentioned therein.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked "EXHIBIT A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In discussing the options the Right of Way Engineer pointed out that the Bureau of Public Roads has ruled that contractors must have an option as to source of materials. The State may make sources of road building materials available but cannot force the contractors to use them. In view of this ruling he requested that material source options from Vaughn and Cocherline be cancelled. Both options are on the Pacific Interstate Highway. The Commission cancelled the options. On the Ogle option, File 23578, the Commission approved the option provided that the contractor will accept this source of material. If he does not accept it authority was granted to renegotiate.

The Property Manager's monthly report covering miscellaneous sales and rentals was presented by the Right of Way Engineer. Miscellaneous sales since the last report totaled $26,283.35. Rental receipts for the month of March were $9,859.90, and for April totaled $11,344.32. The Commission accepted the reports.

A number of indentures of access were presented by the Right of Way Engineer involving changes in location for existing points of access. He explained that in no case is additional access being granted and that the changes are simply for the convenience of the property owners and for the safety of the traveling public. The Commission approved the following indentures of access:

1. Crook property, File No. 25501, on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

2. Simpson property, File No. 17609, on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County.

3. The Gearhart (O'Brien) property, File No. 17935, on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

4. Beilke property, File No. 24871, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

5. McEntire property, File No. 24236, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

6. Peterson-Goad property, File No. 24859, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

7. Rogers-Rice property, File No. 25120, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

8. Wyland property, File No. 24872, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

9. Lyon property, File No. 24867, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

10. Miller property, File No. 24870, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

Authority to sell at public auction several parcels of excess highway right of way that no longer is required for highway purposes was requested by the Right of Way Engineer. He explained that the minimum prices as recommended represent fair value for the properties a list of which follows:

1 0.83 acre of the former Smith property, File No. 18387, on the Medford-County Farm Section of the Pacific Highway in Jackson County, for a minimum amount of $250.00.

2 0.24 acre of the former Booth property on the Big Creek Section of the Columbia River Highway in Clatsop County, File No. 17393, for a minimum amount of $1,000, without access to the relocated highway or to the approach road to the new highway.

3. 0.6 acre of the former Toberson property, File No. 22861, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County, for a minimum amount of $1,500, with one point of access. See Exhibit "B-1".

Commissioner Chessman remarked that the Clatsop County Court indicated to him that they feel that the 0.24 acre on the Big Creek Section of the Columbia River Highway should revert to the County as the land was formerly county property. The Right of Way Engineer was instructed to withhold sale of this property until the County's claim has been investigated. The Commission approved public sale of the other two parcels. The attached resolution relative to parcel No. 3 described above, marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

Direct sale of three parcels of property was recommended by the Right of Way Engineer, as follows:

a. 0 44 acre of excess property originally acquired from Coos County, File No. 11501, on the Marshfield-Coquille Section of the Oregon Coast Highway. The Millington Rural Fire District has asked to purchase this property at its appraised value of $500.00. He recommended that it be sold to them for that figure.

b. 33,740 square feet of land between N. E. Cherry Street and N.E. Clackamas Street in Portland on the Interstate Avenue and Steel Bridge Section of the Pacific Highway West. The City of Portland has asked to purchase this land at its appraised value of $8,138.84. As the property is no longer required for highway purposes, and as it is desired by the City for its proposed Exposition-Recreation site, he recommended that it be sold to them for the above amount. See EXHIBIT "B-2".

c. Portions of Lots 3,4,5, and 6, Block 41, Laurelhurst Addition to the City of Portland on the T. H. Banfield Expressway. These lots, the Right of Way Engineer explained, are no longer required for highway purposes and it is planned to sell each of them to the adjacent property owners, subject to a 10-foot slope and fence maintenance and without access to the relocated N E. Halsey Street or the 33rd Avenue offleg to the Banfield Freeway. He

recommended that the lots be sold for $300 each. The Commission approved the sales as recommended.

The attached resolution relative to parcel "B" described above, marked EXHIBIT "B-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

An exchange of properties with Doris Hampton was discussed. The Right of Way Engineer explained that it is proposed that the State convey to Doris Hampton a parcel of land containing 1,168 square feet in exchange for which she will convey to the State a parcel containing 1,470 square feet, the purpose of the exchange being to facilitate construction of an irrigation project and to remove a right-angle jog from the highway right of way line. He said that the property is located on the North Jefferson Junction-Albany Section of the Pacific Highway East in Marion County, and he recommended approval of the exchange. The Commission approved the exchange.

Renewal of a stockpile site lease with the City of Tualatin on the Beaverton-Tualatin Highway in the city was presented by the Right of Way Engineer. He explained that the State wishes to continue use of this one acre tract for an additional three-year period, beginning May 16, 1958, for which there is no charge. The Commission approved the lease extension.

Consideration was given to the release of a slope easement on the N. E. Portland Highway. Lombard Killingsworth Section, and on the OWR&N Company's right of way. The Right of Way Engineer remarked that Mr. Hakon B. Jacobsen, to whom the relinquishment is to be granted, has filled the gully to the level of the highway after having placed a 24-inch culvert in the gully. The State is in possession of a new easement covering the 24-inch culvert. Upon his favorable recommendation, the Commission approved relinquishment of the easement.

The Commission also considered a request from the City of Portland for vacation of certain streets within the boundaries of the proposed Exposition-Recreation site. The Commission's consent, the Right of Way Engineer explained, is necessary because portions of Cherry Street, McMillen Street, Halsey Street, Clackamas Street, Larrabee Avenue, Benton Avenue, and Ross Avenue abut Highway Commission right of way on the Pacific Highway East. Vacation of the street sections, he stated, will not harm the State and he recommended approval of the City's request. The Commission accepted his recommendation.

A request made by the Standard Oil Company of California for a modification of their oil, gas, and sulphur lease on the Paulina Highway in Crook County was considered. The Right of Way Engineer explained that Sunray Mid-Continent Oil Company is to drill the first well and that the modification is in its behalf. He also pointed out that the Legal Division has advised that the proposed modification will not violate or change the present lease with the Standard Oil Company. Following his favorable recommendation, the Commission approved the modification as presented.

The matter of reimbursing Bonneville Power Administration for the cost of re-arranging its power lines in the vicinity of the Goshen Substation

on the Judkins Point-Goshen Section of the Pacific Highway was discussed by the Commission. The Right of Way Engineer stated that the rearrangement is required by a slide on a highway cut near the Goshen Substation and that the Bonneville Administration has requested that the State make a deposit in the amount of $5,600, which is the estimated cost of the necessary changes. He recommended that the deposit be made, with the understanding that only the actual cost of the rearrangement is to be paid by the State. The Commission accepted his recommendation.

The Right of Way Engineer reported receipt of a request from the City of Eugene for a change in zone classification near the state highway maintenance headquarters in Eugene. It appears that people in the area wish the zone changed from R1 (single residence) to R4 (multiple dwelling) for the area just east of the state's property. The proposed change, he said, will do no harm to the State and he recommended that the Commission consent to the change. His recommendation was accepted by the Commission.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following described properties that are needed as right of way in connection with the various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Myers Creek-Brookings Section of the Oregon Coast Highway

R-14754 - Marian A. Dunning Patrick
Curry County
Acquisition of certain real property interests for right of way purposes

R-14757 - B. A. Martin and Nettie C. Martin
Curry County
Acquisition of certain real property interests for right of way purposes

R-27528 - Nettie Martin and B. A. Martin
Curry County
Parcel No. 1: 10.4 acres for right of way
Parcel No. 2: 1.05 acres for slope easement
Amended resolution to include termination clause

R-27529 - Donnia N. Eggers
Right of Way (Curry County)
7.96 acres
Amended resolution to include termination clause

R-27530 - Charles H. Skinner and Esther W. Skinner
Curry County
Parcel No. 1: 10.76 acres for right of way
Parcel No. 2: 0.68 acre for slope easement
Amended resolution to include termination clause

Myers Creek-Brookings Section (Cont.)

R-27543 - Delmer Colegrove, Jr., and Laura Colegrove
Right of Way (Curry County)
3.7 acres
Amended resolution to include termination clause

R-27549 - Harvey D. Crook and Wilda R. Crook
Curry County
Parcel No. 1: 12.3 acres for right of way
Parcel No. 2: 0.25 acre for an easement for fill
Parcel No. 3: 0.29 acre for an easement to construct approach road
Parcel No. 4: 0.05 acre for an easement for fill
Parcel No. 5: 0.57 acre for an easement for fill
Amended resolution to reduce area of Parcel No. 1 and eliminate one right of access

R-27795 - S. A. Agnew
Curry County
Parcel No. 1: 12.25 acres for right of way
Parcel No. 2: 0.5 acre for easement for fill

R-27877 - Virgil Clark and Quinn Davison
Curry County
Parcel No. 1: 3.5 acres for right of way
Parcel No. 2: 2.84 acres for right of way

Trail Creek Bridge Section of the Crater Lake Highway

R-27019 - George L. Zickefoose and Ethel Jessica Zickefoose
Right of Way (Jackson County)
2.9 acres (net)

R-27020 - Anthony Joseph Miller and Elizabeth Emily Miller
Jackson County
Parcel No. 1: 1.28 acres for right of way
Parcel No. 2: 0.62 acre for right of way
Parcel No. 3: 0.01 acre for right of way

R-27022 - Irvin H. Howe and Rena M. Howe
Jackson County
Parcel No. 1: 3.62 acres (net) for right of way
Parcel No. 2: 0.12 acre for right of way
Parcel No. 3: 0.8 acre for right of way
Parcel No. 4: 0.61 acre for right of way

R-27023 - Frances M. Ash
Right of Way (Jackson County)
0.45 acre

Trail Creek Bridge Section (Cont.)

R-27024 - Carl L. Dawson
Right of Way (Jackson County)
1.7 acres (net)

R-27025 - Clyde L. Stafford and Grace Stafford
Right of Way (Jackson County)
0.03 acre

Columbia River Highway

R-25340 - Columbia-Deschutes Power Company
Park Purposes (Wasco and Sherman Counties)
200 acres

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23962 - John Stringer and Elizabeth Stringer
Malheur County
Parcel No. 1: 11.47 acres for right of way
Parcel No. 2: 0.99 acre for right of way

R-23963 - James Dejmal and Lois Dejmal
Malheur County
Parcel No. 1: 1.26 acres for right of way
Parcel No. 2: 1.1 acres for right of way

R-23965 - Walter Fritts and Shirley Fritts
Right of Way (Malheur County)
1.74 acres

R-25860 - A. F. Toedter and C. H. Toedter, et al.
Right of way (Malheur County)
3.98 acres
Amended resolution to eliminate acquisition of Parcel No. 2

R-26722 - Vyron B. Hopper, et al.
Right of Way (Malheur County)
0.46 acre

R-26729 - T. L. McKinney and Daisy L. McKinney
Right of Way (Malheur County)
0.38 acre

Albany-Judkins Point Section of the Pacific Highway

R-23578 - Charles L. Ogle and Edla M. Ogle
Linn County
Parcel No. 1: 47.7 acres (net) for right of way
Parcel No. 2: 2.2 acres (net) for right of way
Parcel No. 3: 1.2 acres (net) for right of way

Albany-Judkins Point Section (Cont.)

R-23578 - Charles L. Ogle and Edla M. Ogle (Cont.)

Parcel No. 4: 39.9 acres for a material source
Parcel No. 5: 33.2 acres for a material source

R-25385 - Omar E. Falk and Phebe E. Falk
Linn County
Parcel No. 1: 24.9 acres (net) for right of way
Parcel No. 2: 1.25 acres for right of way
Parcel No. 3: 1.05 acres for right of way

R-25455 - John Ropp and Mary Ropp
Linn County
Parcel No. 1: 15.91 acres (net) for right of way
Parcel No. 2: 0.9 acres (net) for right of way

R-25596 - Oscar W. Olson, et al.
Linn County
Parcel No. 1: 49.15 acres (net) for right of way
Parcel No. 2: 0.6 acre (net) for right of way
Amended resolution to change access provisions

R-25599 - Harvey Grell and Lelah Grell
Linn County
Parcel No. 1: 17.97 acres (net) for right of way
Parcel No. 2: 1.14 acres (net) for right of way

R-25600 - O. M. Conrad and Eda Conrad
Linn County
Parcel No. 1: 12.03 acres for right of way
Parcel No. 2: 2.68 acres for right of way

R-28034 - Harold W. Knuths
Right of Way (Linn County)
24.72 acres

L-2993 (R-25602) - Pierce Jenks and Elida Jenks
Linn County
Parcel No. 1: 18.32 acres for right of way
Parcel No. 2: 110.7 acres for a material source
Amended resolution to include provision

L-2999 (R-25189) - Juanita Wilkins Crews and John W. Crews
Lane County
Parcel No. 1: 31.4 acres for right of way
Parcel No. 2: 0.34 acre for right of way
Parcel No. 3: 0.31 acre for easement for irrigation ditch
Parcel No. 4: 0.81 acre for temporary easement for detour road
Amended resolution to change access provisions

May 8, 1958

Pacific Highway

R-27506 - Elza F. Morgan and Anna Morgan
Material Source (Linn County)
25.93 acres

R-27640 - J. E. Jenks and K. K. Jenks
Material Source (Linn County)
74.88 acres (net)

Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway

R-27673 - Oscar Offet and Mildred L. Offet
Right of Way (Washington County)
1.11 acres

Hilgard-La Grande Section of the Old Oregon Trail Highway

R-27070 - Valsetz Lumber Company
Right of Way (Union County)
2.5 acres

R-27343 - Valsetz Lumber Company
Right of Way (Union County)
1.0 acre

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-20672 - Marilyn R. Gilbert, Barbara Joan Lowe and Murray B. Marsh, Jr.
Right of Way (Multnomah County)
6,080 square feet
Amended resolution to reduct area of the taking, control access and acquire a permit of entry

Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway

L-2918 (R-26519) - Margaret Young and Andrew E. Young, et al.
Right of Way (Washington County)
0.58 acre (net)
Amended resolution to change access provisions

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25431 - Henry Martin Hazelwander and Lena Anna Elsie Hazelwander
Right of Way (Clackamas County)
0 02 acre

May 8, 1958

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

L-3008 (R-26327) - Homer C. Parrett and Blanche E. Parrett
Right of Way (Yamhill County)
0.87 acre
Amended resolution to change access provisions

R-28012 - Effie E. Baker
Right of Way (Yamhill County)
700 square feet

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26606 - Chris Richert, Jr., and Vera Richert
Right of Way (Coos County)
0.93 acre

Jonesboro-Tunnel Section of the Central Oregon Highway

R-27811 - Phillip Coyne
Malheur County
Parcel No. 1: 1.44 acres for right of way
Parcel No. 2: 0.6 acre for right of way

Albany-Judkins Point Section of the Pacific Highway

R-25281 - Raymond L. Briggs, Winifred A. Briggs and Marie A. Briggs
Right of Way (Lane County)
9.27 acres
Amended resolution to eliminate acquisition of Parcel No. 2

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27909 - L. A. DesBouillons and Vista H. DesBouillons
Right of Way (Multnomah County)
3,800 square feet

L-2964 (R-19388) - Daniel F. Creary and Margaret M. Creary
Right of Way (Multnomah County)
36,210 square feet
Amended resolution to increase area of taking

Right of way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. After carefully considering the proposed condemnations in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the condemnations by adopting the attached resolutions relative thereto, marked EXHIBITS "C-1" through "C-16", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

May 8, 1958

A report was submitted by the Chief Counsel showing condemnation cases which have been tried in court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
March 20, 1958 through May 6, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Sullivan, et vir. R-25425	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 3,500	$ 7,500	$ 5,000
DeVeny, et ux. R-27435	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	875	6,500 (Answer)	2,750
Rahoutis, et ux. R-22772	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	22,650	22,600	28,750
Telecky R-26345	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	760	1,000	750
Breedon, et ux. R-26205	Polk	Salmon	Valley Jct. - Sheridan	5,600	7,500	8,000
Paulson, et al R-27107	Union	Old Oregon Trail	Hilgard-La Grande	23,640	37,000	24,250
Cooper, et ux. R-25458	Linn	Pacific	Albany-Judkins Point	4,845	4,845 (Plus defendant retaining house)	4,795 (Plus defendant retaining house)
Ralston, et al. R-23477	Multnomah	Pacific Hwy. East	Intersection Slavin Road-Barbur Blvd.	1,000	5,000	No verdict
Bailey, et al. R-21895	Curry	Oregon Coast	Euchre Creek-Wedderburn	11,888	27,000 (Answer) 22,000 (To settle)	20,000

May 8, 1958

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Longacre, et vir. R-26915	Curry	Oregon Coast	Myers Creek-Brookings	$ 12,500	$ 25,000	$ 17,000
Upp, et vir. R-26917	Curry	Oregon Coast	Myers Creek-Brookings	5,500	19,160	10,000

The Commission accepted the report. (For details, see copy of the Chief Counsel's letters of May 2 and 6, 1958, in the General Files in Salem to which are attached copies of condemnation cases tried.)

The Chief Counsel also submitted and the Commission accepted a report of condemnation cases and other cases which have been settled out of court since the last Commission meeting. The following settlements, he said, are within or very close to the appraised values:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Karaman, Eva and Mike, R-27267	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 1,925	$ 2,225
Johannesen, R-27352	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	7,150	7,150
Edwards, et ux. R-27266	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	500	800
Eimers, et al. R-26966	Washington	Sunset	Murray Road Interchange	520	520
Shipps, Jr. R-26965	Washington	Sunset	Murray Road Interchange	3,330	3,330
Sefton, et al. R-24848	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	7,820	8,500

May 8, 1958

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Peterson, et al. R-25972	Marion	North Santiam	Mill City-Gates	$ 500	$ 350
St. Andrew's Lutheran Church of Portland, Oregon, et al. R-26959	Washington	Sunset	Murray Road Interchange	3,940	3,940
Bolton, et al. R-26112	Lincoln	Alsea	Eckman Slough	50	50
Holden, et al. R-26409	Columbia	Columbia River	Goble-St. Helens	856	1,000
Larson, et al. R-26724	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	250	250
Allen, et ux. R-26996	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	10,000	10,000
Calef, et vir. R-25318	Lane	Pacific	Albany-Judkins Point	22,250	23,750
Harmon, et al. R-26549	Marion	Pacific	Salem By-pass	105	300
Hoops, et al. R-22893	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	2,550	2,550
Robinson, et ux. R-26696	Marion	Pacific	Salem By-pass	50	100
Mosier, et ux. R-26916	Curry	Oregon Coast	Myers Creek-Brookings	1,440	1,500
Gass, et al. R-26792	Klamath	The Dalles-California	Green Springs-Klamath Falls	40,000	40,000

May 8, 1958

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Glynn, et al. R-22692	Clackamas	Cascade Secondary	S.E. Flavel St.-Lake Road	$ 3,634	$ 4,250

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2703	State of Oregon	Miller	Marion	Damage to guard fence from auto collision	$ 81.87	$ 61.40
L-3002	State of Oregon	Thiele	Lane	Damage to truck	122.08	61.04
L-2845	Thorburn	State of Oregon	Grant	Flood damage	1,600.00	650.00

(For details, see in the General Files in Salem the Chief Counsel's letters of May 2, 6, and 7, 1958. to which are attached copies of his reports on cases settled.)

Offers for acquisition of real property, which offers are to be tendered to the property owners prior to the institution of condemnation proceedings, were submitted by the Chief Counsel in compliance with a resolution adopted by the Commission on December 20, 1951. The Commission confirmed the following offers:

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27006 - Mildred Vaughan, et al. Condemnation of interest in access. Offer of $570.00 approved by Mr. McIver April 18, 1958.

R-27086 - Cecil C. Flora, et ux. 4,014 square feet for right of way purposes. Offer of $9,000.00 approved by Mr. McIver April 14, 1958.

R-27091 - Mildred Schmidt, et al. 5,000 square feet for right of way purposes. Offer of $4,380.00 approved by Mr. McIver April 21, 1958.

May 8, 1958

29902

Harbor Drive-Barbur Boulevard Section (Cont.)

R-27100 - Rudolph L. Viergutz, et al. 10,000 square feet for right of way purposes. Offer of $16,570.00 approved by Mr. McIver April 3, 1958.

R-27353 - Edmond Verdurmen, et al. 2,660 square feet for right of way purposes. Offer of $2,500.00 approved by Mr. McIver March 27, 1958.

R-27503 - William Gray, et ux. 5,000 square feet for right of way purposes. Offer of $5,000.00 approved by Mr. McIver April 4, 1958.

R-27504 - Emery Zidell, et al. 20,000 square feet for right of way purposes. Offer of $18,000.00 approved by Mr. McIver April 4, 1958.

R-27682 - Herbert P. Rutherford, et al. 0.12 acre for right of way purposes. Offer of $2,100.00 approved by Mr. McIver April 4, 1958.

R-27819 - Herbert P. Rutherford, et al. 0.26 acre for right of way purposes. Offer of $6,300.00 approved by Mr. McIver April 4, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25307 - Fred G. Knox, et ux. 15.05 acres for right of way purposes. Offer of $17,500.00 approved by Mr. McIver May 2, 1958.

R-25595 - Delazon C. Smith, et al. 22.67 acres for right of way purposes Offer of $15,400.00 approved by Mr. McIver April 11, 1958.

R-25596 - Oscar W. Olson, et al. 49.75 acres for right of way purposes. Offer of $34,600.00 approved by Mr. McIver April 29, 1958. An offer of $36,460.00 was authorized by Mr. McIver April 3, 1958. This reduction is due to additional points of access being allowed to the property owners.

R-25598 - John H. Swatzka, et al. 0.37 acre for right of way purposes. Offer of $300.00 approved by Mr. McIver April 7, 1958.

Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway

R-26314 - McCready Lumber Company. 0.59 acre for right of way purposes Offer of $17,600.00 approved by Mr. McIver April 7, 1958.

R-26326 - Walter Marion Everest, et al. 1.63 acres for right of way purposes. Offer of $890.00 approved by Mr. McIver April 17, 1958.

R-26334 - Clyde H. Brawley, et ux. 1.48 acres for right of way purposes. Offer of $1,210.00 approved by Mr. McIver April 14, 1958.

R-26337 - Carl E. Payne, et al. 0.91 acre for right of way purposes. Offer of $1,580.00 approved by Mr. McIver April 11, 1958.

Cascade Secondary Highway

R-27166 - Lloyd J. Griffith, et al. 0.2 acre for right of way purposes. Offer of $2,200.00 without building of $2,700.00 with building approved by Mr. McIver April 28, 1958.

R-27171 - Harris Distributing Company. 588 square feet for right of way purposes. Offer of $3,500.00 approved by Mr. McIver May 2, 1958.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27548 - Byrdie B. Metzgus, et al. 15.7 acres for right of way and 0.15 acre for an easement for fill. Offer of $3,796.00 approved by Mr. McIver May 2, 1958.

R-27581 - H. E. Timeus, et al. 5.0 acres for right of way purposes. Offer of $3,358.00 approved by Mr. McIver May 2, 1958.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-25860 - A. F. Toedter, et al. 3.98 acres for right of way purposes. Offer of $875.00 approved by Mr. McIver April 1, 1958.

R-26061 - Thea Emison, et al. 0.05 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver April 1, 1958.

Valley Junction-Sheridan Section of the Salmon River Highway

R-26207 - D. D. Willis, et al. 7.5 acres for right of way and 1.13 acres for excess taking. Offer of $2,990.00 approved by Mr. McIver April 23, 1958.

Columbia River Highway

R-27710 - Stebco Incorporated. 73.0 acres for a material source. Offer of $3,285.00 approved by Mr. McIver April 7, 1958.

Butte Creek-Burton Canyon Section of the John Day Highway

R-26861 - Joseph R. Thomas and Irene Eads, et al. 1.35 acres for right of way purposes. Offer of $520.00 approved by Mr. McIver April 11, 1958.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway

R-26530 - Francetta Rustin, et al. 0.14 acre for right of way purposes. Offer of $970.00 approved by Mr. McIver April 27, 1958.

Minam-Rock Creek Section of the Wallowa Lake Highway

R-26942, R-26943 and 26944 - E. C. Fleser, et al. 16.18 acres for right of way purposes. Offer of $1,070.00 approved by Mr. McIver April 1, 1958.

May 8, 1958

Judkins Point-Goshen Section of the Pacific Highway

R-27443 - Joseph R. Kalisky, et al. 6,128 square feet for right of way purposes. Offer of $1,386.00 approved by Mr. McIver April 29, 1958.

A report was also submitted by the Chief Counsel and approved by the Commission concerning orders which have been issued by the Public Utilities Commissioner regarding railroad crossing matters in which the Highway Commission has been made a party. A summary of these orders is as follows:

PUX 256: Application of Oregon Electric Railway Company for installation of electrically operated automatic signals at the crossing of the Lebanon-Corvallis Highway near Albany. The order authorized installation of the signals and provided that Linn County and Oregon Electric Railway Company participate equally in the cost of installing the signals, with maintenance to be borne in the future by the railway Company. This crossing is on a county road not under the jurisdiction of the Highway Commission.

PUX 257: Application of Oregon Electric Railway Company for installation of electrically operated warning signals at the crossing of the railroad with Garfield Street in the City of Eugene. The order authorized installation of the signals and provided that the cost should be borne equally by the City of Eugene and Oregon Electric Railway Company. After installation the signals are to be maintained by the railway Company. This crossing is on a city street not under the jurisdiction of the Highway Commission.

PUX 259: Application of Marion County for installation of electrically operated automatic warning signals at the crossing of the tracks of Southern Pacific Company on Lancaster Drive near the City of Salem. The crossing is on a county road and the order authorized installation of the signals, with the cost to be borne equally by Southern Pacific Company and by Marion County, provided that the railway Company is to maintain the signals after installation.

The Chief Counsel submitted a report recommending the abandonment of claims against others, as follows:

CAO-58-23, Robert G. Zobel. On January 24, 1958, Mr. Zobel was involved in an accident with a State vehicle on the Airport Road in Salem, resulting in damages to the State car in the amount of $168.03. A claim was made against Mr. Zobel and his insurance company but it later developed that the State's insurance carrier paid the damages sustained by Mr. Zobel in the accident. The driver of the State vehicle was apparently at fault and the claim has been abandoned.

CAO-57-247, Clinton Mathis. On October 19, 1957, Mr. Mathis ran into a blinker light pole on the Pacific Highway about 22 miles south of Eugene. Claims were filed by both Mr. Mathis and the State, the claim against Mr. Mathis being in the sum of $66.26. Negotiations between the insurance company and the State have failed and as it appears that the unlighted pole which was

hit was definitely a traffic hazard, the claim has been abandoned.

CAO-58-21, Gerald R. McBroom. On December 10, 1957, Mr. McBroom collided with a guardrail at M.P. 274.75 on the Old Oregon Trail resulting in damages of $159.46. Mr. McBroom carries no insurance and all attempts to locate him have failed. Therefore, the claim has been abandoned.

CAO-57-267, William E. Davis. On November 30, 1957, a car driven by Mr. Davis collided with a guardrail at M.P. 197.61 on the Pacific Highway, resulting in damages in the amount of $160.67. Mr. Davis, who is deceased, carried no insurance, and left no estate. The claim has been abandoned.

CAO-58-38, Emil Anttonen. On December 23, 1957, Mr. Anttonen drove into an illumination installation at the traffic interchange on the Pacific Highway at Goshen, causing damages in the amount of $443.13. Mr. Anttonen's insurance carrier denied payment because they claimed he was forced off the road by an unidentified car. As the State has no evidence to sustain its burden of proof, the claim has been abandoned.

The Commission authorized abandonment of the claims as recommended.

Authority was requested by the Chief Counsel to dismiss two legal actions, summarized as follows:

State v. Donald F. Deulen, L-2732. On November 11, 1955, a car driven by Mr. Deulen collided with the highway fence near Harvard Street Overcrossing in Roseburg, causing damages in the amount of $247.70. Letters directed to Mr. Deulen have been returned unclaimed and all efforts to locate him have failed. It is recommended that the suit which has been filed against Mr. Deulen be dismissed.

State v. Thomas Stitts, L-2702. On January 9, 1956, a car driven by Mr. Stitts collided with a state highway vehicle, resulting in damages in the amount of $434.16. Suit was filed but later investigation has determined that Mr. Stitts is a disabled veteran of the Canadian Army in World War II and his sole income is $62.50 per month. Mr. Stitts carried no insurance and as it appears impossible to collect on a judgment the Chief Counsel recommended that the suit be abandoned.

The Commission authorized dismissal of both cases as recommended

Illegal removal of 10,000 board feet of Douglas Fir timber from the Carpenterville-Brookings Forest Wayside on US101 in Curry County was reported by the Chief Counsel. He stated that in December, 1956, Mr. L. E. Chesser removed the timber which is valued at $31.00 per MFBM, and that he has signed a statement admitting that he had committed the trespass. However, he has made no payment for the timber taken. The Chief Counsel requested authority to institute legal action to collect double value of the timber as authorized by law. The Commission granted him such authority.

The Chief Counsel mentioned briefly that there are now 42 cases pending in which the State is made a defendant in connection with damage done in

the Vanport area in Portland which involves Denver Avenue, route of the Pacific Highway. Chairman McIver reviewed briefly for the benefit of Commissioner Fridley the history of the Vanport flood and the suits which have been filed. No action was taken.

At the request of the Chief Counsel, the Commission confirmed telephonic authority heretofore granted for Frank I. Towle, Engineer Investigator, to go to Kansas City, Missouri, to interview a Mr. Frank Cortelyou concerning the Vanport flood cases. The cost of the trip is estimated at $211.65.

Attention was given to a request from Idaho Power Company for the State to determine the amount of the bond to be posted in connection with the proposed modification of its agreement with the power company concerning construction of the new highway between Richland and Copperfield via Halfway. The Chief Counsel stated that after consultation with the State Highway Engineer it had been decided to recommend that bond be required in the amount of $325,000, of which $320,000 is to cover construction items and $5,000 is to cover right of way. The Commission accepted the recommendation.

Consideration was given to a request from the District Engineer, Walla Walla District, Corps of U.S. Army Engineers, to modify terms of an agreement dated December 30, 1949, concerning relocation of state highways Nos. 395 and 730 because of construction of McNary Dam. The Chief Counsel stated that the modification is requested so that the Army Engineers can convey title to the reconstructed highways to the State by a permanent easement rather than quit claim deed as provided in the original agreement. It appears that the Army Engineers do not have authority to convey title of public lands by deed, but can do so by easement. If the modification is approved, he continued, the agreement can be closed out by obtaining title to right-of-way acquired over private lands and by permanent easement over public lands. Upon his favorable recommendation, the Commission approved the modification.

The Chief Counsel reported that a Mr. Virgil Ames, who is occupying a house in Cascadia State Park, has refused to move notwithstanding that he has been asked to do so several times because he has failed to pay his rent for the past nine months. He asked the Commission to authorize him to take such steps as are necessary to evict Mr. Ames from the premises. The Commission approved the request.

The Commission considered a claim submitted by the Stutsman family, consisting of husband, wife, and four children, for damages sustained by them in the amount of $1,195.75 when their car skidded on the Winchuck River Bridge on the Oregon Coast Highway in Curry County. The Stutsmans allege that the accident occurred because the state was negligent in not replacing a railing on the bridge which was damaged in a previous accident. The Chief Counsel stated that a temporary railing was in place at the time of the Stutsmans accident and that the damage incurred by them was not the fault of the State He recommended that the claim be denied. The Commission accepted his recommendation.

The Chief Counsel requested approval of a number of salary adjustments for a number of attorneys in the Legal and Right of Way Division. He commented that the proposed salary changes are in line with the established policy of annual merit increases and are subject to approval by the Attorney General. Following his favorable recommendation, the Commission approved the following schedule of salaries effective July 1, 1958:

Name	Present Salary	Proposed Annual Salary Increase (July 1, 1958)
Leonard I. Lindas	$ 880	$ 915
George E. Rohde	810	845
Charles Peterson	775	810
Frank C. McKinney	745	775
Joseph W. DeSouza	745	775
Fred A. Morgan, Jr.	685	715
John C. McLean	655	685
J. Robert Patterson	655	685
Leslie B. Hampton	600	625
James R. Kuhn, Jr.	575	600
William A. Mansfield	575	600
Donald R. Stark	550	575
Robert A. Holland	525	550
Leo V. Nuttman	525	550
Glen V. Sorensen	525	550

The Chief Counsel reported that the Oregon Automobile Insurance Company which wrote the Employees Comprehensive Liability Policy which is scheduled to expire on October 1, 1958, has stated that they are cancelling the policy on June 6, 1958. He requested authority to take such steps as are necessary to secure new insurance as a replacement. The Commission approved his request and ordered the new insurance purchased as a result of competitive bidding.

The Engineer reported that under authority previously granted him, he has awarded contracts referred to him by the Commission to award when certain conditions had been satisfied. He said that the conditions have been met with respect to the following projects and that contracts have been awarded:

(1) Construction of Ontario Bridges over the Snake River on Old Oregon Trail Highway, Malheur County. Bids received March 27, 1958 Contract awarded April 4, 1958 to Hoffman Construction Company, Portland, low bidder.

(2) Grading and paving on Division Street-Powell Boulevard Section of S. W. 122nd Avenue in Multnomah County. Bids received March 28, 1958. Contract awarded April 9, 1958 to Oregon Asphaltic Paving Company, Portland, low bidder.

Award of contracts (Cont.)

(3) Paving and stone shoulders on Dans Point-Plywood Plant Section of Gold Beach-Bagnell Ferry Road, Curry County. Bids received February 27, 1958. Contract awarded April 9, 1958 to J. C. Compton, McMinnville, low bidder.

(4) Grading and paving and furnishing material in stock pile on Minam-Rock Creek Section of Wallowa Lake Highway, Wallowa County. Bids received February 27, 1958. Contract awarded April 9, 1958 to McNutt and Sons, Inc., Eugene, low bidder.

(5) Grading, paving and construction of two reinforced concrete interchange structures on Tigard Interchange Unit, Harbor Drive-Washington County Line Section of Pacific Highway, Multnomah County. Bids received February 27, 1958. Contract awarded April 15, 1958, to Central Paving Company, Independence, low bidder.

(6) Grading on Long Hollow Canyon-Hunter Ranch Section of Tygh Ridge Road, Wasco County. Bids received March 27, 1958. Contract awarded April 17, 1958 to J. M. Purcell Construction Company, Kalispell, Montana, low bidder.

(7) Olds Ferry-Ontario Rock Production Project on Olds Ferry-Ontario Highway, Malheur County. Bids received March 27, 1958. Contract awarded April 21, 1958 to C. E. Leseberg, Nyssa, low bidder.

(8) Grading and paving Newberg-Gearin Corner Section of Hillsboro-Silverton Highway, Yamhill and Marion Counties. Bids received March 27, 1958. Contract awarded April 28, 1958 to Morse Brothers, Lebanon, low bidder.

(9) Construction of the Silvies River Bridge on Silvies River Road, Harney County. Bids received March 28, 1958. Contract awarded to Inter City Sand & Gravel Company, Eugene, low bidder.

(10) Grading Santiam Junction-Lebanon Road Section of Pacific Highway, Linn County. Bids received March 27, 1958. Contract awarded May 7, 1958 to J. N. Conley, Portland, low bidder.

The Commission confirmed the Engineer's awards as reported.

The Engineer reported that certain sections of state highways on which reduced load limits had been placed are now in such condition that legal loads may be transported over them. He recommended that previously imposed restrictions be removed from the following highways:

1. Enterprise-Lewiston Highway, M.P. 29.25 to M.P. 42.67, originally imposed February 27, 1958, removed 8:00 a.m. April 7, 1958.

2. Crane-Scotts Butte Secondary Highway No. 442 from M.P. 56.0 approximately 5 miles northwest of the Harney County-Malheur County Line to M.P. 66.0, southeast of the junction with the county road to Follyfarm.

This load limit was originally imposed Feb. 21, 1958, and was removed 8:00 a.m. April 28, 1958.

The Commission confirmed the Engineer's removal of such load limit restrictions.

The Engineer reported the results of bids received in Salem on April 17, 1958, for a number of highway construction projects. The Commission decided to announce the awards of the contracts at 4:00 p.m. today. (See ahead for the awards)

The Engineer also presented for the Commission's action bids received on April 17 in Salem for the furnishing of marine insurance for the Astoria-Megler Ferry vessels and for furnishing liability insurance covering the Steel Bridge in Portland as follows:

Marine Insurance for Astoria-Megler Ferry Vessels

Jewett, Barton, Leavy & Kern, Portland	$ 7,135.88
Dooly & Company, Portland	7,250.50
Durham & Bates Agencies, Inc., Portland	7,258.50

Liability Insurance for the "Steel Bridge" (Portland)

W. C. Dyer & Sons Insurance Agency, Salem	$ 954 78
Durham & Bates Agencies, Inc., Portland	1,461.32
Dooly & Company, Portland	2,127.50

The Engineer recalled that he discussed these bids with Commissioners Chessman and Fridley over the telephone, both of whom authorized acceptance of the low bidder in each instance; Jewett, Barton, Leavy & Kern, and W. C. Dyer & Sons Insurance Agency. He asked the Commission to confirm the action for the record. The Commission confirmed the award of the contracts subject to concurrence by the Department of Finance and Administration.

A tabulation of high bids received at Salem on April 22 for used equipment and scrap materials was presented by the Engineer. He pointed out that the total of high bids amounted to $22,037.15, whereas the estimated value was $19,960.00. The Commission approved the Engineer's action with respect to the bids received.

The Engineer reported the results of bids that were received by the Washington Toll Bridge Authority for the sale of $5,200,000 of bonds to fi-

nance the Vancouver-Portland Interstate Bridge reconstruction project. These bonds, he stated, were sold for a net interest rate of 2.9682%. The Commission expressed its approval of the sale of the bonds at such rate.

The Commission discussed with the Engineer a requirement of the U. S. Army Engineers for a formal guarantee of the maximum amount which Oregon and Washington will claim as reimbursement for the remodeling of the existing Interstate Bridge between Vancouver and Portland. The present arrangement, the Engineer stated, is that 50% of the remodeling cost will be assumed by the Federal Government under the Truman-Hobbs Act. Bids have been received for the project and the remodeling cost has been computed at $1,143,303, including an allowance of 15% for engineering and contingencies. Upon his favorable recommendation, the Commission approved a guarantee in such amount.

Attention was given to the Engineer's report concerning traffic conditions at the intersection of Scholls Highway with the Beaverton-Tualatin Highway in the community of Progress. The Engineer recalled that this intersection was originally a four-way stop, later changed to a two-way stop, and at the last Commission meeting was again made a four-way stop. Traffic volumes, he said, are too low to warrant the installation of a traffic signal, and construction of a left-turn refuge would not be of any particular value. It was his opinion that construction of curbs and prohibition of parking would work a hardship on some of the business establishments. He therefore recommended that the four-way stop be left in place and that no other intersectional treatment be provided unless a bad accident pattern develops. The Commission accepted the recommendation.

The Commission also considered a report submitted by the Engineer regarding a public hearing that was held in the City Hall, Portland, on May 2, 1958, relative to the plans for the "Eastbank Freeway" Section of the Pacific Highway in Portland. The Engineer pointed out that no objections to the proposed plans were voiced at the hearing. He recommended in view thereof that the Commission adopt the survey for the low level route of the Eastbank Freeway Section of the Pacific Highway as shown on Sketch Map 8B-9-13, dated May 1958.

The Commission approved his recommendation by adopting the attached resolution relative thereto marked "EXHIBIT H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman McIver inquired as to when the first contract might be advertised for this project. The Engineer replied that it is planned to start acquisition of right of way within two or three months and that the first contract may be advertised in mid 1959. He estimated that it would take about three years to complete the project.

Consideration was given to a report submitted by the Engineer concerning a request made by Mr. Fred Endicott of the William Endicott Logging Company, Prineville, presented at the Highway Commission meeting held on March 28, that log haulers be allowed to truck haul logs over state highways 24 hours per day.

The Engineer advised that inquiries have been made as to how such matters are regulated in the states of California, Washington, Idaho, and Montana, and it was ascertained that these states have no restrictions on log hauling hours. The matter has been given very careful study, he continued, and as a result thereof it is his recommendation that Oregon's regulations be revised to permit 24 hour hauling, subject to certain regulations. To accomplish this, he recommended deletion of Paragraph 5 of the present General Regulations contained in Public Utilities Commission Form 170 and substitution of the following paragraph:

> "The truck hauling of logs, poles and/or piling over or across any state highway is prohibited on Saturday afternoons between May 23rd and September 8th, Sundays, the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, and provided when any holiday falls on Sunday, the transportation of logs, poles and/or piling is then prohibited on the Monday following such holiday. During the period from 9 p.m., Pacific standard time, on any other day to 4 a.m., Pacific standard time, of the day following the truck hauling of piling in excess of 80 feet over-all length, including truck and load, is prohibited. Hauling equipment shall be equipped with and when operating during the hours of darkness shall display lighted lamps and other illuminating devices conforming with all statutory requirements; provided further that if the overall length of the equipment and load exceeds 50 feet, there shall, in addition, be displayed on each side of the load at approximately equal intervals two side marker lamps and two clearance lamps, which may be in combination to show to the front, side and rear, and may be unmounted or detached during daylight hours. The above side marker and clearance lamps are required in addition to the side marker and clearance lamps required on the pole trailer by statute."

The Commission adopted the change as recommended and instructed the Secretary to convey the action to the Public Utilities Commissioner with the Commission's recommendation that his general regulations relative to the transportation of logs, poles and piling by motor truck be amended accordingly.

A report was made by the Engineer concerning the proposed construction of a building to house the State Motor Vehicle Department and the Department of State Police in the Shops area at the east edge of Salem This matter, he stated, was presented to the members of the Board of Control, who asked the Capitol Planning Commission for their recommendation. The Planning Commission, he said, recommended that any building for this purpose should be constructed in the Capitol Mall area, and the Board of Control by unanimous vote endorsed the recommendation. The Engineer recommended in view of the Board of Control's action that the Highway Department withdraw from the matter. He pointed out that it is somewhat difficult to answer a criticism made by one of the Board of Control members regarding the rise of State Highway funds to finance the building when it is contemplated to ask the 1959 Legislature for additional highway revenues. The Commission took no action at this time other than to indicate that it might wish to discuss the matter at the June meeting.

May 8, 1958

Attention was also given to the Engineer's report concerning a proposal submitted by Mr. Gene Brown, Attorney, Grants Pass, for revision of the East Grants Pass Interchange to accommodate construction of a roadway to serve the "Miracle Mile" Section of the Pacific Highway immediately south and east of Grants Pass. The Engineer stated that subsequent to receipt of Mr. Brown's request, an investigation was made and it was found impractical to move the location of the Interchange because of topographical features and an existing cemetery. However, it appears that the connecting road leading toward "M" Street can be shifted easterly approximately 600 feet to allow construction of a channelized intersection northerly from the river, which intersection could be used to connect additional roads or streets as an accomodation to local business interests. He also pointed out that the "M" Street connection is the only roadway in this area that is on the state highway system and that any other road, bridge, or connection could not be constructed by the state and the Federal Government as a part of the state highway, so if other agencies, possibly the city or the county, wish to construct an access road leading to the East Grants Pass Interchange, they could do so at their own expense at the point described above. He recommended that the Commission proceed with the previously prepared plans. The Commission accepted his recommendation and instructed him to advise Mr. Brown of the decision and the reasons therefore.

Reclassification from Group III status to a Group I status of the Shaniko-Antelope Section of the Shaniko-Fossil Secondary Highway No. 291 was reported by the Engineer. He explained that a test run made over this section using a 60-foot truck and full trailer combination revealed that such equipment was able to negotiate the curves without encroaching on the opposing traffic lane. The Commission confirmed his action.

The Commission considered items of unfinished business as shown on the Secretary's Summary dated April 3, 1958, as follows:

1. Request of the National Park Service that the State maintain park facilities at Howard Prairie Dam in Jackson County: The Parks Superintendent stated that his report on this subject is not yet ready but he suggested that the item be removed from the list of unfinished business and that it be considered as new business when the report is rendered. The Commission ordered the item deleted.

2. Relocation of highways necessitated by construction of the proposed Crooked River Dam south of Prineville: The Engineer reported that the agencies constructing the dam have been asked to replace in kind an approximate five mile section of the Crooked River Highway which will be inundated. He also commented that a delegation is scheduled to appear before the Commission concerning this matter on the following day. The Commission deferred action pending appearance of the delegation and ordered the item removed from the list of unfinished business. (See delegation ahead.)

3. Request of the Parkrose Chamber of Commerce for development of Government Island in the Columbia River for recreational purposes: The Parks Superintendent commented that his study of this matter is incomplete. He suggested that the item be removed from the list of unfinished business and that it

be considered new business when his report is ready. The Commission ordered the item removed from the list.

4. Request of the Brookings Park Committee that the State take over as a state park the Loeb Memorial Forest in Curry County: The Parks Superintendent stated that his report on this subject would be rendered later in the month. The Commission ordered the item retained on the list of unfinished business.

5. Request of Representative Fred Meek for construction of a museum building at Champoeg State Park: The Engineer stated that his investigation on this matter is incomplete. The item was ordered retained on the list of unfinished business.

6. Out-of-state travel costs and allowances: The Engineer commented that a recent ruling by the Department of Finance and Administration increasing hotel and meal allowances has pretty well taken care of this matter. The Commission ordered the item removed from the list of unfinished business.

7. Out-of-state travel expenses for State Highway Commissioners: Chairman McIver stated that in his opinion the Commission should not demand greater allowances for out-of-state travel than are granted to State Highway employees. This item was ordered deleted from the list of unfinished business.

8. Handling of traffic at the intersection of Scholls Highway with the Beaverton-Tualatin Highway in Progress: The Commission ordered this item deleted from the list of unfinished business as the Engineer had presented a report earlier in the day.

9. Fort Stevens State Park concession privilege bids: This item was also ordered deleted from the list of unfinished business as the Parks Superintendent had submitted a report earlier in the day, and as a delegation is to appear on the matter on the following day. (See delegation ahead.)

10. Request of Endicott Logging Company for permission to operate logging trucks over state highways 24 hours per day: The Commission ordered the item removed from the list of unfinished business as action had been taken earlier in the day.

11. Proposal of Mr. Gene Brown, Attorney, Grants Pass, that the location of the proposed Redwood Highway Interchange near Grants Pass be moved to the south to accommodate business along the "Miracle Mile" section of US99: The Commission ordered this item deleted from the list of unfinished business as action had been taken earlier in the session.

12. Request of Baker County Court for revised routing of the Haines-Anthony Lake Highway near Haines: The Engineer stated that his investigation of this matter is under way but his report is not yet ready. The Commission ordered the item retained on the list of unfinished business.

13. Request of Tillamook County delegation for oiling a $2\frac{1}{2}$ mile section of the Little Nestucca Secondary Highway. This item was ordered removed from the list of unfinished business as funds to finance the work are provided in the special anti-recession program.

May 8, 1958

Consideration was given to a suggestion from the Eugene office of the Department of State Police for construction of a left-turn refuge on the Willamette Highway at Jasper Junction as a traffic safety measure. The Engineer stated that this intersection has been investigated several times and luminaire units were installed in the latter part of 1956. From the facts determined by a recent investigation, it now appears that a flashing beacon should be installed, and he so recommended. He estimated the cost at $500.00. The Commission approved his recommendation.

The Commission also considered a request from the City of Nyssa, through its city manager, for installation of traffic signals at the intersection of Main Street with either Second or Third Street. An investigation was made, the Engineer stated, which disclosed that cross street vehicular and pedestrian traffic is much heavier at Second thanat Third Street and that traffic conditions at Second Street are such that signalization is warranted. He recommended that a fixed time traffic signal be installed at the intersection of Second and Main Streets, at an estimated total cost of $4,000, with the understanding that the City of Nyssa is to pay one-half the cost of the installation and to assume the expense of future maintenance and power consumption. The Commission approved the installation on such basis.

A request was discussed from Mrs. Bernard Hall, Manhattan Beach, for establishment of a crosswalk across the Oregon Coast Highway in the community of Manhattan Beach. The request was investigated, the Engineer stated, and it was found that conditions warrant the establishment of a crosswalk and an overhead illuminated crosswalk sign which is estimated to cost $700. Upon his favorable recommendation, the Commission approved the installation.

Authority was requested by the Engineer to enter into an agreement with the City of Forest Grove for illumination of two channelized intersections on the one-way couplet section of the Tualatin Valley Highway at the easterly edge of the city. He explained that the City is installing illumination throughout the project and illumination of the intersections can best be done by combining it with the city project. He recommended that the work be done by the City in connection with their project and that the State reimburse the City for the cost, which he estimated at $2,818.60, with the understanding that the agreement is to provide that the City shall furnish necessary power and maintain the illumination fixtures at its own expense. The Commission approved the recommendation.

The Engineer reported completion of several surveys as previously authorized by the Commission. These surveys, he stated, have been given very careful engineering consideration to provide the best highway facility commensurate with the cost of construction. He recommended approval of surveys involving reconstruction of several state highway sections as follows:

1. Trail Creek Bridge Section of the Crater Lake Highway in Josephine County concerning which a public hearing was held in the Upper Rogue River

Grange Hall on March 18, 1958. (See Exhibit H-2.)

2. Corvallis City Section of the Corvallis-Newport Highway in Benton County concerning which a public hearing was held in Corvallis on February 13, 1958. (See Exhibit H-2.)

3. Richland-Copperfield Section of the Baker-Homestead Highway in Baker County. (See Exhibit H-2.)

Following his favorable recommendation the Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBITS "H-1" through "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

An increase of $750.00 in the project authorization for Contract No. 5012, installation of illumination at Nesika Beach and Wedderburn connections with U.S. 101, Curry County, was requested by the Engineer who explained that the cost to provide illumination of the Greggs Creek-Wedderburn Section overran the estimated amount because of extra costs in installing and maintaining temporary illumination prior to the permanent installation by the contractor. The Commission approved the increase as requested.

The Commission gave attention to a letter from the City Recorder of Lakeview requesting completion of the paving and curbing on US395 in the northerly part of Lakeview from Fifth Street to the north city limits. The letter also indicated that the City would be willing to pay 25 per cent of the costs involved. The Engineer stated that a field investigation indicated that the total cost of the project would be approximately $72,000. He pointed out that a similar project is now being constructed in the southerly part of the town and he recommended that the request be denied at this time as other communities should be considered before another project is undertaken in Lakeview. The Commission accepted his recommendation.

The Commission considered a letter from the Douglas County Court requesting that the State assist in the improvement of a section of Garden Road (county road) between the old route of US99 and the new route. This road, the Engineer pointed out, is a county road which has been affected to a minor degree by the construction of the Roseburg by-pass and the Garden Road Interchange The County has suggested a curbed section improvement 66 feet in width. A cost estimate was prepared on a 50-foot roadway section, indicating that the project would cost approximately $112,000, not including sidewalks. As the road is not a state highway and performing work on it could establish an undesirable precedent, he recommended that the Commission not participate in the project. His recommendation was accepted by the Commission.

Attention was given to a letter from Hoffman Construction Company, Portland, contractor to whom was awarded Contract No. 5161 for construction of the Ontario River Bridge project in Malheur County, on March 27, 1958, in which they allege that they made a mistake in their bid by omitting the cost of false work and request the return of their bid bond. The Engineer stated that Hoffman Construction Company has refused to sign the contract which was approximately $190,000 under the next low bidder, and who brought their worksheets to his office for examination. It was his opinion that their claim of omitting false

work is not accurate as their bid was low in nearly all items. He recommended that the contractor's request be denied and that necessary legal action be taken to collect the five per cent surety bond that was furnished by Seaboard Surety Company in the amount of $36,024.60, which is five per cent of Hoffman Construction Company's bid of $720,492.00. The Commission adopted the recommendation and instructed the Chief Counsel to proceed to collect the amount of the bid bond.

The Commission discussed briefly a letter from Congressman Charles O. Porter concerning placing the Gold Beach-Agness-Selma Road on the Forest Highway System. The Engineer commented that the Commission had previously given this matter consideration and at that time denied the request because of the cost involved and because of the existing undeveloped mileage on the Forest Highway System. Conditions have not changed since that time, and he recommended that the Commission reaffirm its previous decision. The recommendation was accepted by the Commission and the Secretary was instructed to inform Congressman Porter accordingly.

A program of highway construction to utilize 'anti-recession' funds made available by the U.S. Congress under the 1958 Highway Act was considered. The Engineer presented a suggested program for the funds available. He pointed out that the program totals $6,500,000 and applies to the "ABC" (non-interstate) system only, however, an additional sum of $3,000,000 will be available under the emergency program for the 'interstate' system. All funds under the emergency program, he said, must be under contract by December, 1958, and the work must be completed not later than December, 1959. He mentioned that the suggested program contains projects which can be advanced and put under construction within the specified time limit and is based on the regular Division formula for allocation of the "ABC" funds. He explained that with three exceptions, the projects in this program are jobs advanced from the previously adopted program. The Commission carefully considered the program suggested by the Engineer but deferred its decision until the afternoon session. (See ahead for program as adopted.)

The Commission discussed a request from the Port of Siuslaw that a full-time drawbridge operator be assigned to the Siuslaw River Bridge on the Oregon Coast Highway at Florence. The Engineer reported that the same request has been made several times in the past. In 1953, a double shift of operators was used from September 3 to September 27, during which period it was necessary to open the bridge for only one vessel. From September 4 to September 22, 1954, a double shift was placed on duty and during that period, only one vessel required four openings of the span, although 293 vessels went under the bridge without an opening. In 1956, 33 openings were made on 30 different days. In 1957, 55 openings were made on 49 different days, and during the first three months of 1958, 16 openings were made on 12 different days. He gave as his opinion, in view of the small number of openings that are required, that employment of a full-time operator is not justified and he recommended that the request be denied until such time as the river traffic increases to a volume which will justify such full-time operator. The Commission approved the recommendation.

The Commission considered a request from the City of Dallas for widening and construction of curbs on a 0.45 mile section of Oregon Route 223 in the City of Dallas. The Engineer estimated the cost involved at $78,000. He mentioned that the City has indicated that it will participate to the extent of 25% of the cost and will also construct the necessary sidewalks. He also said that the project is desirable but there are no funds available to finance it at this time. Accordingly, he recommended that the request be denied for immediate undertaking and that the project be given consideration when additional funds become available. His recommendation was approved by the Commission.

The Commission also considered a request from residents of Estacada for construction of a by-pass of the Clackamas Secondary Highway at Estacada to remove traffic from Main Street which runs adjacent to the grade school and high school. The Engineer advised that this project is estimated to cost $125,000. He also stated that although traffic is considerable there is no congestion and that the school areas are zoned for 20 miles per hour speed during school hours; moreover, in his opinion, there are many highway sections throughout the state that have a higher priority status. The Commission approved his recommendation that the Estacada people be informed that it is not now possible to allocate funds for this by-pass.

A letter from the Mayor of Wasco requesting construction of a blacktop surface on the Wasco-Heppner Highway between Hay Canyon and the City of Wasco was considered. The Engineer commented that $200,000 has been programmed for 1960 for reconstruction of a 9.2 mile unit of this section and it is planned to complete the section in the near future. The Commission delayed action at the request of Commissioner Fridley until a delegation has been heard on the following day, concerning the proposed relocation of this highway south and east of Wasco. (When the delegation appeared, Chairman McIver advised them that their request would be considered and that the Engineer would advise them of the status of the programmed project. See additional entry ahead.)

The Engineer presented a tabulation showing the county "D" (anti-recession) funds available for Oregon in the total amount of $2,097,386. He said that under regular procedure, half of these funds would be allocated to county roads, which would amount to $1,048,693.00. Matched with State and County funds, the total program would be $1,410,000.00. He recommended allocation of these funds to individual counties on the basis of the formula which has been used in the past. He also presented a list of projects in 12 counties totalling $468,000 to take up a portion of the funds available, and recommended that these projects be approved for financing with county "D" (anti-recession) funds, leaving the balance to be programmed later. The Commission approved the allocation of secondary funds to county road projects and the specific projects recommended by the Engineer as follows:

D (Anti-recession) FAS ALLOCATION TO COUNTIES

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to (Thousands)
Baker	$ 16,761	$ 23,000
Benton	20,747	28,000

FAS ALLOCATION TO COUNTIES (Cont.)

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Clackamas	$ 67,640	$ 91,000
Clatsop	21,707	29,000
Columbia	26,380	35,000
Coos	31,939	43,000
Crook	15,564	22,000
Curry	12,615	17,000
Deschutes	21,613	29,000
Douglas	45,523	61,000
Gilliam	13,449	18,000
Grant	15,855	21,000
Harney	18,373	25,000
Hood River	17,499	24,000
Jackson	36,329	49,000
Jefferson	15,210	20,000
Josephine	22,416	30,000
Klamath	30,351	41,000
Lake	20,064	27,000
Lane	70,872	95,000
Lincoln	24,602	33,000
Linn	40,646	55,000
Malheur	34,552	46,000
Marion	57,368	77,000
Morrow	17,091	23,000
Multnomah	81,537	110,000
Polk	28,889	39,000
Sherman	11,608	16,000
Tillamook	22,156	30,000
Umatilla	43,289	58,000
Union	17,067	23,000
Wallowa	15,888	21,000
Wasco	16,863	23,000
Washington	53,105	71,000
Wheeler	11,774	16,000
Yamhill	30,351	41,000
	$1,048,693	$1,410,000

Summary, Entire State: D-FAS Funds

Total Federal Funds (D-FAS) available for entire state		$ 2,097,386
County Share (50%)		1,048,693
Plus Estimated Required Match Money:	State Funds	180,653
	County Funds	180,654
Total County Road D-FAS Fund		$ 1,410,000

May 8, 1958

PROPOSED PROJECTS - COUNTY D (ANTI-RECESSION) FUNDS

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	364	Lucklamute River (Hoskins) Bridge. Structure only.	$ 28,000
Clatsop	757	Blind Slough Bridges (2). Structures only.	$ 29,000
Crook	453	East & West Units, Paulina-Trout Creek, 4 miles. Grading only.	$ 22,000
Hood River	871	Chamberlain Road, 1.3 miles)	
	872	Andrews Road, 0.5 mile) Surface &	
	873	Paasch Road, 0.7 mile) oil.	$ 24,000
Jackson	273	Bybee Bridge-Gregory Road, 2.1 miles Paving.	$ 49,000
Jefferson	688	Juniper Lane-Fir Lane, 4.2 miles Surface & oil.	$ 20,000
Josephine	850	Grave Creek (Leland) Bridge. Structure only.	$ 30,000
Malheur	825	West Unit, Foothills Drive. Grade, surface, & oil.	$ 46,000
Multnomah	638	122nd Avenue-141st Avenue, 0.75 mile Grade and pave.	$ 110,000
Polk	747	Rickreall Creek Bridge, Structure only.	$ 39,000
Tillamook	616	Coleman Creek-Tillamook Bay, 0.6 mile. Grading only.	$ 30,000
Yamhill	111	Panther Creek-North, 1.6 miles) Surface	
	586	Lafayette-Three Mile Lane, 2 miles) oil.	$ 41,000
		TOTAL	$ 468,000

SUMMARY:

Available Funds	$ 1,410,000
Proposed Projects, 5/7/58	468,000
Unprogrammed Balance	$ 942,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on basis of rural population, and 15% on basis of total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately

May 8, 1958

74% of Total County D-FAS Fund with State and County Funds estimated to be approximately 13% each.

NOTE: In the event the provision for obtaining an advance or loan of fiscal years 1961 and 1962 Federal funds in the amount of 2/3 of the required local match money is utilized, actual State and County fund participation at this time would be approximately $60,000 each.

Attention was given to a request from the Springfield City Council for an addition to the state FAS system to provide for an urban section from "Q" Street southerly to the McKenzie Highway. The Engineer explained that the requested addition is in the nature of a one-way couplet connecting the "Q" Street route and County FAS Road #860 on the north with the McKenzie Highway on the south. He said that since this item was scheduled on the Agenda he received information from Mr. E. R. Turner, Springfield City Manager, that they wish to discuss the matter personally with the Commission at its June meeting. In view of this information the Commission deferred action.

The Commission considered a request from Robert A. Finlayson, City Manager of Eugene, for four additions to the Federal-aid Secondary System in Eugene. The Engineer explained that two of the requests are for additions to the County FAS System, one being an urban extension of County FAS Road 859 from 30th Avenue at the east city limits, to the Ferry Street Bridge. The other is also an urban extension of County FAS Road 862 on Jefferson and Washington Streets from 7th Avenue to the Willamette River. It was his recommendation which was approved by the Commission, that the City of Eugene be advised to take up the matter with the Lane County Board of County Commissioners as action would have to be initiated by the County. Concerning the third and fourth proposals which were for an urban extension of State FAS 238 on 11th and 13th Avenues from McKinley Street to Franklin Boulevard, and for an urban extension of State FAS 219 eastward from Railroad Boulevard (River Road) via First Avenue to Fourth Avenue to the Ferry Street Bridge approach. The Engineer recommended that both requests be denied until such time as the existing routes are improved to an acceptable standard. It was his opinion that these requests may have stemmed from newspaper reports on additional funds for highways under the so called "crash" program. The Commission accepted his recommendations.

The Commission considered and on the Engineer's favorable recommendation approved requests from Benton, Clackamas, Clatsop, Douglas, Hood River, Josephine, Klamath, Lake, Polk, and Washington Counties for additions to the County Road Federal-Aid Secondary System, totaling 165.8 miles, as follows:

BENTON COUNTY

FAS 864, 10.3 miles. From FAS 145 at Summit easterly to FAS 190.

FAS 865, 1.8 miles. From FAS 144 easterly to a sawmill road junction.

Additions to County Road Federal-Aid Secondary System (Cont.)

CLACKAMAS COUNTY:

FAS 810, 12.8 miles. From FAP Route 41 at Oregon City southeasterly to FAS 131.

CLATSOP COUNTY:

FAS 757, 9.7 miles. From FAP Route 1 near Knappa northerly, easterly, and southerly to FAP Route 1, including a spur to Brownsmead.

DOUGLAS COUNTY:

FAS 798, 21.2 miles. From Gunter southeasterly to FAP Route 20 near Drain.

FAS 800, 14.2 miles. From FAS 553 north of Roseburg northwesterly to a county road junction at Umpqua.

HOOD RIVER COUNTY:

FAS 871, 2.2 miles. From FAS 305 easterly to FAS 300.

FAS 872, 2.6 miles. From FAS 701 east of Van Horn easterly, southerly, and westerly to FAS 701.

FAS 873, 0.8 mile. From FAS 115 easterly to FAS 701.

JOSEPHINE COUNTY

FAS 850, 14.8 miles. From FAP Route 3 near Sunny Valley westerly to a road junction at the Rogue River, including a spur connection to the Leland post office.

KLAMATH COUNTY:

FAS 430, (Extension) 21.7 miles. From existing FAS 430 at Lorella southerly, westerly, and northerly to existing FAS 430 south of Lorella.

KLAMATH AND LAKE COUNTIES:

FAS 852, 51.6 miles. From FAP Route 4 northeasterly to FAP Route 16 near Silver Lake.

WASHINGTON COUNTY:

FAS 838, 2.1 miles. From FAP Route 27 southerly to FAP Route 32 in Beaverton.

The Commission approved the requests upon being assured by the Engineer that the additions qualify under applicable rules and have been approved by the U.S. Bureau of Public Roads.

May 8, 1958

The Engineer presented a list of projects on County FAS Roads in Clackamas, Klamath and Washington Counties, which the counties desire to place under contract immediately. These projects, he said, have been determined acceptable and have been approved by the U.S. Bureau of Public Roads. He recommended approval of such County FAS projects, totaling $595,000 as follows:

ADDITIONAL PROPOSED 1958 and 1959 COUNTY FAS PROJECTS
(Supplemented with Unobligated 1957 Funds)

County	FAS Hwy. No	Section and Description	Programmed Amount	FAS Fund
Clackamas	122	Shipley (Tualatin River) Bridge. Approach structure only.	$ 50,000	'59
	810	Little Clear Creek and Clear Creek (Viola) Bridges (2).	70,000	'59
		Subtotal, Clackamas County....	$ 120,000	
Klamath	430	Lost River (Langell Valley) Bridge. Structure only.	$ 40,000	'59
	852	Forest Boundary-Lake County Line Section. G. and S., 5 miles.	185,000	'59
		Subtotal, Klamath County.....	$ 225,000	
Washington	838	Walker Road-Beaverton Section. G. and P., 1 mile.	$ 250,000	'59
		TOTAL ADDITIONAL 1959 FUNDS	$ 595,000	

SUMMARY, FISCAL YEARS 1958 and 1959 FUNDS*	
Available Funds	$ 8,033,000*
Previously Approved	7,087,000
Unprogrammed Balance	$ 946,000
Proposed Projects 4/21/58	595,000
Unprogrammed Balance.....	$ 351,000

* Includes additional fiscal year 1957 funds provided in Federal Aid Highway Act of 1956 and $33,000 carry-over from regular fiscal year 1957 funds.

The Commission approved the projects as recommended.

Authority was requested by the Engineer and granted by the Commission, for an expenditure of approximately $3,500 to install air conditioning in the rooms occupied by the Key Punch Record Section and the Tabulating Section on

the fourth floor of the State Highway Building in Salem. He commented that these rooms are on the southerly side of the building and a large number of people work in them, which, combined with the heat of the machines, creates a serious ventilating problem.

The Engineer requested authority to construct by contract with Interstate funds a double median barrier on the Banfield Freeway from 42nd Avenue to 102nd Avenue, at an estimated cost of $170,000, and on the Willamette River Bridge on the Baldock Freeway, at an estimated cost of $40,000. It was his opinion that these two projects should be offered for bids as one contract. The Commission approved both projects as an accident prevention measure.

Consideration was given to a request from the Harney County Court that $18,400 FAS funds allocated under the "crash" program to be used to finance an extension of a proposed improvement on the Frenchglen State Secondary Highway. The Engineer recalled that Harney County had agreed to the use of $80,000 of FAS funds for surfacing and oiling on the northerly section just east of Burns which, when added to the State's match money of $53,000 would provide a total of $133,000. This amount plus $18,400 crash funds, plus the State's added contribution of $6,600, he said, would mean that a project costing about $158,000 could be undertaken. To keep the records clear, he called attention to the fact that this is a single transaction in which the County is participating in the amount of $98,400 of Federal funds only. The Commission accepted his recommendation and authorized the additional work as outlined.

Upon the recommendation of the Engineer, the Commission took action as noted on the following requests of contractors for extensions of time within which to complete their respective state highway contracts. Reimbursement for engineering expenses and other expenses incurred by the State in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. General Construction Company, Contract No. 4513, for structures, grading and paving on the Clay-Columbia Traffic Interchange Section of the Pacific Highway West in Multnomah County requested an extension of time from December 31, 1956 to December 30, 1957, the date of completion. Approved as requested. A letter was presented from the Bureau of Public Roads concurring therein.

2. West Coast Steel Works, Contract No. 3889, for construction of the Pruner Bridge over the South Umpqua River on the Riddle County Road in Douglas County, requested an extension of time from 240 to 265 work days without assessment of liquidated damages. Approved for 250 week days which was the actual date of completion.

FOOTNOTE: The action taken by the Highway Commission upon the extensions of time within which to complete the highway contracts listed above was based upon the recommendation of the Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions, see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

May 8, 1958

The Engineer reported that Contract Nos. 4513, 4575, 4889, 4921, 4947, 4961, 5013, 5040, 5046, 5083, 5086, 5104, 5132, and 5144 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to requests from the City of Empire and local citizens of that community for traffic improvements at the intersection of Newmark Avenue, route of the Cape Arago Highway and Ocean Boulevard, route of the Empire-Coos Bay Highway in the City of Empire. The Engineer reported that an investigation disclosed that the most satisfactory method of treating the intersection appears to be through channelization and installation of traffic signals; however, the City does not have funds to pay its proportionate share of the cost of such installation. In lieu of signals it was his opinion that conditions could be materially improved by construction of "jiggle bar" channelization islands and a flashing beacon which are estimated to cost $1,650. He recommended approval of such project at State expense with the understanding that the City will agree to maintain the flashing beacon and pay for power consumption. The Commission approved the project on such basis.

The Commission considered a request from Kuckenberg Construction Company, a partnership, that they be permitted to assign to Kuckenberg Construction Company, a corporation, its entire interest in state highway contract No. 5110 for grading the Lowell Street-21st Avenue Unit of the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County. Following the favorable recommendation of the Engineer and the Chief Counsel, the Commission approved the assignment as requested.

At the request of the Engineer the Commission granted him specific authority to remove the old bridge over the Yamhill River on Threemile Lane Secondary Highway at Dayton. The Engineer commented that Yamhill County does not want the bridge and bids for its removal were received this morning. This action, he stated, is requested in order to clarify the records.

Attention was given to a request from the City of Coquille for a construction project in the city extending northerly from the Coos Bay-Roseburg Highway at a point near the south city limits to a point where Baxter Street connects with Oregon Highway 42. The Engineer advised that this project has been proposed by the City several times in the past. He pointed out that the section in question would not be on a state highway route but would be a spur northerly from ORE42 connecting to a city street. As there are no funds available for this type of project, he recommended that the request be denied. The Commission adopted the recommendation and ordered that the action be conveyed to the City.

The Commission discussed a recommendation from the Engineer that the present access control policy be modified to allow commercial access at certain points where proper highway facilities are constructed to allow safe ingress and egress, but that no change be made with respect to the control of access

as to location and number. The Engineer pointed out that there is a growing demand for such commercial development and he mentioned the section of US 101 north of Brookings to Pistol River. He also pointed out that the property owners would be required to pay the cost of added construction features on the highway, such as the cost of acceleration and deceleration lanes. As a result of careful consideration the Commission approved the recommendation as it applies to new highway construction and subject to the policy being state wide in character. The Chief Counsel was instructed to prepare an appropriate resolution covering the matter for adoption by the Commission at its next meeting, if possible.

Commissioner Fridley inquired as to the possibility of access from the Columbia River Highway to some of the Columbia River beach areas. The Engineer replied that a conference is to be held in The Dalles with interested persons in an endeavor to work out a plan by which developments may be made at all three Columbia River dams. These would involve interchanges. No action was taken by the Commission.

The Engineer outlined the route of a proposed Commission trip in Western and Central Oregon but action was deferred until later in the day. (See ahead for additional entry.)

The meeting recessed at 12:00 noon for lunch, and reconvened at 2:00 p. m. with the same persons present and participating.

The Engineer reported that the State Speed Control Board had established a 35 mile-per-hour speed zone on the Redwood Highway in the City of Cave Junction. To carry this speed zoning to a logical conclusion, he recommended that Speed Zone Resolution No. 153, adopted May 11, 1954, be rescinded, and that a 35 mile-per-hour speed zone be adopted between a point 950 feet north of the north city limits of Cave Junction at M. P. 28. 31, and the north city limits of Cave Junction at M. P. 28. 49, except that between a point 400 feet north of the north city limits of Cave Junction and the north city limits of Cave Junction the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the speed zone by adopting the attached resolution relative thereto, marked EXHIBIT No. "E-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer also reported that the State Speed Control Board had established speed zones on the Beaverton-Hillsdale Highway in the city of Portland. To carry their speed zoning to a logical conclusion and to emphasize school crossings, he recommended that Speed Zone Resolution No. 246, adopted February 28, 1957, be amended to provide the following speed zones:

1. 50 miles per hour between the east city limits of Beaverton at M. P. 1. 61 and a point 0. 14 mile east of S. W. 78th Avenue at M. P. 2. 89, except that in the following sections the indicated speeds shall be 20 miles per hour during the hours of school crossings:

a. Between a point 0. 11 mile west of S. W. 91st Avenue and a point 0. 12 mile east of S. W. 91st Avenue.

b. Between a point 500 feet west of S. W. Laurelwood Drive and a point 500 feet east of S. W. 78th Avenue.

2. 35 miles per hour between a point 0.14 mile east of S. W. 78th Avenue at M.P. 2.39 and a point 0.11 mile west of the Multnomah County Line at M.P. 3.30.

3. 45 miles per hour between a point 0.11 mile west of the Multnomah County Line at M.P. 3.30 and the west city limits of Portland at M.P. 4.97.

The Commission approved his recommendation by adopting the attached resolution marked EXHIBIT No."E-2" , which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Parking along the Pacific Highway West in the community of Tigard is interfering with the movement of traffic in certain sections, the Engineer reported. To correct this condition and to provide safety for the traveling public as well as for the parked vehicles, he recommended that parking be prohibited on the northerly side of the Pacific Highway West between M.P. 8.99 (Engineer's Station 77+00) and M.P. 9.45 (Engineer's Station 96+82), and on the southerly side between M.P. 8.99 (Engineer's Station 77+00) and M.P. 9.51 (Engineer's Station 99+98). The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT No."F-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In response to a request from Mrs. C. A. Madden, Portland, the Engineer stated that an investigation had been made of hazards caused by parking along the Beaverton-Hillsdale Highway through the section recently widened to four lanes. In the vicinity of business establishments near S. W. 45th Avenue, vehicles park head-in just off the pavement, restricting sight distance for the parked vehicles and for vehicles attempting to enter the highway from S. W. 45th Avenue and other streets at this point. He recommended: 1. That parking be prohibited on the southerly side of the highway between M.P. 3.77 (Engineer's Station 109+45) and M.P. 4.15 (Engineer's Station 89+05).

2. That parallel parking be required on the northerly side of the highway between M.P. 4.31 (Engineer's Station 80+70) and M.P. 4.36 (Engineer's Station (78+25).

3. That parallel parking be required on the southerly side of the highway between M.P. 4.32 (Engineer's Station 80+20) and M.P. 4.36 (Engineer's Station 78+10)

4. That shoulder parking be prohibited on the northerly side of the highway between the easterly right-of-way line of S. W. 45th Avenue at M.P. 4.42 (Engineer's Station 75+15) and M.P. 4.43 (Engineer's Station 74+45).

The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT No. "F-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer recalled that in May, 1955, the Commission had taken action to prohibit shoulder parking on the west side of The Dalles-California Highway south of Bend between M.P. 140.91 and M.P. 140.96. Since that time a situation has developed on the east side of the highway near a truck service station and a cafe in which shoulder parking, particularly large trucks, creates a distinct hazard. He recommended that shoulder parking be prohibited on the east side of The Dalles-California Highway between M.P. 140.89 (Engineer's Station 1148+20) and M.P. 140.96 (Engineer's Station 1151+90). The Commission approved his recommendation by adopting the attached resolution relative thereto, marked EXHIBIT No. "F-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered a request from Malheur County that the State turn over to the County the old steel truss bridge recently removed from Bully Creek on the Central Oregon Highway west of Vale. The Engineer stated that the structure, which is stored in the maintenance yard at Vale, is too narrow to be used on state highways and he recommended that it be given to the County as they have asked for it. The Commission approved his recommendation.

Consideration was given to a request made by Lytle and Schroeder, attorneys at Vale, for modification of access provisions to allow for commercial use at two access points granted for residential use on the southerly side of the Central Oregon Highway, just east of Vale. The Engineer reported that the property was acquired in 1954 from Malheur County. To allow the modification would be a violation of the granted access rights which were for private residential use only. He also pointed out that almost directly across the road is property concerning which there had been a strongly contested condemnation suit involving private and commercial access rights. The Commission approved his recommendation that the request be denied.

Authority to travel out of state was requested by the Engineer and approved by the Commission for the following highway personnel:

1. S. N. Mayhew, Right of Way Supervisor, to attend the Fourth Annual Seminar of the American Right of Way Association, in San Francisco, California on May 27-31, 1958, at an estimated cost of $160.00.

2. Members of the State Highway Commission, W. C. Williams, Forrest Cooper, P. M. Stephenson, H. B. Glaisyer, L. I. Lindas, Tom Edwards, and S. H. Probert to attend the Annual WASHO Conference in Salt Lake City, Utah, June 3-6, 1958, at an estimated cost of $185.00 per person.

3. F. B. Crandall, Traffic Engineer, to attend a Traffic Conference in Sacramento, California, June 16-17, 1958, at an estimated cost of $160.00.

The Commission considered a claim submitted by Ray Osborn, Portland, in the amount of $70.00 to replace two tires on his car, which blew out while he was driving across the Shogren Overcrossing on US30 west of Mosier. The Engineer stated that an investigation was made and it was determined that an angle iron at one of the expansion joints had become loose, allowing it to raise

above the deck surface, and a sharp corner of this angle iron had cut the tires on Mr. Osborn's car. Upon his favorable recommendation, the Commission approved payment to Mr. Osborn.

The Commission also considered reimbursing the Department of Finance and Administration for damages to one of its vehicles in the amount of $215.89. The Engineer reported that on March 5, 1958 a vehicle driven by a State Highway employee had run through a red light in Salem and struck another state-owned vehicle. Insurance coverage does not provide for damage resulting from collision between two state-owned vehicles. As the Highway Department driver was at fault, he recommended that the Department of Finance and Administration be reimbursed in the amount of $215.89. The Commission approved the reimbursement.

Attention was given to a request from Standard Oil Company of California for a modification of their existing oil, gas and sulphur lease of May 19, 1955 so as to include portions of the Paulina Secondary Highway. The Engineer stated that the proposed modification is located in the Bear Creek area and consists of approximately 30.5 acres. Addition of this area to the original lease will not be harmful to the State and he recommended that their request be granted. The Commission approved his recommendation.

The Commission discussed with the Engineer a letter from Al Flegel, Chairman of the Legislative Highway Interim Committee, requesting appointment of a committee to meet with a similar committee appointed by the State of Washington to study financing problems on the proposed bridge across the Columbia River at Astoria. The Engineer remarked that members of this committee do not need to be members of the State Highway Department and he suggested the name of Fred H. Paulus, Assistant State Treasurer. After some further discussion, it was agreed that Chairman McIver, after consultation with the other two Commissioners, would select and present a list of names to Mr. Flegel.

Amendment of the "Through Stop" Highway Resolution as it pertains to the Lexington-Echo Highway No. 320 was requested by the Engineer. He explained that on December 5, 1957, the Stanfield-Pendleton Highway was turned over to Umatilla County. The Lexington-Echo Highway and the old Stanfield-Pendleton Highway intersect in the town of Echo. The proposed amendment does not change the stop indications as they exist but is made to recognize the fact that the former Stanfield-Pendleton Highway is no longer a part of the state highway system. The Commission approved the amendment by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

A letter from the State Fair Commission concerning their new plans for location of county exhibits and other agricultural products at the 1958 State Fair was discussed briefly. The Engineer stated that no action is required and he remarked that the Highway Department had furnished the Fair Commission with quite an elaborate map for their convenience.

The Engineer reported that the Memorials Committee of the Oregon

Historical Society had approved the erection of two historical monuments. One of these, the Oregon History U S. Customs House Memorial, is proposed to be erected at 34th and Duane Streets on the route of the Columbia River Highway in Astoria. The other being the Oregon History Willamette Post Memorial is proposed to be erected near the new bridge across the Willamette River on the Hillsboro-Silverton Secondary Highway. He recommended and the Commission approved the installations at an estimated cost of $450 each and the following wording:

1. OREGON HISTORY
U. S. CUSTOM HOUSE

THE FIRST U.S. CUSTOM OFFICE ON THE PACIFIC COAST WAS ESTABLISHED WITH THE ARRIVAL OF JOHN ADAIR AT ASTORIA ON APRIL 3, 1849. ADAIR, FROM A DISTINGUISHED KENTUCKY FAMILY, WAS APPOINTED BY PRESIDENT POLK IN 1849. THE CUSTOM HOUSE OCCUPIED TEMPORARY QUARTERS FOR SEVERAL YEARS UNTIL THE GOVERNMENT BUILT THE FIRST FEDERAL BUILDING WEST OF THE ROCKY MOUNTAINS ON THE SITE IN APRIL, 1852.

2. OREGON HISTORY
WILLAMETTE POST

THE FIRST TRADING POST IN THE WILLAMETTE VALLEY WAS LOCATED ON THE PRAIRIE KNOLL 1/4 MILE NORTH OF THIS POINT. THE POST WAS ESTABLISHED IN 1811 BY THE ASTOR COMPANY TO TRADE FOR FURS AND TO TAKE GAME WHICH WAS CURED AND SENT BY CANOE TO FORT ASTORIA AT THE MOUTH OF THE COLUMBIA. SUBSEQUENTLY OPERATED BY THE NORTHWEST COMPANY FOR ABOUT TEN YEARS, IT WAS INFLUENTIAL IN BRINGING SETTLERS TO THE FRENCH PRAIRIE-CHAMPOEG AREA -- THE SITE OF THE ORGANIZATION OF THE FIRST GOVERNMENT BY AMERICANS ON THE PACIFIC COAST. THE BUILDINGS OF WILLAMETTE POST WERE CARRIED AWAY IN THE FLOOD OF 1861.

The Commission discussed with the Engineer and the Chief Counsel a letter from M.D. Van Valkenburgh, an attorney in The Dalles, concerning removal of a traffic island in front of the John Day Cafe on US30 in the town of Rufus. He urged that the island and the sight posts to the west of the island be removed immediately and that the four remaining posts be replaced with curbing at the expense of the Highway Department. The Chief Counsel pointed out that the Circuit Court for Sherman County had issued a preliminary injunction enjoining the Highway Department from further interfering with access to the John Day Cafe. It was the Engineer's opinion that the island should not be removed unless curbs are installed as previously proposed. No action was taken at this time as the Chief Counsel requested that further negotiations be undertaken.

The Commission approved the Secretary's report of papers that he had signed in behalf of the Commission during the period of March 21 to May 2, 1958.

May 8, 1958

The Commission discussed the time and place for the next regular Commission meeting and set the date for June 19 and 20. The Secretary was instructed to locate a suitable meeting place as the Queens Room in the Imperial Hotel is not available at that time.

A tentative date of July 31 and August 1 was set for the next meeting. Bids are to be received and opened in Salem on May 29, June 17 and July 10. No bid opening is to be held at the June Commission meeting.

The Commission also discussed a proposed trip through western and central Oregon, beginning June 16 and ending at midday on June 19.

Attention was given to a letter from the Mayor's Advisory Council on Urban Renewal in Portland concerning an agreement with the Urban Renewal Agency to reimburse the agency for the cost of properties acquired which will be needed for the proposed Sunset Highway extension. The letter pointed out that if a measure on the May 16 ballot is passed, the Urban Renewal Agency will start acquiring properties in the fall of 1958. Some of the property to be acquired will fall within one of two routes for the proposed Sunset Highway. They urged that an agreement be consummated to provide that the State reimburse them for properties acquired which are needed for highway right of way. The Engineer remarked that although their suggestion appeared to be good, he did not know whether the State could legally acquire the properties and he mentioned the fact that the Bureau of Public Roads requires that right of way cannot be acquired more than five years in advance of construction. Concerning the amount to be paid for the property acquired, the Chief Counsel pointed out that the Commission can pay only just compensation for the value of the land when it is actually acquired. Mr. Fred Fowler, representing the City of Portland, pointed out that the State might be buying cleared land areas which the City had acquired as developed areas and from which they had subsequently removed the buildings. Chairman McIver stated that in his opinion the Commission could not say at this time what price could be paid for properties at a later date. The Commission instructed the Chief Counsel to contact the Urban Renewal authorities and advise them by letter of the Commission's position.

The Engineer reported that the U.S. Soil Conservation Service is making a survey of soil types throughout the country. They anticipate covering about three counties per year in Oregon. Testing of soils has become too large a project for the laboratories of the U.S. Bureau of Public Roads and they have requested that the States do the testing. The State Highway Laboratories, the Engineer continued, are busy with our own work and he recommended that the testing be done by Oregon State College. As there will be value to the State Highway Department in the soil classification survey and as a cooperative measure with the Bureau of Public Roads, he recommended that an agreement effective May 1, 1958 to December 31, 1959, be entered into with Oregon State College to perform the work at a cost of approximately $4,200 per year to be reimbursed by Bureau of Public Roads planning funds. The Commission approved the recommendation.

The Engineer stated that he had received a letter from Mr. Harry White of Rogue River concerning acquisition of a portion of his farm along the Rogue River which will be used as right of way for the relocated section of the Pacific Highway between Grants Pass and Gold Hill. He recalled that this matter had been presented by Mr. White at the hearing at Rogue River last December and that the property needed for right of way would take a large section of his farm. He also pointed out that there are two miles of Rogue River frontage on this property and it might be feasible to acquire the entire ranch with the prospect of

using the river frontage as a park site. Chairman McIver recalled that at the hearing, Mr. White had expressed a desire to not have his farm disturbed but as the only feasible location for the highway lies across his property, it will not be possible to avoid taking it. He also was of the opinion that it might be reasonable to acquire the entire farm with the possibility of utilizing the river frontage as a park site. No action was taken.

The Commission again considered a program of highway construction projects using anti-recession funds as provided by Congress in the 1958 Highway Act. This matter had been considered earlier in the day and after some further discussion, the Commission approved the following program as presented by the Engineer and released the information to the press.

ANTI-RECESSION PROGRAM
PROJECTS

PROGRAM III
April 10, 1958

DIVISION I

HIGHWAY	SECTION	ESTIMATED COST
	URBAN	
Beaverton-Hillsdale	Hillsdale-Barbur Boulevard	$ 350,000
	PRIMARY	
Pacific West	Middleton-Yamhill County Line (Part)	500,000
Pacific West	Hamilton Street-Slavin Road	250,000
Sunset	North Plains Interchange	425,000 *
		$ 1,175,000
	SECONDARY	
Beaverton-Tualatin	Tigard-Durham Road	$ 120,000
	Division Total	$ 1,645,000

*Not previously approved.

DIVISION II

HIGHWAY	SECTION	ESTIMATED COST
	URBAN	
Silver Creek Falls	State Street (Salem)	$ 150,000
	PRIMARY	
Oregon Coast	Roosevelt Drive (Seaside)	$ 275,000
Lower Columbia	Wauna-Westport	500,000 *
		$ 775,000

May 8, 1958

	SECONDARY	
Nehalem	Nehalem River Bridge Replacement	$ 100,000
Three Mile Lane	Airport Junction-Lafayette Road	165,000
		$ 265,000
	Division Total	$1,190,000

* Not previously approved.

DIVISION III

HIGHWAY	SECTION	ESTIMATED COST
	URBAN	
Pacific	Main Street-Avery Street (Ashland)	$ 150,000
McKenzie	10th Street-19th Street (Springfield)	135,000
		$ 285,000
	PRIMARY	
Coos Bay-Roseburg	N. Fork Coquille River-Myrtle Point	$ 600,000 *
Oregon Coast	Bullards Bridge-Bandon	300,000
		$ 900,000
	SECONDARY	
Junction City-Eugene	Santa Clara-Eugene	$ 300,000
	Division Total	$1,485,000

* Not previously approved.

DIVISION IV

HIGHWAY	SECTION	ESTIMATED COST
	URBAN	
The Dalles-California	Klamath Falls Bypass Structure Oregon Avenue	$ 125,000

May 8, 1958

	PRIMARY	
The Dalles-California	Klamath Falls Bypass Structures (2) "A" Canal	$ 210,000
Willamette	West Unit, Crescent Lake Junction-The Dalles-California	$ 310,000
		$ 520,000
	SECONDARY	
Paulina	Post-Camp Creek (Part)	$ 335,000
	Division Total	$ 980,000

DIVISION V

HIGHWAY	SECTION	ESTIMATED COST
	URBAN	
Old Oregon Trail	Tenth Street (Baker)	$ 160,000
	PRIMARY	
John Day	Service Creek-Burton Canyon	$ 650,000
	SECONDARY	
Kimberly-Long Creek	Middle Unit, Hamilton-Long Creek	$ 390,000
	Division Total	$1,200,000

The matter of opening bids for highway construction in the Salem office was brought up by the Engineer. He requested authority to hold bid openings in Salem and advertise the projects when there are enough projects ready to warrant advertising. It was his thought that bids would probably be received about every three weeks. The matter was discussed briefly and the Commission authorized the Engineer to advertise for bids to be received on construction projects at such times as there are sufficient projects and to notify the Commission. Bids are to be opened in the Salem office and referred to the Commission for award at the next following Commission meeting. Chairman McIver commented that this practice would be similar to that followed in the neighboring states of Washington and California. He inquired if any objections had been received from contractors or others concerning previous opening of bids in the Salem office. The Engineer replied that no objections had been heard and it is planned that bids will be received in Salem on May 29.

The matter of acquiring rights of way on the Eastside Freeway Section of the Pacific Highway in Portland was brought up by Chairman McIver. It was

his thought that a request should be made to the Bureau of Public Roads in Washington, D. C., for consideration of the entire Eastbank Freeway route in Portland as one project. He stated that it is not intended to ask them at this time to approve the entire project but simply to present the matter to them to see if they could consider it as a single project. He pointed out that many parcels of right-of-way will have to be acquired in completing this project and it would relieve right-of-way difficulties and save considerable money if the entire project could be approved so that property owners would know as soon as possible what property is to be acquired. On his recent trip to Chicago, he stated that he had discussed this matter with Mr. C. W. Enfield, former Chief Counsel for the State Highway Department and now holding a similar position with the Bureau of Public Roads in Washington, D. C. Mr. Enfield, he stated, had suggested that a request be made to authorities in Washington, D. C. to consider the entire Eastbank Freeway route as one project as the beginning step. The Engineer was instructed to follow up in the matter and prepare a letter outlining the request.

The Engineer requested authority to hold public hearings as required by law in connection with the recently approved anti-recession or "crash" program. He pointed out that a good many cities, towns, and communities are involved and it will expedite matters if the dates for these hearings can be set as they are required. The Commission granted the authority.

The Engineer also mentioned that Mr. Walter Pearson is scheduled to appear before the Commission on the following day to urge that insurance required on the bridges between Vancouver and Portland be placed with Oregon agents. He pointed out that an agreement had previously been approved with the Washington Toll Bridge Authority and the Washington State Highway Department outlining functions that are to be performed by each in connection with the construction and reconstruction of the Portland-Vancouver Interstate bridges. According to this agreement, the Washington Toll Bridge Authority exercises control over the insurance features. Chairman McIver stated that under the terms of the existing agreement, about all the Oregon Highway Commission can do is to place the matter before the Washington Toll Bridge Authority. (See delegation ahead.)

The Commission discussed with the Engineer subjects to be presented by delegations scheduled to appear on the following day. The Engineer outlined briefly the salient facts concerning each but no action was taken at this time pending the appearance of the delegations.

Chairman McIver stated that in the future when delegations appear before the Commission, it is planned to hear the delegations, request the Engineer or the appropriate staff officer to explain the facts, and then to advise the delegations by letter of the Commission's decision except in those instances where the answer is obvious. It was his feeling that delegations should be given an opportunity to present their requests, that the known facts should be given to the delegations, and that hearings should not be argumentive sessions. After the delegations have presented their evidence, and the facts have been outlined by the Engineer or other staff officer, the Commission can then consider the matter and advise the delegations of their decision by letter.

The Secretary stated that for the past several months, various makes of recording machines have been tried out by his staff and he requested authority to spend not in excess of $1,200 to purchase recording and transcribing equipment for Commission meetings, hearings, and office use. The Commissinn granted the authority.

Concerning the change in Commission policy in granting access on some sections of State highways, which was discussed and approved by the Commission earlier in the meeting, the Chief Counsel stated that it would probably take considerable time to prepare a statement or resolution clearly defining the policy change. Chairman McIver stated that the Commission would grant as much time as is needed to prepare a complete and proper statement.

The Commission signed the following agreements and other papers:

1. "Indentures of Access" on the following properties:

   (a) Crook property on Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, Curry County. (Agenda Item 1-B (4)

   (b) Payne property on Jones Ranch-Mitchell Section of Ochoco Highway, Wheeler County. (Agenda Item 1-B (4)

   (c) Gerhart (O'Brien, contract purchasers) property on Forest Boundary Gilchrist Unit of Lapine-Diamond Lake Junction Section of The Dalles-California Highway, Klamath County. (Agenda Item 1-B (4)

   (d) Seven properties on Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County. (Agenda Item 1-B (4)

2. "Renewal of Lease" for a three-year period of a gratis stockpile site lease with City of Tualatin. (Agenda Item 1-B (8)

3. "Relinquishment of Easement" on property situate on Lombard-Killingsworth Section of N. E. Portland Highway, Multnomah County. (Agenda Item 1-B (9)

4. "Lease" at request of Standard Oil Company of California for a modification of their previous oil, gas and sulphur lease of May 19, 1955. (Agenda Item 5-g)

5. "Consent to Street Vacation" for the vacation of certain streets within the boundaries of the Exposition-Recreation Site in Portland. (Agenda Item 1-B (10)

6. "Finance Agreement" with Benton County covering the Alsea Junction-Beaver Creek School Section of FAS 206 in Benton County. (Authorized January 16, 1958)

7. "Agreement" with City of Klamath Falls in which the city agrees to furnish the water for irrigation of the landscaped area of the South 6th Street

Overcrossing project. (Authorized December 5, 1957)

8. "Supplemental Agreement" with City of Portland covering the S. W. 14th Avenue-Washington County Line project on the Pacific Highway in City of Portland.

9. "Supplemental Agreement" with O. W. R. & N., Oregon Short Line R. R. Company and Malheur County pertaining to highway changes at M.P. 67.91 on Oregon Eastern Branch.

10. "Supplemental Agreement" with O. W. R. & N., relative to moving of a spur track located at west of N. E. 31st Avenue on T. H. Banfield Expressway.

11. "Agreement" with O. W. R. & N., covering undercrossing of railroad on the Portland International Airport.

12. "Agreement" with O. W. R. & N., relative to the Mosier-Rowena Section of the Columbia River Highway between Mosier and Rowena in Wasco County.

13 "Supplemental Agreement" with City of Portland covering the Harbor Drive-S. W. 14th Avenue Section project on the Pacific Highway in City of Portland.

14. "Agreement" with P & A Enterprises, Inc., covering the lease of the building at Rooster Rock. (Authorized March 28, 1958)

15. "Consent and Ratification" at request of Standard Oil Company of California for a modification of their previous oil, gas and sulphur lease so as to transfer to Sunray Mid-Continent Oil Company a portion of their original lease on Paulina Highway. (Agenda Item 1-B (11)

16. "Agreement" with Oregon State College covering soil classification survey as requested by the Bureau of Public Roads. (Agenda Item 5-p)

17. "Bargain and Sale Deed" for 0.44 acre on Marshfield-Coquille Section of Oregon Coast Highway, Coos County, to Millington Rural Fire District (Agenda Item 1-B (a)

18. "Agreement" with city of Roseburg release of 16.34 acres of highway department land for city purposes. (Authorized April 3, 1958)

The Commission discussed with the Engineer bids received in Salem April 17 and bids received at this morning's session and at 4:00 p.m., Commissioner Chessman announced the award of contracts as follows:

BIDS RECEIVED IN SALEM ON APRIL 17, 1958

"Oiling the Alsea Junction-Beaver Creek School Section of the Alsea Highway-Greenberry Road in Benton County. The Commission awarded the

contract to the low bidder, Babler Bros., Inc., Portland, $30,200.00.

"Construction of Muddy Creek Bridge two and one-half miles west of Pacific Highway West on Corvallis Airport Road in Benton County. The Commission referred all bids to Benton County for award.

"Clean and paint three bridges - John Day River Bridge, east of Astoria on Columbia River Highway; Lewis & Clark River Bridge, west of Astoria; and Nehalem River Bridge on Oregon Coast Highway in Clatsop County. The Commission awarded the contract to the low bidder, Collins & Foss, Los Angeles, California, at $12,375.00.

"Grading the Burnt Hill-Hooskanaden Creek Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the low bid of Peter Kiewit Sons' Co., Medford, in the sum of $1,318,441.50, and directs the State Highway Engineer to award the contract to the said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving and construction of one reinf. conc. structure on the Shady-Roberts Creek Section of the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $300,483.00.

"Clean and paint 5 bridges - Tiller Bridge; Days Creek Bridge, and 1st, 3rd, and 4th crossings at Elk Creek on Umpqua Highway in Douglas County. The Commission awarded the contract to the low bidder, O & S Painters, Inc., Tigard, at $9,730.00.

"Signals and Illumination Installation in Medford in Jackson County. The Commission awarded the contract to the low bidder, Trowbridge & Flynn Electric Co., Medford, at $27,461.00.

"Stone base and oiling the Agency Plains Section on three county roads in Jefferson County. The Commission awarded the contract to the low bidder, Porter W. Yett, Ore. Ltd., Portland, at $137,575.60.

"Stone base and paving the Eugene Airport Junction Section of the Pacific Highway West in Lane County. The Commission awarded the contract to the low bidder, The Central Heating Co., Ore. Ltd., Eugene, at $11,548.00.

"Deerhorn-Belknap Camp Rock Production Project on the McKenzie Highway in Lane County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $42,531.00.

"Siuslaw River Bridge at Richardson on Richardson-Eugene Highway in Lane County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $66,535.00.

"Clean and paint Yachats and Siletz Bridges on Oregon Coast Highway at Yachats and Kernville in Lincoln County. The Commission awarded the contract to the low bidder, Collins & Foss, Los Angeles, California, at $7,590.00.

"Construct Big Elk Creek Bridge near Elk City on county road no. 584 in Lincoln County. The Commission awarded the contract to the low bidder, Lundmark Bros., Colton, at $40,717.00.

"Oiling, structure and furnishing crushed materials in stock pile on Gilliam County Line-McNab Section of the Olex-McNab Road, near Heppner, in Morrow County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $63,743.00.

"Grading the Rooster Rock-Multnomah Falls Section of the Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at $509,343.00.

"Stone base and paving the Athena (2nd St.) Section on 2nd Street in the City of Athena in Umatilla County. The Commission awarded the contract to the low bidder, K. C. Dack Construction Co., Pendleton, at $20,107.00.

"Grading and oiling and furnishing materials in stock pile on Union (Bellwood Ave.) in the City of Union in Union County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $34,449.00.

BIDS RECEIVED IN PORTLAND AT 9:00 A.M., May 8, 1958

"Construct Dooley Mountain Summit Sand Shed on Baker-Unity Highway, about 15 miles south of Baker, in Baker County. The Commission awarded the contract to the low bidder, H. G. Wirtz, Grants Pass, at $13,433.00.

"Grading and paving Gladstone (First St.) Sectinn on First Street in the City of Gladstone in Clackamas County. The Commission elects to accept the low bid of Parker and Fuhrman & Rich Valley Topsoil Co., Portland, at $20,815 50, and directs the State Highway Engineer to award the contract to the said bidder as soon as approval of the City of Gladstone is received and the sum of $3,950.00 is deposited by the City.

"Traffic Signals on the Pacific Highway at Lincoln Street in Eugene in Lane County. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at $5,565.00.

"Division No. 3 (North) oiling project on six state highways and one camp road near Dexter, Blue River, Blachly, Swisshome, Eugene, Florence and Reedsport in Lane and Douglas Counties. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $51,528.50.

"Bridge replacement on the Thiel Creek Section of the Oregon Coast Highway, 3.2 miles south of Newport, in Lincoln County. The Commission awarded the contract to the low bidder, Isaacson Bros., Cottage Grove, at $19,786.56.

"Grading the Lebanon Road-Saddle Butte Section of Pacific Highway, about 6 miles south of Albany, in Linn County. The Commission elects to accept the low bid of Roy L. Houck & Sons & Roy L. Houck Sons Corp.,

Salem, in the sum of $582,868.00, and directs the State Highway Engineer to award the contract to the said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Reconstruct Santiam Overflow Bridge in Linn County. The Commission awarded the contract to the low bidder, McCoy & Houck, Woodburn, at $46,150.00.

"Redeck lift span of Steel Bridge over Willamette River on Pacific Highway in City of Portland in Multnomah County. The Commission elects to accept the low bid of The Steel Const. Co. of Oregon, Portland, in the sum of $119,600.00, and directs the State Highway Engineer to award the contract to the said bidder as sonn as approval of Union Pacific Railroad Co. is received.

"Grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County. The Commission elects to accept the low bid of Don Greene Construction Co., Salem, in the sum of $106,574.00, and directs the State Highway Engineer to award the contract to the said bidder as soon as approval of Tillamook County is received and the sum of $24,300.00 is deposited by the County.

"Stone base and paving the Hermiston (Orchard Ave. & Maple Ave.) Section on Orchard Ave. and Maple Ave. in the City of Hermiston in Umatilla County. The Commission elects to accept the low bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $25,192.00, and directs the State Highway Engineer to award the contract to the said bidder as soon as approval of the City of Hermiston is recieved and the sum of $8,700.00 is deposited by the City.

"Addition to Maintenance Building at Ukiah on Pendleton-John Day Highway in Umatilla County. The Commission awarded the contract to the low bidder, Enoch I. Maerz, Salem, at $14,367.00.

"Structure, grading and oiling on Cornelius-Blooming Road, Tualatin River Overflow Bridge Section in Washington County. The Commission elects to accept the low bid of R. H. Jones, Hillsboro, in the sum of $36,786.50, and directs the State Highway Engineer to award the contract to the said bidder as soon as approval of Washington County is received and the sum of $8,300.00 is deposited by the County.

"Grading and paving the Sheridan (Bridge St.) Section on Bridge Street in the City of Sheridan in Yamhill County. The Commission awarded the contract to the low bidder, Central Paving Co., Independence, at $16,093.00.

"Remove Dayton Bridge over Yamhill River at Dayton in Yamhill County. The Commission awarded the contract to the low bidder, Dayton Auto Wreckers, Dayton, at $3,000.00.

The Commission instructed the Secretary to prepare name plates to be placed on the tables in front of the respective persons attending the Commission meetings so that delegations and persons who appear before the Commission can identify the Commission and its representatives.

May 8, 1958

The meeting adjourned at 4:10 p.m. to be reconvened at 9:00 a.m. on the following day.

Portland, Oregon
May 9, 1958

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel. The following people were present:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Bids as follows were opened and read aloud by the Secretary who then announced that award of contracts would be made in the same room at 4:00 p.m.:

COLUMBIA COUNTY

GRADING AND PAVING ST. HELENS SECTION OF THE COLUMBIA RIVER HIGHWAY

The Central Heating Co., Oregon Limited, Eugene	$ 26,376.00
K. F. Jacobsen & Company, Inc., Portland	27,522.00
Oregon Asphaltic Paving Company, Portland	32,495.50
The United Contracting Company, Portland	33,931.50
Portland Road & Driveway Company, Portland	36,161.50

COOS COUNTY

STONE BASE AND PAVING ON POWERS SECTION ON CITY STREETS

Woodward & Son & Barklow, Coquille	$ 16,679.00
Johnson's Cement Products, Coos Bay	17,907.20

HARNEY COUNTY

BURNS MAINTENANCE BUILDING

Endicott Logging Company, Prineville	$ 22,230.00
Harney Homes, Inc., Burns	22,455.00
C. P. Patterson, Redmond	25,878.00
Bennett & Hickey, Burns	28,710.00

LANE COUNTY

CLEAN AND PAINT HENDRICKS BRIDGE OVER MCKENZIE RIVER ON MCKENZIE HIGHWAY

J. E. Brown, Portland	$ 5,568.00
Repine & Gregg Painting Company, Salem	5,932.00
O & S Painters, Inc., Tigard	6,540.00
Tri-State Painting Company, Portland	7,780.00
A. H. Barbour & Son, Inc., Portland	10,560.00

LINCOLN COUNTY

BEVERLY BEACH PARK FENCING PROJECT SOUTH OF DEPOE BAY ON OREGON COAST HIGHWAY

NO BIDS RECEIVED

LINN COUNTY

GRADING SADDLE BUTTE-TWIN BUTTES SECTION OF PACIFIC HIGHWAY SOUTH OF ALBANY

R. A. Heintz Construction Company, Portland	$1,037,844.00
Roy L. Houck & Sons & Roy L. Houck Sons Corp., Salem	1,043,313.50
Babler Brothers, Inc., Portland	1,093,779.00
G. D. Dennis & Sons, Portland	1,094,346.50
J. N. Conley, Portland	1,099,026.00
McCammon-Wunderlich Company, Palo Alto, California	1,198,904.50
Fred H. Slate Co. & E. C. Hall Co., Portland	1,276,675.00
Gibbons & Reed Company, Portland	1,353,711.00
Earl L. McNutt Company, Eugene	1,619,563.00

MALHEUR COUNTY

CONSTRUCT TWIN BRIDGES OVER SNAKE RIVER ON OLD OREGON TRAIL HIGHWAY

Hansen & Parr Construction Company, Spokane, Washington	$ 952,650.00
Wayne Construction Company, Seattle	961,130.00
Erwin-Colnon Contracting Co. & LeBoeuf-Dougherty, Inc., Richmond, California	968,345.00
Peter Kiewit Sons' Company, Vancouver, Washington	980,796.00
Tom Lillebo Construction Company, Reedsport	996,624.60
Hamilton & Thoms, Eugene	1,045,973.00
General Construction Company, Portland	1,157,630.00

MULTNOMAH COUNTY

GRADING AND PAVING HOLLADAY CONNECTION TO BANFIELD EXPRESSWAY IN CITY OF PORTLAND

C. J. Montag & Sons, Portland	$ 172,934.25
John L. Jersey, Inc., Portland	176,050.00
C. M. Corkum Company, Inc., Portland	185,366.50
Gibbons & Reed Company, Portland	186,101.00
Inland Construction Company, Milwaukie	193,244.00

May 9, 1958

Holladay Connection to Banfield Expressway (Cont.)

Lord Brothers Contractors, Portland	$ 194,263.00
Birkemeier Construction Company, Portland	196,624.00
Valley Construction Company, Portland	211,750.50
Kuckenberg Construction Company, Portland	212,490.50
Hannan Brothers Company, Portland	215,108.25

WASCO COUNTY

GRADING, PAVING, AND STRUCTURE ON THE EAST UNIT, SHOGREN-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY

Rogers Construction Company, Portland	$ 531,058.00
Babler Brothers, Inc., Portland	547,699.00
G. D. Dennis & Sons, Portland	558,738.50
Central Paving Company, Independence	570,330.00
Vernie Jarl, Gresham	586,435.00
Dolan Construction Company & J. Bacaloff, Portland	590,220.50
C. H. Strong Engr. & Constr., Eugene	643,470.50
Natt McDougall Company, Portland	690,051.25
Earl L. McNutt Company, Eugene	717,712.60
Fred H. Slate Company & E. C. Hall Company, Portland	719,060.00
J. N. Conley & S. B. Spencer & Son, Portland	722,163.50
White Brothers Const. Company, Walla Walla, Washington	758,265.00
R. A. Heintz Construction Company, Portland	766,228.50
Morrison-Knudsen Company, Inc., Boise, Idaho	774,025.85
Roy L. Houck & Sons and Roy L. Houck Sons' Corp., Salem	787,976.60
Gibbons & Reed Company, Portland	816,700.50
Newport Construction Company, Portland	873,271.50

At 10:30 a.m. a delegation composed of 106 persons, headed by Mr. Art Steele, Clatskanie, President of the Lower Columbia River Highway Association, came before the Commission and urged improvement of the Lower Columbia River Highway rather than construction of the Smith Point project south of Astoria, as proposed.

Mr. Steele read aloud and presented a prepared statement expressing appreciation for work heretofore performed on the Lower Columbia River Highway and urging that highway monies be used for highway purposes only and not for public buildings or the economic benefit of a community. The statement favored improvement of the highway in the Linnton area and use of the Lewis and Clark route for US101 south of Astoria rather than the proposed Smith Point Bridge route. Mr. Steele stated that in opposing the Smith Point Bridge project it is felt that the cost of this project will preclude any other developments in the northwest area for at least three years. He asked that a re-examination be made of the Smith Point project as he felt that traffic since 1954 had decreased rather than increased as had been contemplated. He pointed out some disadvantages of the Smith Point route mentioning among other things, congestion

in the city of Astoria, icy conditions at the mouth of Youngs Bay, and the higher cost of this project in comparison with the Lewis and Clark route.

Mr. Harry Cummings, Portland, President of the Oregon Motor Court Association, urged development of the Lower Columbia River Highway for its scenic value as an attraction to tourists, and asked the Commission to spend available funds in this area where the expenditure would provide the greatest benefit for the largest number of people.

Mr. Francis Harrington, Portland, representing the Clatsop County Improvement League, stated that studies have been made of both the Smith Point and Lewis and Clark routes, and he urged the Commission to re-examine the Smith Point project.

Mr. Ray Henderson, Portland, Secretary of the Oregon Motor Court Association, criticized the large expenditure of funds which is necessary to finance the Smith Point project. He urged that such funds be distributed more widely. He also favored improvement of the Lower Columbia River Highway as an attraction to tourists.

Chairman McIver advised the delegation that their requests would be given careful consideration and that the group would be advised later of the Commission's action.

A delegation consisting of five people, all members of the Arlington Chamber of Commerce appeared before the Commission concerning improvement of the John Day Highway between Arlington and Condon. The following people formed the group: Vern Arstill; Lester Grant; Foster Odom; Hon Jack Harford, Mayor of Arlington, and Harold Hartfield.

Mr. Vern Arstill, who acted as spokesman, introduced the other members of the delegation and presented to the Commission written material and pictures favoring the improvement. He pointed out that a great amount of agricultural produce is hauled over the 15 mile section south of Arlington and that no improvement has been made on this section since it was first constructed. The roadway, he continued, is crooked and very narrow. In fact, school buses have difficulty in staying on the paved portion of the road. He urged the Commission to make improvement to the section under the emergency highway construction program.

Mr. Hartfield stated that he has lived in this area for many years, and that the highway is in the same condition now as it was when it was first oiled in 1924. The oiled surface, he said, is narrow and rough as are also the highway shoulders, making it difficult for two trucks to pass.

Mr. Odom also emphasized the rough condition of the highway surface and the difficulty in driving over it.

Chairman McIver informed the delegation that their request would be investigated and that they would be advised of the Commission's decision.

A group representing the Nehalem Bay Expansion Association came before the Commission concerning access to the Nehalem Bay area, particularly improvement to the Necanicum Highway. The following people were present: Mr. J. H. Scott, Chairman, Nehalem Bay Expansion Association, Nehalem; Mrs. J. H. Scott, Nehalem; Mr. Walter R. Randolph, Mayor of Nehalem and President of the Nehalem Bay Expansion Association; Erling Braugi, member, Nehalem Bay Expansion Association, Nehalem; Orin Campbell, member,

Nehalem Bay Expansion Association; Clyde D. Lewis, Mayor, Wheeler; Ben S. Lane, Mayor, Manzanita; O.E. Effenberger, County Judge, Tillamook; Mrs. G. Harris, member, Nehalem Bay Expansion Association, Manzanita; and Mr. and Mrs. T. C. Niner, Portland.

Mr. Scott introduced the other members of the delegation and called attention to the very real need that the Nehalem Bay area has for better access to the rest of the state. Timber in this area, he stated, has been cut and tourists are needed to bolster the area's economy. However, tourists refuse to travel the extremely crooked and narrow Necanicum Highway which, he stated, has not been materially improved since it was constructed approximately 40 years ago. He recalled that when the Wilson River route was approved, the Highway Commission indicated that it would build a connection into the Nehalem Valley area. He urged the Commission to reconstruct the existing Necanicum Highway or relocate it on a shorter route, and to construct the so-called Nehalem River Cutoff from the Nehalem Bay area to a connection with the Wilson River Highway near Elsie.

Tillamook County Judge Effenberger stated that the County Court has endorsed this project.

Mr. Randolph urged that action be taken to provide better access to the Nehalem Bay area.

Mr. Lane stated that he was present when the Commission in 1931 had stated that an access road would be constructed into the Nehalem Valley.

Mr. Scott commented that the delegation is not attempting to say which is the best route but a better route is most urgently needed.

The delegation was advised by Chairman McIver that their request would be given careful consideration and that the Secretary would advise them later as to the Commission's decision.

Mr. E. R. Baldwin, City Manager of Warrenton; Mr. Clair Wade and Mr. John Shepard representing the Warrenton Chamber of Commerce; Mr. Charles DeFoe, Manager of the Astoria Chamber of Commerce; and Mr. Forrest Vaughn, Chairman of the Astoria Chamber of Commerce Highway Committee, came before the Commission in behalf of the Smith Point Bridge project on the Oregon Coast Highway south of Astoria. Mr. Baldwin, who headed the group, commented that the Smith Point project has been maligned and he urged reappraisal of the project be made on the basis of the facts. Mr. DeFoe observed that they would be willing to let the facts decide the matter. He also said that they will be 100% in favor of any decision the Commission may reach. He urged an early start in construction of the project. He pointed out that during the past four years nine people had been killed at a point on the old route south of Astoria known as Deadmans Corner.

Chairman McIver stated that the matter would be considered carefully and that the Secretary would advise them of the Commission's decision.

Mr. Nicholas Kutzman, Astoria, who was present, interposed that in spite of statements made by the Astoria delegation most of the people in Astoria are opposed to the Smith Point project.

A delegation representing the "Housewives of 42", Coos County, came before the Commission concerning improvement of the Coos Bay-Roseburg Highway. Mrs. Don Driscoll, Myrtle Point, acted as spokesman. Also present were Mr. George F. Burr, Mayor of Coquille; Mr. B. L. Higgins, Manager of the Coos County Chamber of Commerce; Mr. Pat Bowen and J. H. Bowen representing the Coquille Chamber of Commerce; and twenty women from Myrtle Point, Coquille and Roseburg. Mrs. Driscoll inquired as to what improvements are planned between Winston and Rink Creek. Mr. George Burr read a statement emphasizing the volume of traffic that Highway 42 carries and the need for its improvement. He also pointed out that improvement of the highway has not kept pace with the growth of the community. At the request of Chairman McIver, the Engineer outlined the plans for improvement of Highway 42. He stated that the amount of money available for highway improvements has been considerably exaggerated. He called attention to the fact that out of $859,000 available in Division #3, $600,000 has been allocated to improve Highway 42. Mrs. Brodie thanked the Commission for the prospective improvement and stated that the "Housewives of 42" are anxiously waiting for completion of the entire highway and will continue their efforts to that end. Chairman McIver commented that the estimated cost to improve the entire highway is approximately $14,000,000 and that it will take several years to get it. The Commission, he continued, plans to formulate another program in late 1958 and at that time consideration will be given to the further improvement on Highway 42. Mrs. Rosemary Linn and Mrs. Grace Stemmler asked that funds be used for improvement of the section between Winston and Myrtle Point. The Engineer stated that this section has not yet been surveyed. He also pointed out that under the anti-recession "crash program" approved by the national Congress, the work must be placed under contract by December of 1958 and completed by December of 1959.

Mr. Walter J. Pearson and Mr. Joe Newman, both of Portland, came before the Commission concerning the writing of insurance required for the interstate bridge between Portland and Vancouver. Mr. Pearson urged that as much of this insurance as possible be placed through Oregon agencies, particularly with Phil Grossmayer Company and Walter J. Pearson and Company. The Chief Counsel explained that under the terms of the agreement covering construction of this bridge the Washington Toll Bridge Authority handles the insurance on the Interstate bridges. Mr. Pearson then inquired if the Commission would recommend to the Washington Toll Bridge Authority that a portion of the insurance be placed with Oregon agencies. Chairman McIver replied that the suggestion would be given careful consideration.

The meeting recessed at 12:00 noon for lunch and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

A delegation representing Klamath, Lake, Jackson, and Josephine Counties in Oregon and Humboldt County in Nevada appeared before the Commission concerning construction of an east-west highway through southern Oregon from Winnemucca in Nevada to Grants Pass in Oregon and on to the sea. The following people were present: Francis S. Landrum, Consulting Structural Engineer, Klamath Falls; Charles Mack, County Judge, Klamath County, Klamath Falls; Jerry Rajnus, Klamath County Commissioner, Klamath Falls; Chris H. Langslet, Lake County Judge, Lakeview; C. W. Ogle, Lake County

Commissioner, Lakeview; J. D. Corum, Lake County Commissioner, Lakeview; Julian Herndon, Lake County District Attorney, Lakeview; Chester Wendt, and Ralph James, County Commissioners of Jackson County, Medford; Paul Rynning, Jackson County Engineer, Medford; Chet Hubbard, Medford Chamber of Commerce, Medford; R. A. Lathrop, Josephine County Judge, Grants Pass; Bruce Davidson, Josephine County Commissioner, Grants Pass; Frank Bengochea, Humboldt County Commissioner, Winnemucca, Nevada; Lyman Scwhartzz, Humboldt County Commissioner, Winnemucca, Nevada; Mr. Franzway, Humboldt County Chamber of Commerce, Winnemucca, Nevada. Mr. Landrum headed the group and introduced the other members of the delegation. He pointed out the need for an improved east-west highway for the economy of the region. He also called attention to the extremely crooked portion of the route now known as the Green Springs Highway, and he asked the Commission to consider adoption of the route from Fish Point to Eagle Point known as the Lake of the Woods Road. He stated that construction from Winnemucca to Denio in Nevada and from Denio to Adel would be relatively simple and cheap. A section of the Klamath Falls-Lakeview Highway near Bly Mountain, he said, is crooked and narrow and he urged that this section be improved. He called attention to action that the counties have taken, mentioning that Klamath County had agreed to take over a portion of the Klamath-Lakeview Secondary Highway when the Lake of the Woods road is placed on the Forest Highway System, and that Lake County has been developing east-west roads in their county. Humboldt County, he continued, also has plans to construct approximately 16 miles of highway. He urged that the missing gaps be constructed and that the unimproved sections be brought to acceptable standards so that the route could be designated as a federal highway. Mr. Langslet was of the opinion that the 32 mile section between Adel and Denio could be constructed for approximately $1,000,000. He read aloud a telegram calling attention to the need for this highway for the transportation of uranium from the Steens Mountains. Mr. Bengochea from Humboldt County stated that the State of Nevada has plans to construct approximately 16 miles but before they can proceed they need to know the location of the road as it will be constructed in Oregon.

Mr. Landrum inquired if Klamath County could be notified when the U.S. Bureau of Public Roads has made an inspection and approved the Lake of the Woods Road as a Forest Highway. The Engineer advised that the State Highway Commission had recommended to the Bureau of Public Roads that the Lake County portion be placed on the Federal Secondary Highway system which would enable Lake County to use Federal funds to finance improvements thereon. Regarding the Lake of the Woods, road he stated that the Bureau of Public Roads has agreed to give further consideration to placing the road on the Forest Highway system. Chairman McIver advised the delegation that when action is taken on the matters presented today they will be notified by the Secretary.

The following representatives of the County Courts of Grant, Wheeler, Gilliam, and Sherman Counties, and other organizations appeared before the Commission concerning improvements to the John Day Highway and the Wasco-Heppner Highway: E. R. Fatland, Commercial Club, Condon; R. W. Potter, farmer and grange member, Condon; Van Rietmann, Gilliam County Commissioner, Condon; O. E. Matthews, Wheeler County Judge, Fossil; A. R. Robinson, Community Club, Fossil; Jack Steiwer, Community Club, Fossil; Giles French, "Sherman County Journal", Moro; O. L. Dickenson, Grant

County Judge, John Day; Vernon Miller, Sherman County Judge, Moro; R. A. James, Jackson County Commissioner, Medford; Lester Wilson, Sherman County Commissioner, Kent. Mr. Fatland, who acted as spokesman, urged the Commission to complete the unimproved sections of these two highways. Mr. Miller expressed appreciation for work that has been performed and requested completion of the Hay Canyon to Wasco Section of the Wasco-Heppner Highway. Mr. French requested completion of The Dalles-California Highway in Sherman County. Mr. Van Rietmann called attention to the need for improving the John Day Highway between Condon and Fossil to facilitate travel to the two county seats -Fossil in Wheeler County and Condon in Gilliam County. Mr. Potter, speaking in behalf of the grange, requested improvement of the Wasco-Heppner Highway between Hay Canyon and Wasco, improvement of the John Day Highway between Condon and Fossil and additional work on U.S. 97. Judge Matthews inquired as to possibilities of improving the John Day Highway between the new section and Service Creek. He also requested improvement of the Service Creek-Mitchell Secondary Highway. Judge Dickenson called attention to the importance of the John Day Highway and the Wasco-Heppner Highway in the economic welfare of this section of Central Oregon. Mr. Fatland pointed out that the delegation is agreed on sections to be improved and because of the absence of rail and water transportation good highways are a necessity to this area. Chairman McIver informed the delegation that their requests would be given consideration and that the Engineer would advise each County Court by letter as to the present status of the improvements that have been urged.

A group of people representing the Ochoco Irrigation District, Crook County, and the U.S. Bureau of Reclamation, appeared before the Commission concerning relocation of the Crooked River Highway made necessary because of proposed dam construction on Crooked River south of Prineville. The following people were present: Harold Nelson, Regional Director, Bureau of Reclamation, Boise, Idaho; Homer Moore, Ochoco Irrigation District, Ashland; W. H. Hoffbuhr, Secretary, Ochoco Irrigation District, Ashland; F. G. Whittiger, Bureau of Reclamation, Boise, Idaho; W. L. Karrer, Construction Engineer, Bureau of Reclamation, Prineville; J. A. Callen, Bureau of Reclamation, Medford; LaSalle Coles, Ochoco Irrigation District, Prineville; Lee McCallister, Bureau of Reclamation, Salem; Hon. Harry C. Folwer, Crook County Judge, Prineville; and Neil Butterfield, National Park Service. Mr. Nelson, who acted as spokesman, introduced the other members of the delegation and stated that the highway could be relocated by using the dam as a bridge at an estimated cost of $166,000. He exhibited a map showing proposed route B, approximately 4 miles in length, and route C, approximately 7 miles in length. In constructing the dam he stated that it will be necessary to close the highway during construction. Chairman McIver commented that the state does not have funds to relocate the highway and replacement in kind is expected. The Engineer stated that in his opinion either route B or route C would be acceptable and he recommended that the Commission accept route B preferably, or route C, with the condition that it be constructed to at least the same standards as the existing highway. The Commission approved his recommendation.

Judge Fowler stated that he would like to discuss with the Engineer later a new route from the Central Oregon Highway to Prineville involving construction of a bridge and approximately 18 miles of new highway with the provision that the county would take over the old Crooked River Highway if the

new route is constructed. Mr. Nelson pointed out that there is an 830 day construction time limit on the dam and they need to know at an early date what roads they will be required to build. He also inquired again for permission to close the state highway during dam construction. Judge Fowler stated that the Crook County Court would not object but he suggested that the state help maintain the County road which is to be used as a detour. The Engineer stated that he has no objections to closing the highway but a written agreement is needed between the state, the county, and the irrigation district. The Commission approved closing of the road subject to terms to be included in the agreement which is to be prepared by the state and submitted to the other two agencies for acceptance. The Chief Counsel commented that the agreement should include Crook County as it pertains to the use of Crook County roads. Such agreement, he continued, can be prepared within a week or two.

In concluding the discussion Chairman McIver stated that the Commission will approve any arrangement for the project that is recommended by the Engineer and the legal staff. Mr. Coles then brought up for consideration a problem involving the Talent Irrigation District in Jackson County. Discussion of this matter was deferred until later in the session. (See additional entry ahead).

A delegation from Wasco County appeared before the Commission and requested improvement of The Dalles-California Highway, U.S. Route 197. The following people were present: Hon. James A. Hunt, Wasco County Judge, The Dalles; Vic Peterson, businessman, The Dalles; Frank Thomas, Tygh Valley Lumber Company, Dufur; Raymond Crabtree, farmer, Maupin; Howard Corner, Standard Oil Company, Maupin; Don McLucas, tourist hotel, Maupin; Fred Ashley, Tygh Valley Sand & Gravel Company, Tygh Valley, Judge Hunt stated that no major improvements have been made on this highway since it was constructed in 1924, and he asked particularly that the Tygh Valley grade section be improved. Improvement of this section, he said, is needed to facilitate the movement of timber and farm products to The Dalles. He presented a typewritten brief in support of his oral remarks. Chairman McIver advised that the delegation's request would be given consideration and that they would be advised of the Commission's action by letter.

A delegation representing the Warrenton area Junior Chamber of Commerce came before the Commission and urged acceptance of their bid for operation of the concession privilege in Fort Stevens State Park. The following people were present: Byron W. Olson, Darrell Greenlee, and John Shepard, of the Warrenton Junior Chamber of Commerce. Also present were Emerson R. Baldwin, Warrenton City Manager; and Mr. Clare Wade, Warrenton Councilman. Mr. Olson, who acted as spokesman, urged the Commission to accept the Warrenton Junior Chamber of Commerce's bid in the amount of 5 per cent, as their group is a non-profit organization and because they had offered to sell commodities to the general public at lower prices than did their competitors. Commissioner Chessman pointed out that in awarding this contract the Commission would have to be guided by the bid which would be to the best interests of the highway users. He also explained that in determining the best responsible bidder, factors had been used relating to experience, financial responsibility, and the amount the bidder had offered to pay. In the matters of experience and financial responsibility, the Warrenton Junior Chamber of Commerce had compared fairly well but their bid of 5 per cent on the gross sales did not compare favorably with

18.5 per cent which was bid by Mr. and Mrs. Robert Blake, the high bidder. The Commission deferred action until later in the session. Following departure of the group the Parks Superintendent recommended acceptance of the high bid submitted by Mr. and Mrs. Robert Blake in the amount of 18.5 per cent of gross sales He pointed out that the bid submitted by A.C. Frohman, the second high bidder, was 10.5 per cent of gross sales and that the Warrenton Junior Chamber of Commerce had offered only 5 per cent. The Commission approved award of the contract to Mr. and Mrs. Blake.

Mr. Carl E. Green, Consulting Engineer; Mr. Richard Atiyeh, Chairman of the West Slope Water District, and Mr. Robert Recken, attorney for the West Slope Water District, located on the Canyon Road of the Sunset Highway west of Portland, came before the Commission to ask the Commission to increase a previously approved settlement for revisions to the West Slope Water District water facilities necessitated by highway construction. Mr. Atiyeh stated that he felt the water district had acted in good faith and that the settlement offered by the Commission was not adequate. He asked the Commission to review the case. Mr. Green pointed out that the State had offered to pay less than the district asked for, because the lower 1400 feet of water line had not been considered by the State as a fair part of the claim. The Water District, he said, feels that payment should be made for the entire distance. The Engineer stated that in his opinion the State should not be required to pay for moving facilities installed on the highway right-of-way under permit. He also observed that the Water District had been advised of the highway plans but if an error had been made the matter would be reconsidered. Chairman McIver stated that there appears to be a question of whether highway users gas tax funds can be used to make the additional payment that has been requested. He suggested that the officials of the Water District confer again with the Highway Engineer.

Mr. Ralph Peterson, Chairman of the Board of County Commissioners of Lane County; Mr. Kenneth Neilsen, member of the Board; Mr. Fred Brenne, Manager, Lane County Chamber of Commerce; Mr. H. O. Walberg, Road Administrator; and Mr. Tom Jaques of the Eugene Register Guard, came before the Commission concerning improvement of "Route F", particularly the section between Walton and Austa. Mr. Peterson, who acted as spokesman, urged the Commission to make improvements on this section to facilitate the hauling of timber products from the area. He presented a letter and a map in support of his oral remarks. The Commission took no action at this time, however. Chairman McIver stated that the request would be considered.

The Engineer presented a request from a number of cities, including the City of Salem, that the following described state highway route be designated as US Route No. 320:

> "Beginning at the junction of the presently designated US Route 20 with ORE 22 (North Santiam Highway) near the summit of the Cascade Range at Santiam Pass, Linn County, thence northerly and westerly via ORE 22 to the city of Salem, thence following ORE 22 and ORE 18 to a connection with US 101 at Otis, Lincoln County."

He recommended approval of such US Route designation and that he be authorized to present a request for the same to the Route Numbering Committee of the American Association of State Highway Officials. Following discussion the Commission unanimously approved such route number designation and authorized the Engineer to recommend it to the AASHO Committee.

Mr. Harold Nelson, Regional Director of the Bureau of Reclamation; Mr. J. A. Callen of Medford; Mr. W. H. Hoffbuhr, Talent Irrigation District; and Mr. Homer Moore, Talent Irrigation District, Mgr., Talent Irrigation District, mission concerning the re-routing of a portion of the Green Springs Highway necessitated by construction of the Emigrant Dam in the Rogue River Basin. Mr. Nelson, who headed the group, stated that construction of the dam will require replacement of approximately four miles of the existing Green Springs Highway about four miles southeast of Ashland. It was his feeling that the standards required by the State for the reconstructed section of highway are higher than those used for the old road. Congress, he stated, has placed a ceiling on the amount that can be expended on this highway reconstruction project and only $256,000 is available whereas the estimated cost of reconstruction has been set at $575,000. It is planned to open bids for dam construction in June and he expressed hope that a suitable solution can be reached in the near future. The Engineer pointed out that the section of highway as reconstructed will be .7 mile longer than the existing section and that cost estimates, as of the present, should control. The roadbed section requested by the State is two feet wider than the existing roadway, but the new section will be .7 mile greater distance. It was his thought that the most the State could do would be pay the cost of the extra two feet of roadbed width. Mr. Nelson again commented on the higher standards required for the section to be reconstructed and stated that in total funds about $300,000 could be made available for highway construction It was his contention that although the new section of highway would be longer than the old one, the public would prefer it because of its more modern construction. The Engineer emphasized the point that tax funds secured from highway users should not be used to subsidize an irrigation project and he could not recommend a greater participation by the State Highway Department than the two feet of additional roadway width. Chairman McIver observed the State should have in replacement as good a road as will be inundated. He suggested that the Engineer and the irrigation authorities confer further and when a solution has been agreed upon, that the Commission be contacted by telephone.

A delegation representing the McMinnville Chamber of Commerce came before the Commission concerning improvements on US 99W, particularly construction of a bridge near the junction of US 99W and the Tualatin Valley Highway a short distance north and east of McMinnville. The following people were present: James H. Stanard, Chairman of the Chamber of Commerce Highway Committee; N. A. Cramer, McMinnville, real estate broker; H. Wayne Stanard, Ralph Farnham and Neal McCaulay, members of the McMinnville Chamber of Commerce; Cliff Elliott, Manager of the McMinnville Chamber of Commerce; Hoyt Reynolds, President of the McMinnville Chamber of Commerce; and Albert Youngberg and Charles Teagarden, representing the County Court of Yamhill County, all from McMinnville. Mr. James Stanard acted as spokesman. He urged construction of the bridge to remove a serious bottleneck in traffic on US99W. The Engineer stated that construction of a new bridge is in the 1958 program and it is anticipated that a contract can be awarded in the fall of this year. Mr. Teagarden thanked the Commission for the project and requested

that construction be started as soon as possible. Mr. Stanard called attention to the intermittent two and four lane sections of US 99W between Portland and McMinnville. He exhibited a map showing these sections and urged the Commission to make solid four-lane construction as soon as possible because of the traffic hazards which occur when motorists move from four to two lanes and vice versa. The Commission took no action.

Mrs. Rachel Strome, Leta Parker and Mary Copeland, representing the Siletz Highway Improvement Association, came before the Commission to request further improvement of the Siletz Secondary Highway. Mrs. Strome, who headed the group, stated that their Association has heard about additional funds available for highway construction. She urged the Commission to allocate some of the money to improve this highway between Euchre Mountain and Cedar Creek which had previously been on the program for improvement but had been deferred because of the collapse of a bridge on the highway. Lincoln County, she stated, ranks very high in unemployment and the project is needed to relieve this condition as well as to provide a better highway for the large number of people who travel the Siletz Secondary Highway, particularly tourists and fishermen. The Engineer explained that there are tentative plans to construct approximately half of the unimproved eight mile section this year and the balance of it as soon as funds are available. Chairman McIver informed the delegation that the Commission is aware of needs of this highway and improvements will be made as fast as funds will allow.

A delegation came before the Commission to urge a speed up in construction of the Clear Lake-Belknap Springs Secondary Highway No. 215. Twenty-two persons were present from Springfield, Albany, Redmond, McKenzie River, Prineville, Madras, Glenwood, McKenzie Bridge, and Sisters. Mr. Jack B. Lively of Springfield headed the group and acted as spokesman. He requested the Commission to increase the appropriation for construction of this highway so that it could be completed in two years. He called attention to the fact that the road will serve as an outlet for approximately two billion feet of timber, twenty per cent of which is overripe. He also mentioned the value of the highway as an attraction for tourists. Specifically, he requested the grading and paving of an eleven mile section in 1958 and 1959. The Engineer commented that the road is on the Forest Highway System and appropriations are received from Forest Highway funds. In determining the allocation of these funds it is necessary that the projects be agreed upon by the Federal Forest Service, the U.S. Bureau of Public Roads and the State Highway Commission. Chairman McIver gave assurance that the Commission would continue to give attention to development of this road.

The Commission discussed with the Engineer bids received at the morning session for highway construction and at 4:00 p.m., Commissioner Chessman announced awards of contracts as follows:

BIDS RECEIVED IN PORTLAND ON MAY 9, 1958

"Grading and paving the Columbia Boulevard-South City Limits (St. Helens) Section of the Columbia River Highway in Columbia County. The Commission awarded the contract to the low bidder, The Central Heating Company, Oregon Ltd., Eugene, at $26,376.00.

"Stone base and paving the Powers (Poplar Street and 4th Avenue) Section on city streets in the City of Powers in Coos County. The Commission awarded the contract to the low bidder, Woodward & Son & Barklow, Coquille, at $16,679.

"Construct Burns Maintenance Building in Harney County. The Commission awarded the contract to the low bidder, Endicott Logging Company, Prineville, at $22,230.00.

Clean and paint Hendricks Bridge over McKenzie River, 11.5 miles east of Pacific Highway on McKenzie Highway in Lane County. The Commission awarded the contract to the low bidder, J. E. Brown, Portland, at $5,568.00.

"Beverly Beach Park Fencing Project, about 6.2 miles south of Depoe Bay on Oregon Coast Highway in Lincoln County. No bids received.

"Grading Saddle Butte-Twin Buttes Section of Pacific Highway, about 13 miles south of Albany in Linn County. The Commission elects to accept the low bid of R. A. Heintz Construction Company, Portland, in the sum of $1,037,844.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct twin bridges over Snake River 1.5 miles south of Ontario on Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Hansen & Parr Construction Company, Spokane, Washington, at $952,650.00.

"Structure, grading and paving on Holladay Connection to Banfield Expressway near S.E. 16th Avenue in the City of Portland in Multnomah County. The Commission awarded the contract to the low bidder, C. J. Montag & Sons, Portland, at $172,934.25.

"Grading, paving and structure on East Unit, Shogren-Rowena Section of Columbia River Highway, 3.3 miles east of Mosier in Wasco County. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at $531,058.00.

A delegation from Tillamook and Lincoln Counties came before the Commission to urge reconstruction of the Oregon Coast Highway between Bay City and Garibaldi. Seventeen people composed the group. Tillamook County Judge O.E. Effenberger headed the group and acted as spokesman. He called attention to the old-time riding gear in which he was attired, stating that he and some others in the delegation had arrived at the Imperial Hotel in horse and buggy attire to emphasize that the Bay City-Garibaldi section is a type of road which was in existence in horse and buggy days. Mr. Tom Becker, President of the Oregon Coast Association, stated that for the seven counties which his group represents, improvement of the Bay City-Garibaldi Section is their No. 1 project. Mr. Vern Ayers, Manager of the Oregon Coast Association, explained the purpose of the Association and pointed out that they were the first ones to endorse the recently discussed 1 cent gas tax increase and the $5.00 increase in license plates. He also remarked that the Association in 1957 had gone before the Legislature

in favor of the bond issue for improvement of the Oregon Coast Highway in Curry County, which was passed. It was his opinion that traffic on the Oregon Coast Highway has paid for needed improvements as a tourist attraction. Mr. George Hodges, Vice President of the Oregon Coast Association, stated that the extremely narrow and crooked section between Bay City and Garibaldi tends to prevent tourists from using the highway. Mr. Charles Ross, Chairman of the Highway Committee, Tillamook Chamber of Commerce, asked the Commission to place the Bay City-Garibaldi Section as the No. 1 project for improvement in this area when funds are available. This section of highway, he stated, has been a comparative cow trail for 40 years. He also pointed out that the delegation which was present represents the entire Oregon coast. Chairman McIver expressed appreciation for the efforts of the group to secure more funds for highway construction and stated that their request would be given careful consideration.

There being no further business to conduct at this time the meeting was declared adjourned at 4: 15 p. m. by Chairman McIver.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

May 9, 1958

EXHIBITS "A" through "H"

for

May 8 and 9, 1958

EXHIBIT "A"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of the negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

26435 Tworoger, P. A. and Betty Jean (Grant)
Perm. Slope and Drainage Easement, 10813 S. W. Barbur Blvd.
Option expires October 2, 1958, Sta. 380
5,748 sq. ft. $100
Amount to be paid owners - chrg to Right of Way $100

THINGS TO BE DONE BY THE STATE

If fill slides obstruct Grantors' road or drainage ditch, restore same to original condition.
Property to access via county road or city street.

Access controlled -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

(Grant)

27100 Viergutz, Randolph L. and Ardella
Right of Way, 3135 S. W. Hood, Sta. 104
Option expires October 7, 1958

10,000 sq. ft.	$6,500	
House and garage	8,800	
Lawn, walks, shrubs, etc.	1,400	
Amount to be paid owners - chrg to Right of Way		$16,700

Grantors to vacate 30 days after notice.

Entire taking -

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

(Scott)

27683 Latourette, Lyman E.
Right of Way, Stas. 395-402
Option expires October 1, 1958

0.37 acre at $4,000 per acre	$1,480	
Damage	1,520	
Amount to be paid owner - chrg to Right of Way		$3,000

Complete restriction of access -

(Scott)

27497 Sun Developers, Inc.
Right of Way, 11125 S. W. 61st Ave., Sta. 188
Option expires October 3, 1958

900 sq. ft.	$ 100.	
Damage	3,000	
Amount to be paid owners - chrg to Right of Way		$3,100

THINGS TO BE DONE BY THE STATE

S. W. 61st Ave. to be fenced or barricaded at right angle to curb line at point where new r/w line enters Ave. on W. side of street r/w.

Complete restriction of access -

(Scott)

27360 Borders, Charles W. et al
Right of Way, Sta. 195
Option expires September 30, 1958

1,800 sq. ft. at $0.10 per sq. ft.	$ 180	
Damage and loss of access	1,320	
Amount to be paid owners - chrg to Right of Way		$1,500

Complete restriction of access -

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26392 Burke, Thomas J. and Imogene M. (Grothaus)
Right of Way, 8218 N.E. Sumner, Stas. 108-109
Option expires October 10, 1958

5,992 sq.ft. at $0.22- per sq.ft.	$1,300	
House	7,750	
Garage	900	
Improvements	450	
Amount to be paid owners - chrg to Right of Way		$10,400

Grantors to give possession 30 days after notice, and State to give renter notice.

Entire taking -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27665 Cropley, Hedley V. (Grant)
Right of Way, Stas. 246-254
Option expires October 9, 1958

0.15 acre at $500 per acre	$ 75	
Fencing and corner posts	105	
Amount to be paid owner - chrg to Right of Way		$180

THINGS TO BE DONE BY THE STATE

Remove fence.

Access not controlled -

27664 Rose, Joseph W. and Elizabeth E. (Grant)
Right of Way, Stas. 240-245
Option expires October 9, 1958

0.10 acre at $500 per acre	$50	
Amount to be paid owners - chrg to Right of Way		$50

Access not controlled -

27656 McDonald, Floyd and Helen A. (Grant)
Right of Way, Stas. 198-203
Option expires October 13, 1958

0.54 acre at $400+ per acre	$220	
70' fence, ½ int.	10	
Amount to be paid owners - chrg to Right of Way		$230

Grantors to remove fence by May 30, 1958.

Access not controlled -

29957

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27677 Heckman, Nellie Eva and William F. (Grant)
Right of Way, Stas. 271-274
Option expires October 14, 1958

0.25 acre	$220	
Timber	60	
Lawn, trees, flowers, driveway, 265' of fence and moving 135' of picket fence	370	
Damage	220	
Amount to be paid owners - chrg to Right of Way		$870

Grantors to remove trees, shrubs and plants by May 30, 1958.

Access not controlled -

27680 DeBoer, Luke and Dulcie (Grant)
Right of Way, Stas. 282-287
Option expires October 24, 1958

1.42 acres at $352+ per acre	$500	
0.01 A., easement for channel change	10	
Amount to be paid owners - chrg to Right of Way		$510

Grantors to remove trees by May 30, 1958, or they become property of State.

Access not controlled -

27678 Malensky, Louis R. et al (Grant)
Right of Way, Sta. 274
Option expires October 13, 1958

0.11 acre at $400 per acre	$44.00	
Fence removal	96.25	
Amount to be paid owners - chrg to Right of Way		$140.25

Grantors to remove fence by May 30, 1958.

Access not controlled -

27661 Schildhauer, Esther B. (Grant)
Right of Way, Stas. 233-240
Option expires October 22, 1958

0.23 acre at $375+ per acre	$ 90	
Allow. for moving trees and fence	520	
Lawn	70	
Encroachment damage	200	
Amount to be paid owner - chrg to Right of Way		$880

Grantor to remove trees, shrubs and fence by May 30, 1958, or they become property of State.

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27668 Darnell, Douglas and Peggy Ann (Grant)
Right of Way, Stas. 254-255
Option expires October 22, 1958
0.01 acre at $1,000 per acre $10
Moving shrubs, taking of lawn and part of driveway 40
Amount to be paid owners - chrg to Right of Way $50
Grantors to remove trees, shrubs, etc. by May 30, 1958, or they become property of State.

Access not controlled -

27681 Christensen, Julius and Ruth (Grant)
Right of Way, Stas. 288-292
Option expires October 21, 1958
0.12 acre at $900+ per acre $110
Allow. for moving yard improvements 600
Encroachment damage 900
Amount to be paid owners - chrg to Right of Way $1,610
Grantors to remove trees, shrubs, sprinkling system, and mail box by May 30, 1958, or they become property of State.

Access not controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26314 W. J. McCready Lumber Company (Henry)
Right of Way, Stas. 3-7
Option expires October 7, 1958
0.59 acre at $10,000 per acre $5,900
3 sheds, 1,988 sq.ft. at $2-per sq. ft. 3,650
30' of main storage shed, 1,500 sq.ft. at $2/sq.ft. 3,000
Approx. 500' wooden fence; 180' storage racks 600
Damages 6,600
Amount to be paid owner - chrg to Right of Way $19,750
Grantor to remove portion of main storage bldg. extending on r/w prior to May 15, 1958, or State to remove. Grantor to remove personal property by May 1, 1958.

THINGS TO BE DONE BY THE STATE

Construct two 30' road approaches, N., at 4+50 and 6+00.

Access not controlled -
Confirmation of phone approval by Mr. Chessman, April 11, 1958.

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

(Henry)

26315 Fortune, John J. and Rose K.
Right of Way, 1536 Portland Rd., Stas. 6-9
Option expires October 3, 1958
0.36 acre at $2,500 per acre $900
Amount to be paid owners - chrg to Right of Way $900

THINGS TO BE DONE BY THE STATE

Construct two 30' road approaches at Stas. 7+35 and 8+10.

Access not controlled -

SILVERTON SECTION - SALEM-SILVERTON COUNTY ROAD

(Boehmer)

27705 Seifer, A. J. and Hilda
Maintenance Site
Option expires October 7, 1958
0.21 acre at $2,000 per acre $420
Amount to be paid owners - chrg to Maintenance Site $420

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

(Henry)

27585 Waser, Helen S.
Right of Way, 1495 S. Lancaster Dr., Sta. 188
Option expires October 6, 1958

0.89 acre at $3,000 per acre	$2,670	
House, 1,088 sq. ft. at $8.50 per sq. ft.	9,248	
Garage, 308 sq. ft. at $2 per sq. ft.	616	
Pump house, pump and well	550	
Yd. improvements, landscaping and 12 trees	666	
Amount to be paid owner - chrg to Right of Way		$13,750

Grantor to vacate 30 days after notice, and to have right to 10 shrubs and television antenna.

Entire taking -
Confirmation of phone approval by Mr. Chessman April 11, 1958.

(Henry)

22222 Chase, Orrin A. and Maude Deal
Right of Way, Stas. 290-299
Option expires October 14, 1958

2.0 acres at $500 per acre	$1,000	
4.9 acres at $300 per acre	1,470	
2.0 acres at $150 per acre	300	
House, 851 sq. ft. at $3.50+ per sq. ft.	2,980	
House, 588 sq. ft. at $1.50- per sq. ft.	880	
Septic tanks and water system	720	
Amount to be paid owners - chrg to Right of Way		$7,350

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22222 Chase, Orrin A. and Maude Deal (Cont.)

Compensation for damage to crops not harvested before construction included. State to have possession of buildings May 15, 1958.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

22223 Chase, Orrin et al (Henry)
Right of Way, Stas. 302-307
Option expires October 14, 1958

0.23 acre at $150+ per acre	$35	
0.08 acre at $500 per acre	40	
Damage	75	
Amount to be paid owners - chrg to Right of Way		$150

THINGS TO BE DONE BY THE STATE

Fence right of way, and reestablish entrance to co. rd. 25' in width, S., if disturbed by construction.

Complete restriction of access -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22573 Koenig, Virgil A. and Delores J. (Boehmer)
Right of Way, Stas. 477-484
Option expires October 16, 1958

1.0 acre at $300 per acre	$ 300	
2.36 acres at $200 per acre	472	
House, 900 sq.ft. at $3 per sq.ft.	2,700	
Barn, 1,904 sq.ft. at $0.30+ per sq.ft.	573	
3 chicken houses	595	
Garage, 780 sq.ft., well and pump	450	
Damages	310	
Amount to be paid owners - chrg to Right of Way		$5,400

Grantors to vacate outbuildings 30 days after notice and house by June 15, 1958.

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access -

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

(Boehmer)

22589 Albus, Philip and Regina
Right of Way, Stas. 594-598
Option expires October 21, 1958

0.60 acre at $225 per acre	$135	
Damage	50	
Amount to be paid owners - chrg to Right of Way		$185

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access -

(Henry)

27586 Hager, George B. and Amelia
Right of Way, Stas. 178-184
Option expires October 17, 1958

1.38 acres at $1,500 per acre	$2,070	
Amount to be paid owners - chrg to Right of Way		$2,070

THINGS TO BE DONE BY THE STATE

Construct road approach, W. of Lancaster Dr. at 14+00, and reconstruct Grantors' road approach, W. at 3+85, if disturbed by construction.

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

(Boehmer)

25729 Grimes, Amelia and Randall
Right of Way, Stas. 15-28
Option expires October 9, 1958

0.43 acre	$85	
Amount to be paid owners - chrg to Right of Way		$85

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence. Construct approach on S. side of Diamond Hill Rd. and install double 10' gate.

Complete restriction of access -

(Boehmer)

27538 Vannice, J. H. et al
Right of Way, Stas. 0-20
Option expires October 13, 1958

0.84 acre at $250 per acre	$ 210	
House, 556 sq. ft.	2,600	
Yard improvements and concrete watering tank	190	
Amount to be paid owners - chrg to Right of Way		$3,000

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

27538 Vannice, J. H. et al (Cont)

Grantors to vacate 5 days after payment.

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence. Proposed detour road S. of Lake Creek-Brownsville Rd. to be left intact from 5+50 to 0+50 for use of Grantor with full access thereto, with connection to be provided to county road. Install double 10' gate at 5+50.

Complete restriction of access to main hwy. -

25598 Swatzka, John H. et al (Mudd)
Right of Way, Sta. opp. 1379+50
Option expires October 10, 1958
0.37 acre $300
Amount to be paid owners - chrg to Right of Way $300

Grantors to remove present fencing.

THINGS TO BE DONE BY THE STATE

Fence right of way. Provide approach and install double 10' gate.

Complete restriction of access to main hwy. -

25666 Gazeley, Walter James and Quindella (Boehmer)
Right of Way, Stas. 11-22
Option expires October 8, 1958
0.82 acre at $250 per acre $205
Gate, corner posts, trees and lawn 145
Amount to be paid owners - chrg to Right of Way $350

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence. Proposed county rd. detour S. to be left intact for use of Grantor, with connection provided to county road.

Complete restriction of access to main hwy. -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

27535 Pugh, Harold S. and Anna L. (Boehmer)
Right of Way, Stas. -2+00-0+00
Option expires October 1, 1958
0.05 acre $50
Amount to be paid owners - chrg to Right of Way $50

Access not controlled to Co. Rd. -

27637 Poland, Edward W. and Elaine M. (Boehmer)
Right of Way, Stas. 19-22
Option expires October 1, 1958
0.02 acre $50
Amount to be paid owners - chrg to Right of Way $50

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.
Reconstruct approach if affected by construction.

Access not controlled to Co. Rd. -

27638 Bierly, H. R. and Marie A. (Boehmer)
Right of Way, Sta. 11
Option expires September 30, 1958
0.13 acre $40
Amount to be paid owners - chrg to Right of Way $40

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access -

27537 Elder, Charles E. and Mary Margaret (Mudd)
Channel Change, Sta. 1855
Option expires October 14, 1958
1.38 acres at $400 per acre $552
Berries, flower beds, tree, etc. 140
7 rods fencing at $6 per rod 42
Garden loss and clearing ground 175
Amount to be paid owners - chrg to Right of Way $909

Access not controlled to Co. Rd. -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25388 Seefeld, Henry L. et al (Friess)
Right of Way, Stas. 2014-2041
Option expires July 14, 1958

3.75 acres at $600 per acre	$2,250	
14.28 acres at $200- per acre	2,850	
Damage	3,000	
Allow. for moving bldgs. and improvements	7,600	
Amount to be paid owners - chrg to Right of Way		$15,700

Grantor to remove bldgs. prior to June 30, 1958.
Grantor retains right to harvest 1958 crop if same does not interfere with construction, and if not able to do so to be paid additional sum of $15 per acre; 15 acres in rye grass.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

WALDPORT SECTION - ALSEA HIGHWAY

27808 Llambias, Sidney L. and Phyllis L. (Reeder)
Maintenance Site
Option expires October 7, 1958

5,000 sq. ft.	$1,220	
House, 1,000 sq. ft. at $1.50 per sq. ft.	1,500	
Garage, 280 sq. ft. at $1 per sq. ft.	280	
Amount to be paid owners - chrg to Maintenance Site		$3,000

Entire taking -

RICHARDSON-SIUSLAW RIVER SECTION - RICHARDSON-EUGENE HIGHWAY

27702 United States Plywood Corporation (Allen)
Material Source
Option expires September 11, 1958

11.7 acres plus easement for haul road	$250	
Amount to be paid owners - chrg to Quarry Site		$250

Grantor to have right to crush and remove 8,000 cu. yds. of rock from property.

THINGS TO BE DONE BY THE STATE

Cut timber in log lengths, as directed by Grantor, and place in log decks on Grantor's adjacent property.
Exploratory option to be accepted if material found satisfactory.

EXHIBIT "A" (Cont)

NORTH FORK OF COQUILLE RIVER-MYRTLE POINT UNIT, RINK CREEK-MYRTLE POINT SECTION - COOS BAY-ROSEBURG HIGHWAY

24743 Rackleff, Ralph R. and Jennie B. (Allen)
Right of Way, Stas. 413-428
Option expires October 21, 1958
6.2 acres at $250 per acre $1,550
Damage 750
Amount to be paid owners - chrg to Right of Way $2,300

THINGS TO BE DONE BY THE STATE

Fencing to be constructed to give access to E. and W. portions of property under structures on old and new hwy.

Complete restriction of access -

MYRTLE CREEK-MISSOURI BOTTOM SECTION - PACIFIC HIGHWAY

27807 Clarke, Helen; Richardson, Stella M. (Morgan)
Stock Pile Site, Sta. 3437+00
Option expires October 13, 1958
0.92 acre at $300 per acre $276
Amount to be paid owners - chrg to Stock Pile Site $276

THINGS TO BE DONE BY THE STATE

Fence E. line and repair fence damaged along Weaver Rd.

OLD FAITHFUL SLIDE CORRECTION SECTION - DILLARD HIGHWAY

27666 Whitted, Howard H.; Moore, Ada (Curfman)
Permit for Deposit of Waste Material, Stas. 897-893
Permit signed April 7, 1958
0.25 acre easement $50
Amount to be paid owners - chrg to Misc. Site $50

27667 Metzger, E. R. and Clair M. (Allen)
Permit for Deposit of Waste Materials, Stas. 897-893
Permit signed April 4, 1958
1.10 acres easement $200
Amount to be paid owners - chrg to Misc. Site $200

KELLY CORNER-BOOTH RANCH SECTION - PACIFIC HIGHWAY

27512 Berney, Louis A. and Margaret E. SUPPLEMENTAL (Curfman)
Temp. Easement for Construction along R/W, Stas. 2831-2840
Letter signed April 21, 1958
Temp. easement to erect fence $50
Amount to be paid owners - chrg to Right of Way $50

Complete restriction of access -

KELLY CORNER-BOOTH RANCH SECTION - PACIFIC HIGHWAY

27514 Laurance, Raymond C. and Ara E. SUPPLEMENTAL (Curfman)
Temp. Easement for Construction along R/W, Stas. 2840-2860
Letter signed April 21, 1958
45 day permit to remove fence $50
Amount to be paid owners - chrg to Right of Way $50

Complete restriction of access -

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

26923 Ames, Charles V. et al (Riley)
Right of Way, Stas. 1379-1386
Option expires October 10, 1958
5.12 acres (1.2 acres Excess) at $1,464+ per acre $7,500
Amount to be paid owners - chrg to Right of Way $7,500

Complete restriction of access -

27530 Skinner, Charles H. and Esther W. (Riley)
R/W and Ease. for Random Fill, Stas. 1178-1219
Option expires September 18, 1958
10.76 acres at $100 per acre + Ease., Ran. Fill.
0.68 A. $1,076
Grazing rights 5,254
$6,330
Less 2.3 acres at $100/acre to be conveyed to Grantors (15702) - 230
Amount to be paid owners - chrg to Right of Way $6,100

THINGS TO BE DONE BY THE STATE

Fence r/w within 60 days after acceptance. Construct 3 approaches.
Access: 1182+00, 1195+00, 1211+00, and 1218+30, E., residential and agricultural. Grantors reserve right to adjust location but not number, prior to completion of 50% of grading contract.
Convey to Grantors 2.3 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State and the cash to be paid by the State.

Access controlled -

EXHIBIT "A" (Cont)

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

27026 Wert, William D. and Edyth (Curfman)
Right of Way, Stas. 47-48
Option expires October 21, 1958
0.04 acre $100
Amount to be paid owners - chrg to Right of Way $100

THINGS TO BE DONE BY THE STATE

Reconstruct Grantors' road approach if damaged.

Access not controlled -

JOHN DAY-BRIDGEPORT SECTION - JOHN DAY HIGHWAY

27716 Davis Lumber Co. (Bucknum)
Roadway Easement
Easement expires February 28, 1963
5 yr. roadway easement, 0.41 acre $1
Amount to be paid owner - chrg to Gravel Pit $1

27715 Velvin, Thomas M. and Mary S. (Bucknum)
Lease of Haul Road
Easement expires February 28, 1963
0.81 acre, 5.yr. roadway easement $75
Amount to be paid owners - chrg to Gravel Pit $75

THINGS TO BE DONE BY THE STATE

Maintain roadway, cattle guard and bridge.

MEACHAM-HILGARD SECTION - OLD OREGON TRAIL HIGHWAY

24091 U.S.A. (Bonneville Power Administration) (Saling)
Reconstruction of Power Line, Sta. 947
Letter of April 4, 1958
Additional estimated cost of work $3,730
Amount to be paid owner - chrg to Right of Way $3,730
This in addition to $43,550 approval on trust agreement dated July 30, 1957, signed at August 8, 1957 commission meeting, under Agenda item 1 B 6-2. Total under trust agreement to be $47,280.

EXHIBIT "A" (Cont)

GLOVER-PERRY SECTION - OLD OREGON TRAIL HIGHWAY

27878 Vey, A. J. and Mabel (Brainerd)
Right of Way, Stas. 578-598
Option expires October 21, 1958
6.5 acres at $25 per acre $162.50
Amount to be paid owners - chrg to Right of Way $162.50

THINGS TO BE DONE BY THE STATE

Fence r/w and maintain.

Complete restriction of access -

ORO DELL-LA GRANDE UNIT, HILGARD-LA GRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27270 McCoy, Ella SUPPLEMENTAL (Chatwood)
Right of Way, Stas. 972-973
Option expires September 7, 1958
0.35 acre $25
Amount to be paid owner - chrg to Right of Way $25
This in addition to $2,000 approval of January 16-17, 1958 for 9.55 acres.

Complete restriction of access -

27234 Otten, Fred R. and Florence S. SUPPLEMENTAL (Chatwood)
Right of Way, Stas. 985-973
Option expires September 7, 1958
0.20 acre $25
Amount to be paid owners - chrg to Right of Way $25
Access: 984+85, S., unrestricted.
This in addition to $300 approval of January 16-17, 1958 for 3.0 acres.

Access controlled -

HILGARD JUNCTION -RED BRIDGE SECTION - UKIAH-HILGARD HIGHWAY

27700 Vey, A. J. and Mabel (Brainerd)
Material Source
Option expires October 21, 1958
4.5 acres at $25 per acre $112.50
Amount to be paid owners - chrg to Gravel Pit $112.50
Grantors may trail livestock across property acquired under File 27699.

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23964 Martin, Marie (Bucknum)
Right of Way, Stas. 1270-1282
Option expires September 25, 1958
5.55 acres at $275- per acre $1,525.25
Amount to be paid owner - chrg to Right of Way $1,525.25

THINGS TO BE DONE BY THE STATE

Grant 20' wide easement from county road to remainder of Grantor's property, unless an E. frontage road constructed.

Complete restriction of access -

OLDS FERRY-ONTARIO HIGHWAY

27574 Head, Fred and Gladys (Brainerd)
Haul Road Easement
Option expires September 20, 1958
1.73 acres, easement $100
Amount to be paid owners - chrg to Gravel Pit $100

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27660 Heaton, Cora E. et al (Grant)
Right of Way, Stas. 226-238
Option expires October 23, 1958
0.06 acre at $750 per acre $ 45
0.16 acre at $375 per acre 60
0.08 acre at $250 per acre 20
Allow. to move fence, trees, flowers, and shrubs 210
Encroachment damage 200
Amount to be paid owners - chrg to Right of Way $535
Crop damage to be paid Van Deheys if crop taken $ 15
Grantor to remove fence, etc. by May 30, 1958, or they become property of State.

Access not controlled -

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

27518 City of Grants Pass SUPPLEMENTAL (Holt)
Right of Way
Option expires October 15, 1958
Approx. 3.81 acres at $1,182.26 per acre $4,504.41
Amount to be paid owner - chrg to Right of Way $4,504.41
This in addition to $7,878.34 approval of March 27-28, 1958.

Entire taking -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22570 Foster, Charles A. and Emma Della (Boehmer)
Right of Way, Stas. 454-458
Option expires October 23, 1958

1.90 acres at $225+ per acre	$430	
Damage	50	
Amount to be paid owners - chrg to Right of Way		$480

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access to main hwy. -

22592 Steinkamp, Henry et al (Boehmer)
Right of Way, Sta. 614
Option expires October 20, 1958

1.5 acres at $225- per acre	$337	
0.21 acre at $175+ per acre	38	
Damage	100	
Crop damage	83	
Amount to be paid owners - chrg to Right of Way		$558

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence. Reconstruct approach E. of Co. Rd. if affected by construction.

Complete restriction of access to main hwy. -

27587 Rieck, Paul et al (Henry)
Right of Way, Stas. "G" 440-"G" 446
Option expires October 17, 1958

0.85 acre at $250+ per acre	$215	
Damage	75	
Amount to be paid owners - chrg to Right of Way		$290

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27662 Cummings, Fred A. (Grant)
Right of Way, Stas. 237-240
Option expires October 27, 1958
0.05 acre at $500- per acre $ 30
Fruit trees 30
Encroachment damage 270
Amount to be paid owner - chrg to Right of Way $330

Access not controlled -

MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

14758 De Block, Rachel SUPPLEMENTAL (Riley)
Timber and Grazing Rights, Stas. 1010-1019
Quitclaim Deed signed April 28, 1958
Timber and grazing rights on 22.6 acres $1
Amount to be paid owner - chrg to Right of Way $1

Access controlled -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS SECTION - PACIFIC HIGHWAY

27135 Olson, J. E. and Mary K. (Curfman)
Right of Way, Stas. 116-125
Option expires October 28, 1958
1.88 acres at $750 per acre $1,410
6.89 acres at $75+ per acre 517
Severance damage 1,373
Amount to be paid owners - chrg to Right of Way $3,300

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

27816 Christensen, A. C. and Katherine E. (Mudd)
Right of Way, Stas. 2372-2384
Option expires October 28, 1958
1.27 acre $254
Damage 71
Amount to be paid owners - chrg to Right of Way $325

THINGS TO BE DONE BY THE STATE

Construct E. fr. road with approach road now to be at Sta. 2379. Also approach to Co. Rd. at Sta. 25+00. Other obligations under main r/w acquisition file no. 25726 to remain same.

Complete restriction of access -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25377 Knuths, Harold W. et al (Friess)
Right of Way and Channel Ch., Stas. 1775-1802
Option expires October 28, 1958

1 acre, well and landscaping	$2,000	
18.62 acres at $200+ per acre	3,725	
House, garage, barn and stock scales	8,210	
Damage	8,065	
Amount to be paid owners - chrg to Right of Way		$22,000

If Grantors unable to harvest crop prior to construction, an additional $25 per acre to be paid, 16 acres now in crop. State to have possession of bldgs. by July 1, 1958 if Grantors notified of acceptance by May 20, 1958.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

27780 Roth, Edward and Anna (Mudd)
Right of Way, Sta. 376
Option expires October 21, 1958

0.27 acre	$100	
Amount to be paid owners - chrg to Right of Way		$100

THINGS TO BE DONE BY THE STATE

Fence r/w and install anchor posts at corners and two double ten foot gates, one E. and one W. Approach and gate obligated in 27367 to be moved to approx. 377+90, and approach to be 25' and gate two ten foot metal. Construct access road from 374+20 to 377+90, S. side. Remove trees from property.

Access not controlled -

25389 Carey, E. E. et al (Friess)
Right of Way, Stas. 2040-2094
Option expires October 17, 1958

37.09 acres at $225 per acre	$8,345.25	
Airplane hangar, 1,200 sq.ft. at $0.70 per sq.ft.	840.00	
Allow. for moving garage	200.00	
Damage to land	5,090.00	
Encroachment damage	824.75	
Amount to be paid owners - chrg to Right of Way		$15,300.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25389 Cary, E. E. et al (Cont)

Grantors may harvest 1958 crop, if same does not interfere with construction. Otherwise to be paid $25 per acre; 30 acres in crop. To vacate 15 days after notice, with above exception, and to move garage by vacation date.

THINGS TO BE DONE BY THE STATE

Fence r/w and re-establish fencing along co. rd. Relocate dr. structure at 2043+00 for proposed channel change at 20+41. To change channel within r/w only. Provide road approaches N. of Co. Rd. at approx. 2+00 with a 16' gate; at 19+00 with a double 10' gate; and 19+25 with 16' gate. Construct approach to garage.

Complete restriction of access -

28001 Swatzka, John H. et al (Mudd)
Right of Way, Stas. 347-365
Option expires October 29, 1958
0.35 acre $200
Amount to be paid owners - chrg to Right of Way $200

THINGS TO BE DONE BY THE STATE

Build access road from 358+20 to 361+00, and place double 10' gate and approach, E. at latter sta. Fence r/w and road to be covered with crushed rock, graded approach at 358+20.

Access not controlled -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27671 Brosher, C. W. and Rose O. (Grant)
Right of Way, Stas. 258-260
Option expires October 28, 1958
0.07 acre at $800+ per acre $ 60
Cabin 800
Amount to be paid owners - chrg to Right of Way $860

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27908 Wallichs, Edward J. and Mamie A. (Grant)
Right of Way, Stas. 222-227
Option expires October 29, 1958

0.40 acre at $1,200 per acre	$ 480	
Well, slab, power pole	1,400	
Damage	550	
Amount to be paid owners - chrg to Right of Way		$2,430

Access not controlled -

BEAVER CREEK SECTION - OREGON COAST HIGHWAY

28022 Randall, Lorraine (Benner)
Park

50 acres+	$8,000	
House, 1,000 sq. ft. at $3.50 per sq. ft.	3,500	
Pump House, pump and water system	2,000	
Amount to be paid owner - chrg to Park		$13,500

Entire taking -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27134 Retzloff, Russell B. and Dorothy Irene (Curfman)
Right of Way, 901 Beacon Dr., Stas. 112-116
Option expires October 27, 1958

1 acre at $750 per acre	$750	
1.07 acres at $100 per acre	107	
0.85 acre at $435- per acre	368	
Amount to be paid owners - chrg to Right of Way		$1,225

THINGS TO BE DONE BY THE STATE

Fence r/w before cross fencing disturbed.

Complete restriction of access -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22571 Papke, Otto R. and Luella (Boehmer)
Right of Way, Stas. 457-477
Option expires October 23, 1958

4.00 acres at $150+ per acre	$ 602	
5.5 acres at $225+ per acre	1,238	
Damage	2,325	
Amount to be paid owners - chrg to Right of Way		$4,165

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22571 Papke, Otto R. and Luella (Cont)

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.
Access: 461+00, N., residential.

Access controlled -

22575 Gjesdol, Justin B. and Martha C. (Boehmer)
Right of Way, Stas. 483-487
Option expires October 27, 1958

1.74 acres at $200- per acre	$340	
Damage	170	
Amount to be paid owners - chrg to Right of Way		$510

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access to main hwy.

22595 Kremer, Nick P. and Frances (Boehmer)
Right of Way, Stas. 649-678
Option expires October 22, 1958

7.00 acres at $250 per acre	$1,750	
2.00 acres at $500 per acre	1,000	
1.00 acre at $350 per acre	350	
3.68 acres at $150 per acre	552	
Barn, 2,592 sq.ft. at $0.75 per sq.ft.	1,944	
Loafing barn, 1,680 sq.ft. at $0.40+ per sq.ft.	674	
Damage	1,230	
Amount to be paid owners - chrg to Right of Way		$7,500

Grantors to vacate 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence. Construct 25' approaches, N. and S., at 662+50 and install double 10' gates. Install 12" conduit at Sta. 665+25.
Farm crossing: 25' wide at Sta. 662+50.

Access controlled -

EXHIBIT "A" (Cont)

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

27926 Derksen, Ollie M. and Rudy A. (Curfman)
Right of Way, Stas. 46-47
Option expires October 29, 1958
0.03 acre $100
Amount to be paid owners - chrg to Right of Way $100

Access not controlled -

ANLAUF-ELKHEAD SECTION - PACIFIC HIGHWAY

28032 Henderer, W. C. and Mary (Curfman)
Slide Control, Opp. Sta. 305
Option expires October 10, 1958
2.2 acres at $200 per acre $ 440
House, 740 sq. ft. at $3 per sq. ft. 2,220
Garage, chicken hse., 2 bunkhouses and misc. sheds 1,340
Amount to be paid owners - chrg to Right of Way $4,000
Grantors to retain possession until October 1, 1958.

Entire taking -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22234 Woods, Gordon D. and Blossom Adele (Henry)
Right of Way, Stas. 398-403
Option expires November 5, 1958
2.62 acres at $350- per acre $ 880
House, 720 sq. ft. at $7 per sq. ft. 5,040
Utility rm., 182 sq. ft. at $3+ per sq. ft. 550
Well and pump 650
Damages 1,130
Amount to be paid owners - chrg to Right of Way $8,250
Grantors to vacate 15 days after notice.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

29977

EXHIBIT "A" (Cont)

MYERS CREEK-HOOSKANADEN CREEK UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

27551 Ostrander, Wilbur W. and Mabel (Morgan)
Right of Way, Stas. 763-833
Option expires October 15, 1958

209.5 acres at $75 per acre (30 acres Excess)	$15,637.50	
5.0 acres at $250 per acre	1,250.00	
Damages	3,360.00	
Grazing rights as retained in prev. deed to State	1,346.00	
Timber on taking and parcel prev. acquired	906.50	
Amount to be paid owners - chrg to Right of Way		$22,500.00

Subject to roadway easement given to Brookings Plywood Corporation for one year from date. Consideration includes payment for release of all rights and reservations in prev. deeds of record.
Grantors may graze or cross over portion outside State's fence if it does not interfere with State.

THINGS TO BE DONE BY THE STATE

Construct road approach to r/w line.
A right of access, at 803+30, will be granted with the understanding that the Grantors will maintain said access to remaining property line for residential and transportation of farm and forest products.
Access: 762+00, E., for residential and transportation of farm and forest products.

Access controlled -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

23578 Ogle, Charles L. et al (Friess)
R/W and Material Source, Stas. 1945-1990
Option expires October 29, 1958

26.2 acres at $225+ per acre	$5,900	
62.6 acres at $125+ per acre	7,840	
35.4 acres at $150 per acre	5,310	
Barn and shed	550	
Damage	3,400	
Amount to be paid owners - chrg to Gravel Pit		$9,980
Amount to be paid owners - chrg to Right of Way		$13,020
GRAND TOTAL		$23,000

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

23578 Ogle, Charles L. et al (Cont)

Grantors to vacate 15 days after notice but may harvest 1958 crop, if it does not interfere with construction. If crop damaged Grantors to be paid an additional sum of $25 per acre, 40 acres in crop.

THINGS TO BE DONE BY THE STATE

Fence r/w and borrow area. Construct 25' approach at Sta. 24+00 of Halsey-Sweet Home Hwy, and install double ten foot gate at Sta. 1965 on E. side of N.-S. Co. Rd.

Complete restriction of access -

MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

28016 March, Harold (Holt)
Slide Correction, Stas. 3409-3431
Option expires October 24, 1958
39.8 acres+ at $35+ per acre $1,410
Amount to be paid owner - chrg to Right of Way $1,410

Entire taking -

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26385 Wagner, Gustave H. et al (Grothaus)
Right of Way, N.E. 82nd and Killingsworth, Stas. 94-100
Option expires June 1, 1958
1.84 acres at $15,000 per acre $27,600
Shed, watchman's hse. and carport, scale and scale hse. 12,600
Paving 3,300
Severance damage 5,000
Amount to be paid owners - chrg to Right of Way $48,500
State to have possession 10 days after notice.

THINGS TO BE DONE BY THE STATE

Obtain permit and construct surfaced access to N. side of N.E. Killingsworth, 25' in width, at location to be designated by Grantors by July 30, 1958.

Complete restriction of access to Cascade Hwy. -

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

27534 Wagner, Gustave H. et al (Grothaus)
Temporary R.R. Spur Ease., N.E. Killingsworth and N.E. 78th
Option expires June 1, 1958, Sta. 95
Damage to 4.3 acres $1,750
Amount to be paid owners - chrg to Right of Way $1,750
Grantors to have full use of property except during construction and removal of temporary R.R. spur. Grantors reserve right to grade property down to grade of temp. R.R. spur, if same does not interfere with construction.

THINGS TO BE DONE BY THE STATE

Surplus material created to be placed in low W. end of property.
Temporary spur to be removed when Grantors' R.R. spur track service restored. State to remove ties and rails but not ballast, when present spur placed back in use.

Access not controlled -

GUY W. TALBOT PARK SECTION - CROWN POINT HIGHWAY

27576 Spear, Gordon and Teresa (Grant)
Park, Stas. 507-522
Option expires November 5, 1958
8.36 acres+ and timber $2,000
Amount to be paid owners - chrg to Park $2,000

Entire taking -

JONESBORO-TUNNEL SECTION - CENTRAL OREGON HIGHWAY

27809 Jones, Denzil E. et al (Chatwood)
Right of Way, Stas. 690-820
Option expires October 31, 1958
1.0 acre at $100 per acre $100
1.00 acre at $75 per acre 75
2.82 acres at $10- per acre 26
Re-est. 264 rods fencing at $3.50 per rod 924
Amount to be paid owners - chrg to Right of Way $1,125
Grantors may fence to toe of fill or guard rail where necessary.

THINGS TO BE DONE BY THE STATE

Paint cattle guard across hwy. at 820+00.
Access: 703+00, 751+50, 791+75 and 818+90, S., and 726+00, 770+50, N. and S., agricultural.

Access controlled -

EXHIBIT "B-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Lot 19, Kinnesswood Acreage, situated in Section 11, Township 1 South, Range 2 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission recorded in Book 371, Page 119, of Washington County Records of Deeds; the said parcel being that portion of said property lying northerly of a line which is parallel to and 28 feet northerly of the center line of the westbound traffic lane of the Tualatin Valley Highway which center line is described as follows:

Beginning at Engineer's center line Station 166+75.45, said station being 1913.16 feet South and 59.94 feet West of the N.E. corner of the Andrew Masters DLC No. 46, Township 1 South, Range 2 West, W.M.; thence N 81° 37' W 2662.46 feet to Engineer's Center line station 193+37.91.

There is reserved by the grantors an easement over and across the southerly 10 ft. of the above described parcel, the northerly line of said 10 ft. easement being parallel to and 38 feet northerly of said center line.

The parcel of land to which this description applies contains 0.6 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except one point of access not

EXHIBIT "B-1" (Cont)

to exceed 25 feet in width will be allowed to the subject property on the northerly side of the Tualatin Valley Highway, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 64 be entered in the minutes and records of the Commission as of the 8th day of May, 1958.

EXHIBIT "B-2"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Interstate Avenue-Steel Bridge Section of the Pacific Highway West described as follows:

PARCEL #1

A portion of Lot 1, Block 5, McMillen's Addition, more particularly described as follows:

Beginning at the point of intersection of the center line of N. Clackamas Street and the center line of N. Larrabee Avenue; thence S 38° 28' 35" E along said center line of N. Larrabee Avenue a distance of 55.62 feet to a point; thence N 89° 51' 25" W a distance of 38.40 feet to a point on the northeasterly line of Lot 1, Block 5, McMillen's Addition, which point is 6.64 feet southeasterly of the most northerly corner thereof; thence continuing N 89° 51' 25" W a distance of 10.64 feet to a point on the northwesterly line of said Lot 1, which point is 8.31 feet southwesterly of the most northerly corner thereof; thence continuing N 89° 51' 25" W a distance of 40.05 feet to a point on the center line of said N. Clackamas Street; thence N 51° 31' 5" E along said center line a distance of 69.60 feet to the point of beginning, subject to reservations of record for street purposes. Containing 27.59 square feet, more or less.

PARCEL #2

A portion of Lots 3, 4, 6, 7, and 8, Block 6, McMillen's Addition, more particularly described as follows:

Beginning at the most northerly corner of Lot 8, Block 6, McMillen's Addition; thence S 38° 28' 35" E along the southwesterly line of Lots 1, 2, and 3, said Block 6, a distance of 103.15 feet to a point; thence S 54° 10' 30" E a distance of 38.27 feet to a point; thence N 51° 31' 15" E a distance of 14.65 feet to a point; thence S 38° 28' 35" E a distance of 10.0 feet to a point on the southeasterly line of said Lot 3, which point is 25.0 feet northeasterly of the most southerly corner thereof; thence continuing S 38° 28' 35" E a distance of 46.32 feet to a point; thence N 58° 06' 02" W a distance of 208.43 feet to a point on the northwesterly line of said Lot 8, which point is 45.0 feet southwesterly of the most northerly corner thereof; thence N 55° 10' 33" W a distance of 26.10 feet to a point on the center line of N. Halsey Street; thence N 51° 31' 15" E along said center

EXHIBIT "B-2" (Cont)

line a distance of 52.50 feet to a point; thence S 38° 28' 35" E a distance of 25.0 feet to the place of beginning, subject to reservations of record for street purposes. Containing 3,561.7 square feet, more or less.

PARCEL #3

A parcel of land lying in Lots 5, 6, and 7, Block 7 of McMillen's Addition to East Portland, more particularly described as follows:

Beginning at a point on the Northwesterly line of said Lot 7, which point is 68 feet southwesterly from the most northerly corner of said Lot 7; thence northeasterly along said northwesterly line 68 feet to said most northerly corner; thence southeasterly along the northeasterly lines of said Lots 5, 6, and 7, a distance of 150 feet to the most easterly corner of said Lot 5; thence southwesterly along the southeasterly line of said Lot 5, a distance of 42 feet; thence northwesterly in a straight line, 152 feet, more or less, to the point of beginning, containing 8,250 square feet.

PARCEL #4 0.4 interest in and to:

A parcel of land lying in Lots 5, 6, 7, and 8, Block 7, McMillen's Addition to East Portland, more particularly described as follows:

Beginning at a point on the northwesterly line of said Lot 7, which point is 68 feet southwesterly from the most northerly corner of said Lot 7; thence southeasterly in a straight line 152 feet, more or less, to a point on the southeasterly line of said Lot 5, which point is 42 feet southwesterly from the most easterly corner of said Lot 5; thence southwesterly along the southeasterly line of said Lot 5, 18 feet; thence northwesterly in a straight line 204 feet, more or less, to the most westerly corner of said Lot 8; thence northeasterly along the northwesterly line of said Lot 8, 32 feet; thence southeasterly and parallel to the southwesterly line of said Lot 8, 50 feet to the point of beginning, containing 4,350 sq. feet.

PARCEL #5 0.4 interest in and to:

All of Lots 5 and 6, Block 8, McMillen's Addition and the following described portion of Lots 7 and 8, said Block 8:

Beginning at the most northerly corner of Lot 8, Block 8, McMillen's Addition; thence S 38° 28' 35" E along the northeasterly line of Lots 7 and 8 a distance of 100.0 feet to the most easterly corner of said Lot 7; thence S 51° 31' 15" E

EXHIBIT "B-2" (Cont)

along the southeasterly line of said Lot 7 a distance of 100.0 feet to the most southerly corner thereof; thence N 38° 28' 35" E along the southwesterly line thereof a distance of 20.0 feet to a point; thence N 9° 51' 58" W a distance of 62.65 feet to a point; thence N 31° 52' 02" E a distance of 74.33 feet to the place of beginning, containing 17,550 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $8,138.84, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that this Property Sale Resolution No. 65 be entered in the minutes and records of the Commission as of the 8th day of May, 1958.

29985

EXHIBIT "C-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

EXHIBIT "C-1" (Cont)

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section to the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section

EXHIBIT "C-1" (Cont)

of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 951.

EXHIBIT "C-1" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 951, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29989

EXHIBIT "C-2"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain Trail Creek Bridge Section of the Crater Lake Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Trail Creek Bridge Section of the Crater Lake Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-2" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Crater Lake Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Trail Creek Bridge Section of the Crater Lake Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 952.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 952, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29991

EXHIBIT "C-3"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Commission at its regular meeting of August 11 and 12, 1955, authorized the State Park's Superintendent to acquire such land as would be necessary to develop a state park at the mouth of the Deschutes River in Wasco and Sherman Counties.

WHEREAS, the State Highway Commission plans and proposes to develop and maintain said state park for a public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park to be located at the mouth of the Deschutes River in Wasco and Sherman counties, fee simple title to a parcel of real property located in Wasco and Sherman Counties and described as follows, to wit:

File No. R-25340
Owner: Columbia-Deschutes Power Company
A parcel of land lying in Government lots 1, 2, 3, 4, 5, 6, 7 and 8, the West half of the West half of the Northeast quarter ($W\frac{1}{2}$ $W\frac{1}{2}$ $NE\frac{1}{4}$) and the Southwest quarter of the Northwest quarter ($SW\frac{1}{4}$ $NW\frac{1}{4}$) Section 26, Government Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, the Southeast quarter of the Northwest quarter of the Southwest quarter ($SE\frac{1}{4}$ $NW\frac{1}{4}$ $SW\frac{1}{4}$) Section 35, all in Township 2 North, Range 15 East,

Willamette Meridian, in Sherman and Wasco Counties, Oregon, and lying between the Easterly right of way line of the Oregon Trunk Railroad and the Westerly right of way line of the abandoned Deschutes Railroad and South of the reconstructed Columbia River Highway.

Subject to the flowage easement heretofore granted to the U. S. A. and the existing right of way for county road.

The parcel of land above described contains 255 acres, more or less, of which 55 acres, more or less, is covered by said flowage easement.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 953.

29993

EXHIBIT "C-4"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-4" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 954.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 954, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-5"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

29997

EXHIBIT "C-5" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 955.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 955, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

29999

EXHIBIT "C-6"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the State Highway Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the State Highway Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and

EXHIBIT "C-6" (Cont)

will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 956.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 956, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30001

EXHIBIT "C-7"

Minutes of May 8 and 9, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-7" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 957.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 957, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30003

EXHIBIT "C-8"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Hilgard-La Grande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT C-8" (Cont)

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 958.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 958, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-9" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 959.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 959, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.*

30009

EXHIBIT "C-10"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Tualatin Valley Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 960.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 960, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30011

EXHIBIT "C-11"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughway, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-11" (Cont)

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 961.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 961, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and maintain the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of relocating and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation and maintenance of the said Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-12" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation and maintenance of the said Newberg-Gearin Corner Section of the said Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 962.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 962, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-13"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites; stock pile sites, or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways: or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-13" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 963.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 963, under the heading "Real Property Condemnation Resolutions," said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30019

EXHIBIT "C-14"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage road, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Jonesboro-Tunnel Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-14" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Jonesboro-Tunnel Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Jonesboro-Tunnel Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 964.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 964, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30022

EXHIBIT "C-15"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-15" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 965.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 965, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30025

EXHIBIT "C-16"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-16"(Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels or real property may be taken immediately.

EXHIBIT "C-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 8th day of May, 1958, as Condemnation Resolution No. 966.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 966, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4513 with General Construction Company for constructing Clay Street-Columbia Street Traffic Interchange on the Pacific West Highway in Multnomah County, completed December 30, 1957.

"Contract No. 4575 with Roy L. Houck and Sons for grading and oiling on the East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County, completed December 4, 1957.

"Contract No. 4889 with West Coast Steel Works for construction of Pruner Bridge over the South Umpqua River on the Riddle County Road in Douglas County, completed April 11, 1958.

"Contract No. 4921 with Peter Kiewit Sons' Company for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, completed April 18, 1958.

"Contract No. 4947 with Trowbridge Electric Company for installing illumination on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, completed April 15, 1958.

"Contract No. 4961 with Barney Helser Rock Production for furnishing crushed materials in stockpile on the Pilot Rock-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County, completed December 23, 1957.

"Contract No. 5013 with Clyde Hamilton for constructing the Grants Pass office building in Josephine County, completed April 21, 1958.

"Contract No. 5040 with Hamilton and Thoms for constructing bridges over Mill Creek on the Pacific Highway in Marion County, completed April 7, 1958.

"Contract No. 5046 with Steeck Electric Company for installing illumination on the Dayton Junction Section of the Three Mile Lane Highway in Yamhill County, completed April 11, 1958.

"Contract No. 5083 with W. R. Grasle Company for installing illumination on the Union Avenue-42nd Avenue Section of the Columbia River (T. H. Banfield Expressway) Highway in Multnomah County, completed April 10, 1958.

EXHIBIT "D" (Cont)

"Contract No. 5086 with Trowbridge Electric Company for installing traffic signals in Beaverton on the Beaverton-Hillsdale Highway in Washington County, completed April 16, 1958.

"Contract No. 5104 with Roseburg Sand and Gravel Company for furnishing crushed material in stockpiles on the Hunter Hill-Clover Flat Road Section of the Fremont Highway in Lake County, completed April 16, 1958.

"Contract No. 5132 with George E. Blaisdell and Son Construction Company for parking area extension of the Rooster Rock State Park in Multnomah County, completed April 16, 1958.

"Contract No. 5144 with Port of Astoria for dredging on the Astoria Ferry Channel Section in Clatsop County, completed April 22, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 72 shall be entered in the minutes and records of the Commission as of the 8th day of May, 1958.

EXHIBIT "E-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Redwood

Highway number: 25 Route number: 199

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
28.31 (950 feet north of north city limits of Cave Jct.)	28.49 (north city limits of Cave Junction)	35

except that between a point 400 feet north of the north city limits of Cave Junction (M.P. 28.41) and the north city limits of Cave Junction (M.P. 28.49) the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 153 established May 11, 1954.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 153a be entered in the minutes and records of the Commission as of the 8th day of May, 1958.

EXHIBIT "E-2"

Minutes of May 8 and 9 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Beaverton-Hillsdale

Highway number 40 Route number ORE!0

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
1.61 (east city limits of Beaverton)	2.89 (0.14 mile east of S. W. 78th Avenue)	50

except that in the following sections the indicated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1a. of ORS 483.104.

1.96 (0.11 mile west of S.W. 91st Ave.)	2.19 (0.12 mile east of S.W. 91st Avenue)

EXHIBIT "E-2" (Cont.)

M.P.	to M.P.	M.P.H.
2.46 (500 feet west of S.W. Laurelwood Drive)	2.85 (500 feet east of S.W. 78th Avenue)	
2.89 (0.14 mile east of S. W. 78th Ave.)	3.30 (0.11 mile west of Multnomah County Line)	35
3.30 (0.11 mile west of Multnomah County Line)	4.97 (West city limits of Portland)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect a appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 246 established February 28, 1957.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 246a be entered in the minutes and records of the Commission as of the 8th day of May, 1958.

EXHIBIT "F-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the Pacific Highway West is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway on a high fill near the viaduct over the Oregon Electric and Southern Pacific railroads and in the vicinity of St. Anthony Catholic Church in the community of Tigard; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by interfering with the movement of traffic; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the northerly side of the Pacific Highway West between M. P. 8.99 (Engineer's Station 77+00) and M. P. 9.45 (Engineer's Station 96+82) and on the southerly side of the Pacific Highway West between M. P. 8.99 and M. P. 9.51 (Engineer's Station 99+98) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on either side of the highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 180 be entered in the minutes and records of the State Highway Commission as of the 8th day of May, 1958.

30035

EXHIBIT "F-2"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the Beaverton-Hillsdale Highway is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked head-in on the south shoulder of said highway near S. W. 45th Avenue; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public, to vehicles engaged in parking maneuvers, and to vehicles attempting to enter the highway from S. W. 45th Avenue and other streets in this location; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited or otherwise controlled on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the following parking controls be put into effect:

a. No parking at any time on the southerly side of the said highway between M.P. 3.77 (Engineer's Station 109+45) and M.P. 4.15 (Engineer's Station 89+05).

b. Parallel parking only be permitted on the northerly side of the said highway between M.P. 4.31 (Engineer's Station 80+70) and M.P. 4.36 (Engineer's Station 78+25).

c. That parallel parking only be permitted on the southerly side of the highway between M.P. 4.32 (Engineer's Station 80+20) and M.P. 4.36 (Engineer's Station 78+10).

d. That shoulder parking be prohibited on the northerly side of the said highway between the easterly right-of-way line of S. W. 45th Avenue M.P. 4.42 (Engineer's Station 75+15) and M.P. 4.43 (Engineer's Station 74+45).

That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit the present practice of parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

EXHIBIT "F-2"

3. That the Commission does further find and declare that the parking of vehicles at said location should be controlled or prohibited as hereinabove stated.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 185 be entered in the minutes and records of the State Highway Commission as of the 8th day of May, 1958.

F. 30037

EXHIBIT "F-3"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, The Dalles-California Highway is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the east shoulder of said highway in the vicinity of a trucking service station and a cafe south of Bend; and

WHEREAS, the parking of vehicles in said location creates a hazard to the traveling public by restricting sight distance; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be probibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the east side of The Dalles-California Highway between M.P. 140.89 (Engineer's Station 1148+20) and M.P. 140.96 (Engineer's Station 1151+90) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highways are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3 That the Commission does further find and declare that the parking of vehicles on the east side of said highway at said location should be prohibited.

4 That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6 That this "No Parking" Resolution No. 184 be entered in the minutes and records of the State Highway Commission as of the 8th day of May, 1958.

EXHIBIT "G"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain State Highways and sections thereof were declared to be and were designated as main or "through" highways and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, said resolution concerning the Lexington-Echo Secondary Highway No. 320, ORE207, provided as follows:

Road No. 320 - Lexington-Echo Highway - ORE207
(Between M.P. 0.00 at Road No. 52, Heppner Highway, ORE74, in Lexington, and M.P. 39.53 at Road No. 6, Old Oregon Trail, US30, east of Echo.)

Exceptions: Traffic on Road No. 320, Lexington-Echo Highway from Echo, shall stop at M.P. 27.28 at junction of Road No. 333, Hermiston Highway, ORE207. Traffic on Road No. 320, Lexington-Echo Highway shall stop for Road No. 337, Stanfield-Pendleton Highway in Echo; and

WHEREAS, on December 5, 1957, by Abandonment Resolution No. 342, the Stanfield-Pendleton Highway was relinquished to Umatilla County and is no longer a state secondary highway; and

WHEREAS, the Through Highway records should be amended to indicate that the Stanfield-Pendleton Highway is no longer a part of the State Highway System,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, based upon engineering investigation and the recommendation of the State Highway Engineer, that this Commission does hereby find, declare, resolve and order, as follows:

1. That said resolution of September 21, 1949 be amended to read as follows:

"Road No. 320 - Lexington-Echo Highway - ORE207

EXHIBIT "G" (Cont)

(Between M. P. 0.00 at Road No. 52, Heppner Highway, ORE74, in Lexington, and M. P. 39.53 at Road No. 6, Old Oregon Trail, US30, east of Echo.)

Exceptions: Traffic on Road No. 320, Lexington-Echo Highway from Echo, shall stop at M. P. 27.28 at junction of Road No. 333, Hermiston Highway, ORE207. Traffic on Road No. 320, Lexington-Echo Highway shall stop when approaching in an easterly direction at M. P. 35.74 and when approaching in a westerly direction at M. P. 35.91 before entering Thielson Street in the city of Echo."

That in all other respects the provisions of said resolution of September 21, 1949, shall remain in full force and effect, it being understood that the change effected will not change the stop indications as they exist at the present time.

2. That this resolution shall be entered in the minutes and records of the Commission as of the 8th day of May, 1958, as "Through Highways" Resolution No. 13g, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, and a like copy to the County Clerk of Umatilla County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "H-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the "East Bank Freeway" Section of the Pacific Highway through the City of Portland in Multnomah County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the "East Bank Freeway" Section of the Pacific Highway, beginning at Highway Engineer's Station 508+50, at S. W. Gibbs Street, and extending in a northerly direction to Highway Engineer's Station 333+21.78, at North Russell Street, together with the map, which for identification purposes bears Sketch Map File No. 8B-9-13, and the date of May, 1958, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Pacific Highway was designated as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly

known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 8th day of May, 1958, as Survey Resolution No. 174.

EXHIBIT "H-2"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described state highway routes and locations:

1. Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

2. Corvallis City Section of the Corvallis-Newport Highway in Benton County.

3. Richland-Copperfield Section of the Baker-Homestead Highway in Baker County,

and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Trail Creek Bridge Section of the Crater Lake Highway, beginning at Highway Engineer's Station 4+00 and extending in a northerly and easterly direction near the community of Trail to Highway Engineer's Station 48+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1130 and the date of March, 1958, (Right of way Map No. 8B-6-29, dated August, 1957), field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the Corvallis City Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station 235+20, west of the City of Corvallis, and extending in an easterly direction to Highway Engineer's Station 340+62.9 at "B" Street in the City of Corvallis, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1200 and the date of April, 1958, (Right of way Map No. 8B-1-30, dated May, 1954), field notes and other engineering data submitted by the

Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1c. That the survey of the Richland-Copperfield Section of the Baker-Homestead Highway, beginning approximately one mile east of the town of Richland, and extending on new alignment in a northerly and easterly direction near the town of Pine and along Pine Creek to the community of Copperfield, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1202 and the date of April, 1958, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a non-access controlled highway on the Baker-Homestead Highway, and for limited access control on the Corvallis-Newport Highway and the Crater Lake Highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of May, 1958, as Survey Resolution No. 175.

Portland, Oregon
June 19, 1958

The Oregon State Highway Commission met in regular session at 2:45 p. m. in the Pompeiian Room of the Congress Hotel. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission approved the minutes of the telephonic meeting of the Highway Commission conducted March 24, 1958.

The Parks Superintendent reported on the following state park matters:

1. Wording to be placed on informational signs which are to be installed at the Cove Palisades State Park, Painted Hills State Park, and Azalea State Park: The wording, the Parks Superintendent explained, has been approved by Phil Brogan of The Bend Bulletin, Ewart Baldwin of the Department of Geology, University of Oregon, and Ira S. Allison of Oregon State College. He added that funds have been provided in the 1958 budget to finance installation of the signs and he requested approval of the wording so the work can proceed. The Commission approved wording as follows:

AZALEA STATE PARK

THIS AREA WAS ESTABLISHED AS A STATE PARK IN 1937 AND PRESERVES ONE OF OREGON'S FINEST NATIVE GROUPS OF WESTERN AZALEAS (Rhododendron occidentale).

THE AGE OF THE LARGER AZALEA SHRUBS GROWING HERE IS ESTIMATED TO BE WELL OVER 150 YEARS.

THE PERFECTION OF MASS-FLOWERING IS USUALLY ATTAINED ABOUT THE MIDDLE OF THE MONTH OF MAY ALTHOUGH INDIVIDUAL FLOWERS ARE OFTEN SEEN DURING OTHER SEASONS OF THE YEAR DUE TO THE MILD LOCAL CLIMATE. THE VARIETY IN COLOR OF THE FLOWERS VARIES FROM PURE WHITE TO TINTED WHITE, THROUGH DELICATE SHADES OF YELLOW, PINK, AND DEEP ROSE. WHEN IN

BLOOM THEY FILL THE AIR WITH SWEET SCENTED FRAGRANCE.

THE PATTERNS AND COLORS WITHIN THE CENTERS OF THE FLOWERS ARE OF INTEREST SINCE THERE ARE SCARCELY ANY BLOOMS OF THESE ANCIENT WESTERN AZALEAS WHICH ARE IDENTICAL.

THE COVE PALISADES STATE PARK

"THE COVE" REFERS TO A NATURAL COVE ALONG THE CROOKED RIVER IN THIS AREA AND "PALISADES" TO THE LINE OF RIM ROCK WHICH BORDERS THESE SPECTACULAR CANYONS.

THREE RIVERS MEET WITHIN THE PARK AREA. THE NORTHWARD FLOWING DESCHUTES IS FIRST JOINED BY THE CROOKED RIVER FROM THE EAST AND THEN BY THE METOLIUS FROM THE WEST.

AGES AGO THE FIERY EXPLOSIONS OF CASCADE VOLCANOES FURNISHED MUCH LOOSE MATERIAL FOR FLOOD WATERS TO FILL THE 20 TO 30 MILE-WIDE DESCHUTES BASIN, LAYER UPON LAYER. OCCASIONAL HORIZONTAL FLOWS OF LAVA FROM NEARBY CONES AND FISSURE VENTS ADDED LAYERS OF BASALT ROCK, ONE OF WHICH RIMS THESE CANYONS.

AFTER RIVERS HAD GRADUALLY CUT DEEP CANYONS HERE, A LOCAL LAVA FLOW FILLED THE CANYONS TO FORM A SOLID MASS OF BASALT, OF WHICH THE HUGE "ISLAND" AT THE JUNCTION OF THE CROOKED RIVER WITH THE DESCHUTES IS A REMNANT. THE RIVERS LATER WORE THROUGH TO THE STREAM BEDS AS THEY ARE TODAY.

PAINTED HILLS STATE PARK

THE COLORFUL FORMATIONS OF THIS AREA WERE LAID DOWN MILLIONS OF YEARS AGO DURING THE TIME IN WHICH THE VOLCANOES OF THE RISING CASCADE RANGE TO THE WEST WERE SHOWERING WIND-CARRIED PUMICE AND ASH ONTO CENTRAL OREGON.

THE VOLCANIC SEDIMENTS ARE BELIEVED TO HAVE BEEN DEPOSITED IN WATER, AT LEAST IN PART, AND DURING A TIME OF MILD HUMID CLIMATE. THE LAYERS OF VARYING MATERIAL GRADUALLY DECOMPOSED TO FORM THESE COLORED BANDS AS THE ASH WAS ALTERED TO CLAY.

THE STRATA EXPOSED IN THE PAINTED HILLS REGION ARE REFERRED TO AS CLARNO AND JOHN DAY FORMATIONS. THE FOSSIL LEAF IMPRESSIONS OF REDWOOD, CINNAMON, FIG, ALDER, AND OTHER TREES AND PLANTS FOUND IN THIS VICINITY HAVE GIVEN

CLUES AS TO THE FORMER DAMP WARM CLIMATE OF THE AREA IN THE TIME BEFORE THE RISE OF THE CASCADE MOUNTAINS.

2. Confirmation of telephonic authority to file an application with the Federal Government for additional land to enlarge the John Day-Condon Fossil Beds State Park: The Parks Superintendent recalled that several years ago the Commission filed an application for a large tract of land in this area but it was necessary to reduce the application to not exceed 640 acres of land in any one year. It appears possible now that additional land can be obtained in the same manner as the original application, thus completing the request. He pointed out that land purchased a year ago from the Government cost slightly over $1.00 per acre, which was 30 per cent of the appraised value. The Commission confirmed the previous telephonic approval given May 20, 1958.

3. Request of Mr. and Mrs. Louis N. Mark, Netarts, that the State raise no objection to their application for a packaged beer license at their store near the entrance to Cape Lookout State Park: The Parks Superintendent pointed out that the Commission has never granted any license to sell beer within or reasonably near a state park, and as the store operated by the Marks caters to visitors to Cape Lookout State Park, it was his recommendation that the Commission object to the granting of such licenses to commercial establishments that cater to state park patrons. This matter, he continued, was discussed with members of the Parks Advisory Committee, and four of six members indicated that beer sales should not be made by businesses catering to park visitors. The Commission approved the recommendation as a matter of policy.

4. Proposed opening and closing hours at Rooster Rock and Hat Rock State Parks: Heavy use of these parks is anticipated, the Parks Superintendent stated, and to avoid any night use which might be objectionable it was his feeling that opening and closing hours should be established. The sheriffs of the two counties concerned, he continued, feel that closure hours should be maintained. He recommended that the parks open at 8:00 a.m. and close at 9:00 p.m. daily. The Commission approved the recommendation. (This action was confirmed by resolutions adopted at meeting on July 31, 1958)

5. Offer of Multnomah County to deed to the State two parcels of land containing a total 18.8 acres located in the Columbia River Gorge: The Parks Superintendent explained that one of the parcels is a narrow piece of land situate east of Bridal Veil between the old Columbia River Highway and the railroad. The other is a parcel containing 10.3 acres which lies adjacent to and immediately west of Crown Point. The land, he said, is of little value but does fit in with the over-all plan of purchases for preservation of scenic areas in the Columbia River Gorge. The Commission approved his recommendation that the gift be accepted.

6. Proposed name for the Beaver Creek beach area between Waldport and Newport in Lincoln County: The Parks Superintendent stated that it would be desirable to name this area. He also said that a number of names were considered and that it is his recommendation that the area be named "Ona Beach" if and when it is developed as a state park. The

name "Ona", he stated, is Chinook jargon, meaning clam, and there is a small community known by that name a few miles east along Beaver Creek. The Commission approved such name for this area. (See resolution in Minutes of July 31, 1958).

7. Offer of the State Board of Forestry to donate for state park purposes 160 acres of land on the Chetco River in Curry County: This property, the Parks Superintendent stated, is located approximately nine miles east of the town of Brookings and presently is known as "Alfred Loeb State Park." The property previously had been offered to the Commission several times but the offers were rejected principally because of the inability to locate the property corners and because of lack of demand for use of the area. The State Board of Forestry, he continued, has now established the corners and marked the lines and there is some demand for development; also, the County has approved transfer of title to the State and has indicated that no demand will be made at this time that the State take over the county road leading to the park. He recommended that the area be accepted and that provision be made in the 1959 budget for minor day use, also that it be named "Alfred Loeb State Park." His recommendation was approved by the Commission. (See resolution in Minutes of July 31, 1958).

8. Request of Tillamook County Court and others that the State take over as a State park the Bayocean area between Tillamook Bay and the Pacific Ocean: This area, the Parks Superintendent stated, has suffered greatly from erosion by wave action, and a few years ago the ocean cut through the sand bar, leaving the main portion of the area as an island. He added that the value of the area as a State park is dubious, but he gave as his feeling that a thorough study should be made in order to determine all the facts, and he so recommended. The Commission authorized him to make such study.

9. Request of Ben F. Phillips, Cascadia, for permission to use water from a spring in Cascadia State Park for his motel and service station: The Parks Superintendent stated that this spring is located in an area that is not included in the present park development, and is also in a spot that will be flooded when the Green Peter Dam is constructed a few miles downstream. He added that the water will not be needed, at least for several years, for park purposes. The Commission accepted his recommendation that Mr. Phillips be granted a temporary permit to use the water, subject to needs of the park, at an annual rental charge of $25.00.

10. Request of J. B. Kosta, Port Orford, for permission to sell dairy products and related supplies from a vending wagon in Humbug Mountain State Park: The Parks Superintendent stated that Mr. Kosta proposes to conduct his sales in the state park each afternoon or evening and that he has agreed to furnish a monthly statement of his sales and to furnish a price list of items he proposes to sell. Such information, he added, will be helpful in determining the value of this or a similar concession. Upon his favorable recommendation, the Commission approved allowing Mr. Kosta to sell dairy and related products in the park for the consideration of $25.00 to be paid by Mr. Kosta for the 1958 summer season.

11. Resolution adopted by the Legislative Highway Interim Committee recommending establishment of a State park at Unity Reservoir in Baker

County and an expenditure of $25,000 to develop the same: The Parks Superintendent stated that he is now conducting an investigation concerning the feasibility of developing a park at this location but the investigation is not yet complete. The Engineer remarked that this matter was discussed at a meeting in the City of Baker and it was his thought that the sum of $25,000 to be expended may have originated from residents in the Baker area. The Commission deferred action pending receipt of the Parks Superintendent's report on the investigation,

Employment of added personnel in the Parks Division: The Parks Superintendent stated that the work being conducted by the Parks Planning Section is considerably behind schedule. To expedite this work he recommended that Mr. Paul R. Tschirley, a graduate of Oregon State College, be hired during the summer season at $342.00 per month. Mr. Tschirley, he stated, has a master's degree from Oregon State and is highly recommended. The Commission approved the employment of Mr. Tschirley.

Proposed enlargement of Collier State Park in Klamath County: The Parks Superintendent stated that for many years efforts have been made to secure additional land for this park and it now appears that a desirable parcel along Spring Creek may be obtained from a Mr. William Lorenz. It was his thought that the parcel which consists of 20 acres of land on the north side of the existing park can be purchased for approximately $6,000. Upon his favorable recommendation, the Commission authorized him to negotiate acquisition of the land at the best figure he can get.

The Parks Superintendent commented briefly on the increase in use of State parks during the first five months of 1958. Available figures, he stated, show that more than one-half million people used the parks during the first five months of 1958 than did during the corresponding period in 1957.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State highway right of way or for other purposes. Action on this matter was deferred by the Commission pending study of the options. (On the following day, the Commission approved the options as presented.)

A report was presented by the Right of Way Engineer showing miscellaneous property sales and changes in property rental status. Miscellaneous sales since the last Commission meeting were listed by the Property Manager at $17,244.50. Rental receipts for the month of May totalled $9,933.78. The Commission accepted the report. (For details see copy of the report in the General Files.)

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of highway property. These properties, he stated, have been determined to be excess property no longer required for highway purposes and he recommended that they be offered at public sale, as follows:

1. 0.24 acre of the former Booth property, File 17393, on the Big Creek Section of the Columbia River Highway in Clatsop County, for a minimum price of $1,000.00. Proceeds of this sale less the cost of advertising are to be turned over to Clatsop County, which originally furnished the land to the State. See EXHIBIT " B ".

2. 3,555 square feet of the former Frank property, File 22869, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County for a minimum consideration of $500.00.

The Commission authorized public sale of the properties and thereupon adopted the attached resolution relative to the "Booth property" marked EXHIBIT " B ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Direct sale of 1,900 square feet of land situate on N.E. 47th Avenue adjacent to the Banfield Expressway in Portland to Friedman Bag Company for the sum of $900.00 was recommended by the Right of Way Engineer. He explained that the bag company is troubled with a bad drainage condition and to correct it, it will be necessary to use this parcel of land. The property, he said, is not needed for highway purposes and the price to be paid for it is at appraised value. The Commission approved the sale at the price mentioned.

Changes in access points for property owners to various state highways were presented by the Right of Way Engineer who explained that in each instance no additional access is being granted but the changes are simply changes in location for the safety of the travelling public and for the convenience of the property owners. He recommended and the Commission approved the following indentures of access which provide for the changes mentioned:

a. State Board of Forestry property, Property File 17325, on the Wilson River Highway in Tillamook County.

b. Blay (Dittemore) property, File 18122, on the Gilchrist-Willamette Junction Unit of The Dalles-California Highway in Klamath County.

c. Lively property, File 16478, on the Mehama-Mill City Section of the North Santiam Highway in Marion County.

d. Young property, File 24865, on the North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

Consideration was given by the Commission to an agreement with the Tri-County Improvement District to prevent river bank erosion near the south end of the Harrisburg Bridge on the Pacific Highway East in Lane County. The Improvement District, the Right of Way Engineer explained, wishes to use property on which to construct a revetment which property at the present time is controlled by the State under an easement. The Army

Engineers propose to perform the revetment work which will be of benefit not only to the nearby land owners but also to the highway. Upon his favorable recommendation, the Commission approved the agreement.

The Right of Way Engineer presented a request from Bonneville Power Administration for an additional deposit of $350.00 for rearranging Bonneville power lines across the Gonyea property adjacent to the Judkins Point-Goshen Section of the Pacific Highway in Lane County. He explained that at its meeting in May, 1958, the Commission authorized payment of the sum of $5,600.00 to the Bonneville Power Administration as an advance deposit to apply on the estimated cost of revising the power lines. The Bonneville Administration has now submitted a trust agreement for the power line revision in which the cost is estimated at $5,950.00, or $350.00 more than was previously authorized. Following his favorable recommendation, the Commission approved the trust agreement including the $350.00 increase in the amount of the deposit.

Sale to the City of Nyssa of a stockpile site containing about 2.95 acres in the City of Nyssa, Malheur County, was recommended by the Right of Way Engineer. He explained that the property is no longer needed for state highway purposes and that the city would like to acquire it; moreover, has offered to pay $1,048.84 which is the book value of the property and is represented by its actual cost to the State plus the cost of the improvements located thereon. The Commission approved the sale of the property to the City at the price mentioned on the condition that the city uses it for public or recreational purposes only. Otherwise, title will revert to the State. The attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer also brought up for discussion the matter of acquiring a 2.0 acre tract of land situate adjacent to the Mount Hood Highway at the easterly edge of the City of Sandy. He recalled that several years ago, negotiations were undertaken to acquire the land for maintenance purposes but the price at that time was considered too high and the deal was not consummated. The Maintenance Department, he said, needs the land which adjoins property that the state now owns. He requested authority to offer the present owner, a Mr. Wolfe, $3,000.00 for the property which, he stated, represents its fair value. The Commission authorized an offer of $3,000 for the property.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway

R-23349 - Standard Oil Company of California
Clatsop County
Parcel No. 1: 0.12 acre for right of way
Parcel No. 2: 0.06 acre for right of way

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway (Cont.)

R-23372 - Roy E. Heckard and Ruth Heckard
Right of Way (Clatsop County)
0.11 acre

R-23373 - Earl E. Evans and Leona Evans
Right of Way (Clatsop County)
7,550 square feet

R-23375 - Howard F. Brown and Grace Brown
Right of Way (Clatsop County)
6,150 square feet

R-23376 - Carl Emmet Brown and Gretchen Brown
Right of Way (Clatsop County)
900 square feet

R-23379 - Harvey Jensen and Martha Luhr Jensen
Right of Way (Clatsop County)
5,515 square feet

R-23385 - Fred Otto Like and Lora A. Like
Right of Way (Clatsop County)
0.3 acre

R-23386 - W. B. Hollenbeck and C. P. Yates
Right of Way (Clatsop County)
0.45 acre

R-23387 - Verner D. Sanders and Thelma A. Sanders
Right of Way (Clatsop County)
0.07 acre

R-27797 - Matthew T. Dawson and Frank Buxton
Right of Way (Clatsop County)
0.26 acre

R-27802 - David F. DeTar
Right of Way (Clatsop County)
6,500 square feet

R-27804 - William Wells Woodworth and Jean A. Woodworth
Right of Way (Clatsop County)
125 square feet

R-27805 - Joseph F. Teevin and Daisy D. Teevin
Right of Way (Clatsop County)
1,500 square feet

R-27806 - Jacob Krieger, Jr., and Lillian A. Krieger
Right of Way (Clatsop County)
425 square feet

June 19, 1958

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway (Cont.)

R-27813 - John Schultz and Katie Schultz
Right of Way (Clatsop County)
563 square feet

R-27882 - Seaside Laundry, Inc.
Right of Way (Clatsop County)
375 square feet

R-27946 - Clatsop County
Clatsop County
Parcel No. 1: 650 square feet for right of way
Parcel No. 2: 500 square feet for right of way

R-28123 - Esther C. Case
Right of Way (Clatsop County)
1,050 square feet

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway

R-23410 - C. M. Fruit and Martha J. Fruit
Right of Way (Yamhill County)
7.75 acres

R-23411 - J. J. Ewen and Florence A. Ewen
Right of Way (Yamhill County)
6.1 acres

R-23412 - Ross Cruickshank and Mary Lee Cruickshank
Right of Way (Yamhill County)
5.79 acres

R-23413 - R. Kenneth Nissen
Right of Way (Yamhill County)
6.7 acres

R-28004 - City of McMinnville
Right of Way (Yamhill County)
3.6 acres

R-28005 - Carl H. Wahl and Ida M. Wahl
Right of Way
1.15 acres

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-23663 - Filomena Jcioly
Multnomah County
Parcel No. 1: 1.85 acres for right of way
Parcel No. 2: 0.3 acres for right of way
Amended resolution to acquire Parcel No. 2

June 19, 1958

Harbor Drive-Barbur Boulevard Section of the Pacific Highway (Cont.)

R-27090 - Charles C. Grant and Eleanor E. Grant
Right of Way (Multnomah County)
5,000 square feet

R-27717 - H. L. Armentrout, James G. Perkins and G. Prentiss Lee
Right of Way (Multnomah County)
2,750 square feet

R-28040 - F. S. Wilhelm and W. C. Wilhelm
Right of Way (Multnomah County)
1,250 square feet

Cascade Secondary Highway

R-26381 - Ethel Pullen Kosher Galloway and Otis W. Galloway
Multnomah County
Parcel No. 1: 4.03 acres (net) for right of way
Parcel No. 2: 0.42 acre for right of way
Parcel No. 3: 215 square feet for an encroachment easement
Amended resolution to change access provisions and acquire encroachment easement

R-26382 - Cosmo Spada and Angiolina Spada
Multnomah County
Parcel No. 1: 2.92 acres (net) for right of way
Parcel No. 2: 0.3 acre for right of way
Amended resolution to change access provisions

R-26387 - Louis Sisk and Ira D. Brin
Multnomah County
Parcel No. 1: 2.32 acres for right of way
Parcel No. 2: 1.22 acres for excess taking
Amended resolution to redesignate necessity of Parcel No. 2

Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway

R-27643 - Fay A. Hulit and Velma A. Hulit, et al.
Right of Way (Washington County)
2.2 acres

R-27646 - Mervin W. Brink and Ruth S. Brink
Right of Way (Washington County)
0.06 acre

R-27649 - George H. W. Skuse and Emma E. Skuse
Right of Way (Washington County)
0.14 acre

R-27651 - Hiram D. K. Skuse and Beatrice M. Skuse
Right of Way (Washington County)
0.20 acre

Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway (Cont.)

R-27652 - Francis Paul Bailey
Right of Way (Washington County)
2.5 acres

R-27653 - Earl Newton Grabel
Right of Way (Washington County)
0.48 acre

R-27658 - Charles C. Darr and Bertha M. Darr
Right of Way (Washington County)
3.8 acres

R-27674 - Edith D. Weik, et al.
Right of Way (Washington County)
0.46 acre

R-27676 - Robert S. Breeze and Florence C. Breeze
Right of Way (Washington County)
0.06 acre

R-27889 - Walter N. Capelle and Laura J. Capelle
Right of Way (Washington County)
0.06 acre

R-27679 - Carl A. Anderson and Alma H. Anderson
Washington County
Parcel No. 1: 2.03 acres for right of way
Parcel No. 2: 0.32 acre for right of way
Parcel No. 3: 0.36 acre for easement for channel change

R-28031 - Duane D. Hellweg and Betty L. Hellweg
Right of Way (Washington County)
0.02 acre

Albany-Judkins Point Section of the Pacific Highway

R-25671 - Madeline Jo Lynch, et al.
Linn County
Parcel No. 1: 44.8 acres (net) for right of way
Parcel No. 2: 0.18 acre for a haul road
Amended resolution to increase area of Parcel No. 1

L-2999 (R-25189) - Juanita Wilkins Crews and John W. Crews
Lane County
Parcel No. 1: 31.4 acres for right of way
Parcel No. 2: 0.34 acre for right of way
Parcel No. 3: 0.31 acre for a temporary easement for detour road
Parcel No. 4: 0.81 acre for easement for irrigation ditch
Amended resolution to redesignate use of Parcel No. 3 and Parcel No. 4

June 19, 1958

Albany-Judkins Point Section of the Pacific Highway (Cont.)

L-3010 (R-25283) - E. G. McKenzie, et al.
Right of Way (Lane County)
19.97 acres (net)
Amended resolution to reduce area of the taking

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23962 - John Stringer and Elizabeth Stringer
Malheur County
Parcel No. 1: 11.47 acres for right of way
Parcel No. 2: 0.99 acre for right of way
Amended resolution to change access provisions

R-26713 - Joe M. Bassett and Yula S. Bassett
Right of Way (Malheur County)
1.68 acres

R-26712 - W. C. Holloway and Wilda Holloway
Right of Way (Malheur County)
2.07 acres

R-26732 - Julia Westfall Mendazona and Mae Westfall
Malheur County
Parcel No. 1: 8.59 acres (net) for right of way
Parcel No. 2: 0.36 acre (net) for right of way
Amended resolution to change access provisions

Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway

R-22226 - Usona Thiessen
Right of Way (Marion County)
21.7 acres

R-22227 - Cherry City Milling Corporation
Marion County
Parcel No. 1: 7.45 acres for right of way
Parcel No. 2: 1.83 acres for excess taking

R-22233 - John B. Lebold and Clara B. Lebold
Marion County
Parcel No. 1: 7.10 acres (net) for right of way
Parcel No. 2: 0.98 acre for right of way
Parcel No. 3: 0.67 acre for right of way
Parcel No. 4: 0.27 acre for right of way

R-22235 - J. A. Bilyeu and Fern Bilyeu
Marion County
Parcel No. 1: 3.64 acres for right of way
Parcel No. 2: 0.21 acre for right of way
Parcel No. 3: 0.96 for excess taking

Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway (Cont.)

R-22569 - Edward Oul and Anne M. Oul
Marion County
Parcel No. 1: 2.63 acres for right of way
Parcel No. 2: 0.09 acre for excess taking
Parcel No. 3: 0.4 acre for right of way

R-22572 - Ernest E. Pyell
Right of Way (Marion County)
0.85 acre

R-22574 - Murhl Cooke and Dollie L. Cooke
Right of Way (Marion County)
0.06 acre

R-22578 - Bliss W. Smith, Iva Smith and Bob Harrington
Right of Way (Marion County)
12.5 acres

R-22579 - Guy E. Shields and Edna V. Shields
Right of Way (Marion County)
8.47 acres

R-22580 - John H. Peterson and Minnie V. Peterson
Marion County
Parcel No. 1: 9.85 acres for right of way
Parcel No. 2: 0.43 acre for right of way

R-22582 - Adrian Kromwall
Right of Way (Marion County)
3.37 acres (net)

R-22583 - LaVerne O. White and Pauline E. White
Right of Way (Marion County)
2.4 acres

R-22587 - Theodore E. Boehme and Ora B. Boehme
Right of Way (Marion County)
1.10 acres

R-22593 - Anthony G. Leverman and Fredericka Leverman
Marion County
Parcel No. 1: 26.10 acres for right of way
Parcel No. 2: 0.35 acre for right of way
Parcel No. 3: 0.46 acre for right of way
Parcel No. 4: 0.23 acre for easement for detour road

R-27588 - Archie Germond
Right of Way (Marion County)
0.25 acre

June 19, 1958

30057

Myrtle Creek-Canyonville Section of the Pacific Highway

L-2668 (R-21012) - Roy W. Alspaugh and Ethel Alspaugh
Douglas County
Parcel No. 1: 3.41 acres for right of way
Parcel No. 2: 0.07 acre for right of way
Amended resolution to change access provisions and eliminate taking of Parcel No. 3

Myers Creek-Brookings Section of the Oregon Coast Highway

L-3033 (R-27550) - Oleta A. Walker, et al.
Curry County
Parcel No. 1: 17.3 acres for right of way
Parcel No. 2: 1.2 acres for random fill easement
Parcel No. 3: 1.2 acres for random fill easement
Amended resolution to revise description of Parcel No. 2 and acquire permit of entry

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27795 - S. A. Agnew
Curry County
Parcel No. 1: 12.25 acres for right of way
Parcel No. 2: 4.1 acres for easement for random fill
Amended resolution to increase area of Parcel No. 2

R-27877 - Quinn Davison and Virgil Clark, et al.
Curry County
Parcel No. 1: 3.5 acres for right of way
Parcel No. 2: 3.17 acres for right of way
Amended resolution to increase area of Parcel No. 2 and change access provisions

Post-Paulina Section of the Paulina Highway

R-27751 - Hudspeth Land & Livestock Company
Crook County
Parcel No. 1: 0.1 acre for right of way
Parcel No. 2: 1.6 acres for right of way
Parcel No. 3: 1.45 acres (net) for right of way
Parcel No. 4: 7.2 acres for right of way
Parcel No. 5: 0.6 acre for right of way
Parcel No. 6: 0.08 acre for easement for a drainage ditch

R-27754 - Post Grange No. 638
Right of Way (Crook County)
0.55 acre (net)

R-27755 - J. C. Shoun and Iola M. Shoun
Right of Way (Crook County)
1.86 acres (net)

June 19, 1958

Post-Paulina Section of the Paulina Highway (Cont.)

R-27757 - Don W. Brummer and Maxine F. Brummer
Right of Way (Crook County)
6.33 acres

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26099 - Frank L. Cooper, Elmer Hart and R. G. Lewis
Coos County
Parcel No. 1: 2.4 acres for right of way
Parcel No. 2: 0.57 acre for excess taking

Santa Clara-Eugene Section of the Junction City-Eugene Highway

R-28248 - Rasor Logging Company
Easement for storm sewer (Lane County)
0.27 acre (net)

Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway

R-24741 - Ida E. Cusic
Right of Way (Coos County)
12.3 acres (net)

R-24744 - L. W. Clinton and Vada Clinton
Right of Way (Coos County)
3.96 acres

R-24745 - W. L. Bell and Lucina C. Bell
Right of Way (Coos County)
14.08 acres

R-24747 - C. P. Moore and Josephine C. Moore
Right of Way (Coos County)
0.14 acre

Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways

R-27833 - City of Grants Pass
Right of Way (Josephine County)
2.1 acres

R-28002 - Ruby Waldron
Right of Way (Josephine County)
0.04 acre

R-28003 - Manfred F. Metzger and Nerina Metzger
Right of Way (Josephine County)
0.45 acre

June 19, 1958

30059

Sunset Highway (Murray Road Interchange)

R-28202 - Chris W. Schindler and Alice Schindler
Right of Way (Washington County)
0.34 acre

L-2985 (R-26963) - Lester J. Wood and Ruth M. Wood
Washington County
Parcel No. 1: 0.17 acre for right of way
Parcel No. 2: 0.42 acre for right of way
Amended resolution to eliminate access control provisions

West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway

R-24436 - Zalda M. Scholz
Right of Way (Josephine County)
0.08 acre

R-28028 - Fred R. Gohde and Lena M. Gohde
Right of Way (Josephine County)
0.26 acre

Bradley Park-Columbia County Line Section of the Columbia River Highway

R-27930 - Joe Berglund and Ellen Berglund
Right of Way (Clatsop County)
1.41 acres

R-27931 - Elin A. Berglund
Right of Way (Clatsop County)
4.96 acres

Clatsop County
R-27932 - Clatsop County
Parcel No. 1: 9.5 acres for right of way
Parcel No. 2: 0.17 acre for an easement for a channel change
Parcel No. 3: 1.03 acres for an easement for a channel change

R-27933 - Raymond Garlock, Alma Garlock, Lester O. Closner, and Esme Closner

Clatsop County
Parcel No. 1: 20.23 acres for right of way
Parcel No. 2: 0.62 acre (net) for right of way
Parcel No. 3: 0.6 acre for an easement for a channel change

R-27935 - Kenneth I. McMath and Marie McMath
Clatsop County
Parcel No. 1: 3.35 acres (net) for right of way
Parcel No. 2: 0.02 acre for an easement for a channel change
Parcel No. 3: 0.3 acre for an easement for a channel change

June 19, 1958

Bradley Park-Columbia County Line Section of the Columbia River Highway (Cont.)

R-27936 - Ethel McMath Mosteller
Clatsop County
Parcel No. 1: 0.28 acre (net) for right of way
Parcel No. 2: 0.05 acre for an easement for a channel change

R-27937 - F. E. Beverly and Alice Beverly
Right of Way (Clatsop County)
0.051 acre

R-27938 - Minnie Robinson
Right of Way (Clatsop County)
1,050 square feet

R-27939 - Robert L. Robinson and Geraldine M. Robinson
Right of Way (Clatsop County)
800 square feet

R-27940 - Lester Reeves and Addie Reeves
Right of Way (Clatsop County)
430 square feet

R-27941 - Nellie E. Barhan
Right of Way (Clatsop County)
350 square feet

R-27942 - George Wise and Ruth L. Wise
Right of Way (Clatsop County)
70 square feet

R-27943 - Mike Jogtich and Vera Jogtich
Right of Way (Clatsop County)
20 square feet

R-27998 - The Community Church in Westport
Right of Way (Clatsop County)
80 square feet

R-27999 - School District No. 7, Joint Clatsop and Columbia Counties, State of Oregon
Right of Way (Clatsop County)
0.44 acre

R-28000 - Ernest J. Wilson and Emma H. Wilson
Right of Way (Clatsop County)
0.35 acre

R-28071 - Emil Schmidli and Mildred Schmidli
Right of Way (Clatsop County)
0.23 acre

June 19, 1958

Bradley Park-Columbia Co. Line Section of the Columbia River Hwy. (Cont.)

R-28287 - Crown Zellerbach Corporation
Clatsop County
0.94 acre for an easement for a channel change

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26731 - Bonnie R. McD. Roe and Carl McD. Roe
Malheur County
Parcel No. 1: 10.8 acres for right of way
Parcel No. 2: 0.65 acre for right of way

R-26721 - Elliott T. Mutch
Right of Way (Malheur County)
0.01 acre

R-26714 - Lavon Koger and Kathleen J. Koger
Right of Way (Malheur County)
2.07 acres

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23144 - Charles Gallagher, et al.
Right of Way (Klamath County)
9,360 square feet

Albany-Judkins Point Section of the Pacific Highway

R-25730 - Arch C. Wassom and Orpha Wassom
Right of Way (Linn County)
18.3 acres

R-25735 - C. Dudley Miller, Jr. and Janet H. Miller
Right of Way (Linn County)
26.08 acres (net)

Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway

R-22229 - T. M. Tuve
Marion County
Parcel No. 1: 1.49 acres for right of way
Parcel No. 2: 0.23 acre (net) for right of way

R-25620 - Harriet R. Mercer and Ralph H. Mercer
Right of Way (Marion County)
0.19 acre

Portland-Bonneville Section of the Columbia River Highway

R-27746 - Portland Fish Company
Right of Way (Multnomah County)
27.1 acres

R-28041 - Joseph A. Bucher and Elma B. Bucher
Multnomah County
Parcel No. 1: 8.55 acres for right of way
Parcel No. 2: 5.88 acres for right of way

Portland-Bonneville Section of the Columbia River Highway (Cont.)

R-28042 - Clarence J. Haight, Lillian Haight and Harold E. Graham
Right of Way (Multnomah County)
0.65 acre

R-28129 - Carl Wallner and Mary Wallner
Right of Way (Multnomah County)
22,500 square feet

R-28130 - Joseph Dolezal and Muriel Dolezal
Right of Way (Multnomah County)
29,708 square feet

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27890 - Samuel K. Azar and Norma Azar
Right of Way (Multnomah County)
0.08 acre

Right of way maps and other data were submitted to the Commission.

The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. Action was deferred by the Commission pending study of the several items. (The Commission approved the condemnations on the following day.)

A report was presented by the Chief Counsel and accepted by the Commission concerning condemnation cases that have been tried in court since the last Commission meeting, details of which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
May 8, 1958 through June 16, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Lyon, et ux. Tower, et ux. R-26411	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 8,500	$45,000	$10,500
Nelson, et al. R-25470	Linn	Pacific	N. Jefferson Jct.-Albany Sec.	$ 2,000	$ 9,372	$ 2,800

June 19, 1958

30063

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Young & Yantti, et al. R-26519	Washington	Tualatin Valley	Forest Grove-Hillsboro	$ 6,100	$ 12,825	$ 9,500
Brunner, et ux. R-23614	Josephine	Pacific	Grants Pass-Jumpoff Joe	902	2,250	902
Dow, et ux. R-26379	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	17,500	18,500 35,000 (Answer)	20,000
Miller, et al. R-25060	Linn	Pacific	N. Jefferson-Albany Sec.	4,075	5,500 9,500 - (Answer)	5,475
Lake R-24634	Josephine	Pacific	Jumpoff Joe-Grants Pass	770	9,000	1,550
Clemens, et al. R-24485	Harney	John Day-Burns		2,500	2,500	Stipulated judgment for material source-parties could not agree as to distribution, so submitted to Court.
Overby, et ux. R-22526	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	4,450	7,500	5,750
Cleghorn R-22720	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	3,715	6,500	5,200
Alspauth, et ux. R-21012	Douglas	Pacific	Myrtle Creek-Umpqua Bend	4,210	7,497	2,610
Salmon, et ux. R-26921	Curry	Oregon Coast	Myers Creek-Brookings	4,600	11,600	10,000
Weaver, et al. R-23734	Douglas	Pacific	Myrtle Creek-Canyonville	17,000	34,000	14,640
Parrett, et al. R-27327	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	525	525	525

June 19, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Asburry, et al. R-22721	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 1,890	$ 10,000 (oral) 15,000 (Answer)	$ 6,500
Firestone R-20997 & 21163	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	32,000	65,000 (oral) 73,000 (Answer)	42,500
Cantrell, et al. R-27072	Union	Old Oregon Trail	Hilgard-La Grande	19,072	25,500 (oral) 40,000 (Answer)	25,000

REPORT OF TRIAL OF OTHER CASES
June 6 through June 16, 1958

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2715 CAO-55-160	State of Oregon	Blue Mountain Mills Co.	Grant	Damages by water leakage from reservoir	Originally $2,700 amended to $3,400	$ 2,900
	State of Oregon	Virgil Ames	Linn	Evict tenant for non-payment of rent	-------	Defendant failed to appear and order of eviction obtained, however, defendant apparently voluntarily vacated the premises-case closed.
L-2608	P. N. Shown	State of Oregon	Wheeler	Flood damage	5,000	5,000
L-2688	Gladys Vera Sussman	State of Oregon Porter Yett, State Contractor #4313	Washington	Dust damage during construction	1,000	None Dismissed as to State, after demurrer.

(For additional details, see copy of the Chief Counsel's letters dated June 12 and June 16, 1958, and the summaries of cases tried attached to such letters, in the general files.)

June 19, 1958

The Chief Counsel also presented and the Commission accepted a report of condemnation cases which have been settled since the last Commission meeting, as follows:

REPORT OF CONDEMNATION CASES SETTLED
June 17, 1958

Case	County	Highway	Section	State's Offer	Amount of Settlement
Brawley, et ux. R-26334	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	$ 1,210	$ 1,210 including fencing
Bauer, et al. R-26967	Washington	Sunset	Murray Road Interchange	1,925	2,425
Streiff R-23163	Multnomah	Beaverton-Hillsdale	Washington County Line	1,250	1,350
Edmunds, et ux. R-25706	Clackamas	Mt. Hood	Sandy-Forest Boundary	100	200
Parry, et ux. R-27590	Multnomah	Sunset	Zoo Interchange	600	750
Hazel Parks (Beaver Supply) L-2789	Multnomah	Portland-Salem Expressway	Harbor Drive-Barbur Blvd.	11,000	12,500 and deposit of dirt on remaining land.

(For additional details see tabulation attached to the Chief Counsel's letter dated June 18, 1958, entitled Report of Cases Settled in the General Files.)

The Chief Counsel stated that a report had come to his attention, unofficial as yet, that the U.S. Bureau of Public Roads is going to adopt a policy of not participating in payment of attorney's fees as a part of the payment to the property owner in condemnation cases tried in court. He commented that this could amount to a sizable item in the course of the year and he mentioned that 90 cases have been tried in court during the first five months of 1958. He stated that further investigation would be made concerning this development and he would make a report at the next Commission meeting.

June 19, 1958

In conformity with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented and the Commission approved offers that were tendered to the owners for acquisition of real property prior to the institution of condemnation proceedings, as follows:

Cascade Secondary Highway

R-26382 - Cosmo Spada, et al. Parcel No. 1: 2.92 acres (net) for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of $10,850.00 approved by Mr. McIver May 14, 1958.

R-26384 - Robert A. Bitar, et al. 4.147 acres for right of way purposes. Offer of $47,000.00 approved by Mr. McIver May 14, 1958.

R-26387 - Louis Sisk, et al. Parcel No. 1: 2.32 acres for right or way purposes; Parcel No. 2: 1.22 acres for excess taking. Offer of $78,500.00 approved by Mr. McIver May 21, 1958.

R-26388 - H. V. Higley, Administrator of Veterans Affairs, et al. 5,909 square feet for right of way purposes. Offer of $9,850.00 approved by Mr. McIver May 13, 1958.

R-26394 - Charles C. Quimby, et al. 5,992 square feet for right of way purposes. Offer of $7,500.00 approved by Mr. McIver May 19, 1958.

R-27165 - Parkrose School District Number Three, Multnomah County, Oregon. 6,009 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver May 22, 1958.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27550 - Oleta A. Walker, et al. Parcel No. 1: 17.3 acres for right of way purposes; Parcel No. 2: 1.2 acres for easement for random fill; Parcel No. 3: 1.2 acres for easement for random fill. Offer of $10,765.00 approved by Mr. Chessman May 7, 1958.

R-27549 - Harvey D. Crook, et al. Parcel No. 1: 12.3 acres for right of way purposes; Parcel No. 2: 0.25 acre for easement for random fill; Parcel No. 3: 0.29 acre for road approach easement; Parcel No. 4: 0.05 acre for easement for random fill; Parcel No. 5: 0.57 acre for easement for random fill. Offer of $4,430.00 approved by Mr. Chessman May 13, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25455 - John Ropp, et al. Parcel No. 1: 15.91 acres (net) for right of way purposes; Parcel No. 2: 0.9 acre (net) for right of way purposes. Offer of $20,650.00 approved by Mr. McIver May 14, 1958.

Albany-Judkins Point Section (Cont.)

R-25599 - Harvey Grell, et al. Parcel No. 1: 17.97 acres (net) for right of way purposes; Parcel No. 2: 1.14 acres (net) for right of way purposes. Offer of $23,775.00 approved by Mr. McIver May 14, 1958.

R-25600 - O. M. Conrad, et al. Parcel No. 1: 12.03 acres for right of way purposes; Parcel No. 2: 2.68 acres for right of way purposes. Offer of $7,000.00 approved by Mr. McIver May 23, 1958.

R-27330 - F. T. Glaser, et al. Parcel No. 1: 14.22 acres for right of way purposes; Parcel No. 2: 70.63 acres (net) for right of way purposes; Parcel No. 3: 2.55 acres (net) for right of way purposes; Parcel No. 4: 1.68 acres (net) for right of way purposes; Parcel No. 5: 0.8 acre (net) for right of way purposes; Parcel No. 6: 3.81 acres (net) for easement for channel change; Parcel No. 7: 1.55 acres for easement for channel change. Offer of $35,785.00 approved by Mr. McIver May 14, 1958.

R-27506 - Elza F. Morgan, et ux. 25.93 acres for material source. Offer of $6,000.00 approved by Mr. McIver June 12, 1958.

R-27640 - Cecile I. Forkner, et al. 74.88 acres (net) for material source. Offer of $12,350.00 approved by Mr. McIver June 12, 1958.

R-28034 - Harold W. Knuths, et ux. 24.72 acres for right of way purposes. Offer of $12,500.00 approved by Mr. McIver May 27, 1958.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-20672 - Marilyn R. Gilbert, et al. 6,080 square feet for right of way purposes. Offer of $165,000.00 approved by Mr. McIver May 15, 1958.

R-25001 - Cyril J. Murray, et ux. Parcel No. 1: 0.6 acre for right of way purposes; Parcel No. 2: 0.29 acre for right of way purposes. Offer of $41,360.00 approved by Mr. McIver May 29, 1958.

R-27082 and R-27083 - Mike M. DeCicco, et al. Parcel No. 1: 6,234 square feet for right of way purposes; Parcel No. 2: 5,530 square feet for right of way purposes; Parcel No. 3: 2,100 square feet for right of way purposes. Offer of $41,500.00 approved by Mr. McIver May 27, 1958.

R-27598 - Etta Bell Gordon, et al. 700 square feet for right of way purposes. Offer of $1,500.00 approved by Mr. McIver May 27, 1958.

Butte Creek-Burton Canyon Section of the John Day Highway

R-26857 - Robert C. Jenkins, et al. Parcel No. 1: 14.2 acres (net) for right of way purposes; Parcel No. 2: 0.57 acre for easement for a ditch; Parcel No. 3: 0.32 acre (net) for right of way purposes. Offer of $4,800 approved by Mr. McIver May 21, 1958.

June 19, 1958

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23962 - John Stringer, et al. Parcel No. 1: 11.47 acres for right of way purposes; Parcel No. 2: 0.99 acre for right of way purposes. Offer of $2,804.00 approved by Mr. McIver May 14, 1958.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26606 - Chris Richert, Jr., et ux. 0.93 acre for right of way purposes. Offer of $1,100.00 approved by Mr. Chessman May 14, 1958.

The Commission accepted a written report submitted by the Chief Counsel concerning orders issued by the Public Utilities Commissioner regarding railroad crossing matters in which the Highway Commission has been made a party, summarized as follows:

PUX 250: Application of Baker County for improvement of a grade crossing and installation of automatic warning signals on the Wingville County Road north of Baker. The order required the railroad to bear 50 per cent of the cost of the signal installation and further required maintenance of the signals at the expense of the railroad.

PUX 252: Spring Street Grade Crossing in Klamath Falls. This matter arose upon the application of the State Highway Commission. At the time of the construction of the new Sixth Street Overcrossing over the right of way and tracks of Southern Pacific Company, Spring Street was extended to cross under the overcrossing structure and across an industrial spur track at grade. This crossing was shown on the plans for the project but was not specifically covered in the original order. The present proceeding merely validates the crossing on the records of the Public Utilities Commissioner.

PUX: 254: Overcrossings of the tracks and right of way of Oregon Short Line Railroad Company, Union Pacific Railroad Company, Lessee, on revised location of the Old Oregon Trail Highway north of Ontario. The order authorized construction of the structures and provides that the State shall assume the maintenance thereof. The facilities of the railroad companies are to be maintained by them. The railroad companies are not to participate in the cost of construction and are to be reimbursed for their necessary expenditures.

A report was also submitted by the Chief Counsel concerning claims against others which have been compromised, a summary of which follows:

Louis Kadas, CAO-57-175. On June 21, 1957, a car driven by Louis Kadas collided with the Floras Creek Bridge at milepoint 306.92 on U.S. Highway 101, resulting in damages of $471.36. Mr. Kadas was killed in this accident. As there is an honest dispute as to whether Mr. Kadas struck

the bridge in order to avoid an oncoming car, he recommended that a compromise settlement offered by Mr. Kadas' surety in the amount of $353.52 be accepted.

Standley Brothers, CAO-57-104. On April 30, 1957, an unidentified log truck with an over-height load struck and damaged the cross members of the Coquille-North Fork Bridge on Highway 42 resulting in damages of $4,812.16. As it cannot be definitely proved that the Standley Brothers truck was the one involved, he recommended that a compromise settlement offered by Iowa Mutual Insurance Company be accepted in the amount of $3,208.40.

Southern Pacific Company, CAO-57-221. On September 13, 1957, fire broke out on the Southern Pacific Company right of way near Brooks, Oregon, which caused damage to right of way fence, trees and shrubs on the Baldock Freeway in the amount of $814.14. As it could not be definitely proved that an alleged hot box on a railroad train had caused the fire, he recommended that a compromise settlement offered by Southern Pacific Company be accepted in the amount of $450.00.

The Commission approved the compromise settlements as reported.

Attention was given to a letter presented by the Chief Counsel defining 22 points of access on the Lookout Point Reservoir Section of the Willamette Highway. He explained that in relocating a section of this highway necessitated by construction of Meridian Dam and the flooding of the old highway behind Lookout Point Reservoir, the United States of America agreed to obtain and deed to the state the right of way required for relocation of the highway and also access control when the individual properties were acquired. The agreement also provided that the State Highway Commission should approve in writing all access points reserved to the several property owners. A deed has been prepared conveying the relocated highway to the State but before the transaction can be completed it is necessary for the State to give approval to the access points. The Commission approved accesses as recommended and authorized the Chief Counsel to sign and deliver a letter to the United States Corps of Engineers in Portland advising them of the action taken.

Consideration was given to a request from Tripp & Tripp Realty Company, Albany, Oregon, for relaxation of advertising restrictions on Lots 54, 55, and 56, Sudtell Acres, on the Pacific Highway north of Albany in Linn County. The Chief Counsel explained that the restrictions were contained in two deeds, both executed in June, 1945, and limited advertising to farm names or "For Sale" signs of livestock or commodities raised on the properties. Potential industrial buyers of the lots wish to advertise their businesses which are to be operated thereon. He pointed out that the advertising clause used in more recent deeds allows advertising for any use to which the remaining land may be devoted. Upon his favorable recommendation the Commission approved relaxation of the advertising restrictions contained in the deeds to allow advertising of business activities conducted on the premises, which are not prohibited by the provisions of the Interstate Highway Act.

Attention was given to a suggestion from the Chief Counsel that authority be delegated to the State Highway Engineer to sign on behalf of the Commission project agreements with the Bureau of Public Roads. The Chief Counsel stated that the matter had been investigated and that the Commission has authority to delegate such function if it so desires. The Engineer commented that the Bureau of Public Roads has delegated similar authority to Mr. C. G. Polk, Division Engineer, Salem in order to expedite Federal payments to the State and, if the Commission sees fit to delegate the signing of these agreements to the Engineer, it will speed up approval of the agreements approximately one week. The Commission granted to the Engineer authority to sign the project agreements by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from A. J. Sauers that the Commission consent to assignment of his lease with the State to Graham and Iris M. Woods. The Chief Counsel explained that Mr. Sauers holds a lease on 0.2 acre of land on the Reedsport-Coos County Line Section of the Oregon Coast Highway. Assignment of the lease, he stated, will not be detrimental to the State and he recommended that the Commission approve the assignment and authorize him to sign the "Consent to the Assignment" in the name of the Commission. The Commission approved the assignment and granted him the authority requested.

The Chief Counsel requested authority which the Commission granted to institute legal proceedings to recover from James L. Ferguson the sum of $50.00 for a check issued in payment of rent which was returned marked "Not sufficient funds."

Confirmation of telephonic approval was requested by the Chief Counsel to construct a septic tank on property acquired near Cottage Grove, File No. 21425, at a cost of approximately $325.00. This property, he stated, will be rented for many months and the expenditure is justified as an investment. The Commission approved the expenditure.

The Commission gave attention to a proposed revision to Miscellaneous Resolution No. 94a, adopted by the Commission February 27, 1958, concerning delegation of authority to the State Highway Engineer to determine gross weight of vehicles on highways found to be in weakened condition by the elements. The purpose of this resolution, the Chief Counsel, explained, is to remove any ambiguities and any possible interpretation that such authority cannot be redelegated by the State Highway Engineer to other highway officials. Upon his favorable recommendation, the Commission approved the revision by adopting the attached revised resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Chief Counsel action to be taken against Edwin Black, a Right of Way Agent for the State Highway Department. The Chief Counsel pointed out that Mr. Black was acquitted in court for criminal action in which it was claimed that he had improperly accepted

funds from a property owner with whom he had negotiated acquisition of right of way. It was his opinion that although Mr. Black was acquitted of criminal action he had violated the ethics and rules of the Highway Department in selling his services to people with whom he was negotiating for highway right of way and should be discharged from State service. Mr. Black, he stated, has appealed his case to the Civil Service Commission and a hearing will most likely be required. Chairman McIver commented that strict discipline must be maintained in such matters. The Commission approved the discharge of Mr. Black.

Chairman McIver brought up the matter of borrowing funds from other State agencies to establish a revolving fund to be used for the purchase of right of way for state highways. He commented that if such a fund could be set up it would greatly expedite the buying of right of way and should provide a considerable saving in right of way costs. The Chief Counsel, the Engineer, and the Chief Auditor were instructed to investigate the matter and submit a report.

Mr. Thornton Munger and Mr. Arthur Robertson, representing the Save the Myrtlewoods Association, appeared briefly before the Commission and expressed appreciation for the action taken by the Commission earlier in the session accepting from the State Board of Forestry 160 acres of Myrtlewood land in Curry County known as Loeb Memorial Park. Mr. Munger urged the Commission to exercise care in developing the park so that the Myrtlewood trees will not be damaged. It was his thought that overnight camping should not be permitted in this park, and that a picnic area should be developed on the higher ground. He mentioned a small triangle of land that they have not been able to purchase which would fit into the existing property, and he asked the Commission to acquire it. He stated that the Myrtlewoods Association has some money which could be used to pay that cost involved. The Parks Superintendent stated that the tract referred to by Mr. Munger is a very desirable one and would make a fine addition to the park. The Commission took no action on the matter.

The Commission discussed with the Engineer bids received in the Salem Office on May 29 and on June 17, 1958. At 4:00 p.m. Commissioner Chessman announced award of contracts as follows:

BIDS RECEIVED IN SALEM ON MAY 29, 1958

"Construction of one structure, highway roadbed, and stone base on the Nehalem River Bridge Section of the Nehalem Highway in Columbia County. The Commission awarded the contract to the low bidder, Babler Brothers, Inc., Portland, at $61,722.50.

"Repair pier fenders of Isthmus Slough Bridge on the Coos River Highway in Coos County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $14,024.50.

"Grading the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the low bid of Morrison-Knudsen Company, Inc., Boise, Idaho, in the sum of $2,554,745.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling Middle Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $224,558.00.

"Grading and paving Third Street-Green Springs Junction Section of the Pacific Highway in the city of Ashland in Jackson County. The Commission awarded the contract to the low bidder, M.C. Lininger & Sons, Medford, at $107,125.00.

"Grading, paving and structure, and furnishing crushed material in stock piles on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County. The Commission elects to accept the low bid of Durbin Brothers, Eugene, in the sum of $206,245.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Furnishing crushed material in stock piles on the Prospect-Park Boundary Section of the Crater Lake Highway in Jackson and Klamath Counties. The Commission awarded the contract to the low bidder, Moyer Gravel Company, Alturas, California, at $34,560.00.

"Grading and paving Middle Unit, Crescent Lake Junction-The Dalles-California Junction Section of the Willamette Highway in Klamath County. The Commission awarded the contract to the low bidder, Tuss Brothers Construction, Woodburn, at $247,870.25.

Stone base and paving Second Avenue in the city of Chiloquin in Klamath County. The Commission awarded the contract to the only bidder, Asphalt Paving Company, Klamath Falls, at $12,204.00.

"Paving Santa Clara-Eugene Section of the Junction City-Eugene Highway in Lane County. The Commission awarded the contract to the low bidder, T. C. Wildish Company, Eugene, at $171,555.50.

"Curb construction on the Knowles Creek Tunnel Section of the Mapleton-Richardson Road in Lane County. The Commission awarded the contract to the low bidder, Fred J. Stubbert, Springfield, at $6,548.00.

"Grading, paving and construction of three concrete slab span structures on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County. The Commission elects to accept the low bid of Central Paving Company, Independence, in the sum of $441,916.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base and paving West Idaho Avenue in the city of Ontario in Malheur County. The Commission elects to accept the low bid of Russell Olson Construction Company, Inc., Pendleton, in the sum of $27,734.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Ontario is received and the sum of $11,500.00 is deposited by the City.

"Grading Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County. The Commission elects to accept the low bid of C. R. O'Neil, Creswell, in the sum of $709,692.25, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, paving and reconstruction of one bridge on 12th Street-East City Limits (Salem) Section of the Silver Creek Falls Highway in the city of Salem in Marion County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $96,992.00.

"Grading, paving and construction of three structures on Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway in Multnomah County. The Commission elects to accept the low bid of Warren Northwest Inc., Portland, in the sum of $865,349.60, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $43,500.00 is deposited by the County and necessary right of way is obtained.

Construction of 19th Avenue and Multnomah Boulevard Undercrossings on Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Tom Lillebo Company, Reedsport, at $280,856.75.

Grading and paving Church Street and East Street-East City Limits (Monmouth) Sections of Church Street and the Monmouth-Independence Highway in Monmouth in Polk County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $33,968.00.

"Construction of addition to existing maintenance shed at Pendleton in Umatilla County. The Commission awarded the contract to the low bidder, Clark and Wells, Hermiston, at $9,608.00.

"Remove existing timber deck and precast concrete deck on the McFee Bridge (Bonner Bridge over McFee Creek) on the Hillsboro-Silverton Highway in Washington County. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at $19,145.00.

BIDS RECEIVED IN SALEM ON JUNE 17, 1958

"Construct Luckiamute River Bridge on County Road 502 in Benton County. The Commission elects to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of $27,120.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $3,900.00 is deposited by the County.

June 19, 1958

"Grading and paving Wauna-Westport Section of the Columbia River Highway in Clatsop County. The Commission elects to accept the low bid of Fred H. Slate Company and E. C. Hall Company, Portland, in the sum of $468,830.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving Seaside Section of the Oregon Coast Highway in Clatsop County. The Commission elects to accept the low bid of The United Contracting Company, Portland, in the sum of $154,785.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct Milton Creek Bridge on Columbia Boulevard (Yankton Road) in the city of St. Helens in Columbia County. The Commission elects to accept the low bid of Erick Enquist, Troutdale, in the sum of $26,671.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $1,500 is deposited by the County.

"Construct Cooper Bridge over North Fork, Coquille River on Myrtle Point-Fairview Road in Coos County. The Commission elects to accept the low bid of Sig Andersson, North Bend, in the sum of $128,156.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of $28,800 is deposited by the County.

"Paving East 10th and North Collier Streets Section in the city of Coquille in Coos County. The Commission awarded the contract to the low bidder, Woodward and Son and Barklow, Coquille, at $14,972.00.

"Grading and oiling West Unit, Post-Camp Creek Section of the Paulina Secondary Highway in Crook County. The Commission elects to accept the low bid of Keystone Construction Company, Inc., Prineville in the sum of $296,021.80, and directs the State Highway Engineer to award the contract to the said bidder as soon as necessary right of way is acquired.

"Oiling twelve county roads in Deschutes County in the vicinity of Terrebonne, Redmond, Bend, Alfalfa, Tumalo, and Sisters. The Commission elects to accept the low bid of Babler Brothers, Inc., Portland, in the sum of $109.500.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $35,370.00 is deposited by the County.

"Construct Myrtle Creek Interchange structure on Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $105,905.00.

"Grading, paving and structure on Emigrant Reservoir Section of the Green Springs Highway in Jackson County. The Commission elects to accept the low bid of Babler Brothers, Inc., Portland, in the sum of $353,602.00, and directs the State Highway Engineer to award the contract to said bidder, if concurrence of the Bureau of Reclamation is received.

"Paving Bybee Bridge-Gregory Road Section of the Table Rock County Road in Jackson County. The Commission elects to accept the low bid of Rogue River Paving Company, Medford, in the sum $45,533.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $4,780.00 is deposited by the County.

"Slide Correction on Smith Hill Section of the Pacific Highway in Josephine County. The Commission awarded the contract to the low bidder, Buchanan Excavating Company, Junction City, at $24,072.50.

"Grading and paving Springfield Section of the McKenzie Highway in Springfield in Lane County. The Commission awarded the contract to the low bidder, T. C. Wildish Company, Eugene, at $42,901.50.

"Paving and stone shoulders on the Albany Canal-Lebanon Junction Section of the Albany-Brownsville County Road in Linn County. The Commission elects to accept the low bid of Morse Brothers, Lebanon, in the sum of $58,820.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $13,450.00 is deposited by the County.

"Construct Maintenance Building at Silverton in Marion County. The Commission awarded the contract to the low bidder, John A. Pfeifer Construction Company, Silverton, at $15,046.20.

Grading and paving Browning Avenue-Rosedale Section of the Liberty County Road in Marion County. The Commission elects to accept the low bid of Central Paving Company, Independence, in the sum of $161,555.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of $25,420.00 is deposited by the County.

"Construct connection and revise existing structure over S. W. Terwilliger Boulevard Unit of the R. H. Baldock Freeway in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Kuckenberg Construction Company, Inc., Portland, at $308,899.50.

"Grading and paving Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Portland in Multnomah County. The Commission elects to accept the low bid of Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, in the sum of $890,440.40, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County. The Commission elects to accept the low bid of Fred H. Slate Company and E. C. Hall Company, Portland, in the sum of $462,065.00, and directs the State Highway Engineer to award the contract to said bidder if concurrence of the Bureau of Public Roads is received and all rights of way are acquired.

"Stone base and oiling North Powder-Davis Ranch Section of the North Powder River Road in Union County. The Commission elects to accept the low bid of C. E. Leseberg, Nyssa, in the sum of $53,257.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of $12,000.00 is deposited by the County.

"Construct two Grande Ronde River Bridges near La Grande on the Old Oregon Trail Highway in Union County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $569,819.10.

"Oiling the Flora Spur Section of the Flora Spur County Road in Wallowa County. The Commission elects to accept the low bid of J. F. Konen Construction Company, Inc., Lewiston, Idaho, in the sum of $13,606.90, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $780.00 is deposited by the County.

"Grading, paving, and structure on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $286,239.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct Fanno Creek Bridge on Oleson Road, 0.1 mile south of its junction with Scholls Ferry Road and the Beaverton-Hillsdale Highway in Washington County. The Commission elects to accept the low bid of Central Paving Company, Independence, in the sum of $14,187.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of $800.00 is deposited by the County.

"Construct four structures and grading and oiling on Muleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County. The Commission awarded the contract to the low bidder, Newport Construction Company, Portland, at $521,615.50.

"Grading and oiling West Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County. The Commission elects to accept the low bid of O.C. Yocom Co., McMinnville, in the sum of $194,852.70, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

The Engineer reported that he has awarded certain contracts that were previously referred to him by the Commission with authority to make the awards when certain conditions had been fulfilled. These conditions, he said, were satisfied and the following contracts have been awarded:

(1) Construction of structure and grading and oiling on Tualatin River Overflow Bridge Section of Cornelius-Blooming Road, Washington County. Bids received May 8, 1958. Contract awarded May 19, 1958, to R. H. Jones, Hillsboro, low bidder.

(2) Grading and paving Gladstone (First Street) Section in city of Gladstone, Clackamas County. Bids received May 8, 1958. Contract awarded May 19, 1958, to Parker & Fuhrman and Rich Valley Topsoil Company, Portland, low bidder.

(3) Stone base and paving the Hermiston (Orchard and Maple Avenues) Section, Umatilla County. Bids received May 8, 1958. Contract awarded May 23, 1958, to Russell Olson Construction Company, Inc., Pendleton, low bidder.

(4) Grading the Burnt Hill-Hooskanaden Creek Section of Oregon Coast Highway, Curry County. Bids received April 17, 1958. Contract awarded May 23, 1958, to Peter Kiewit Sons' Company, Medford, low bidder.

(5) Reinforce and raise five existing piers, remove on pier, raise one existing pier of Portland-Vancouver Interstate (East) Bridge over Columbia River on Pacific Highway. Bids received March 27, 1958. Contract awarded May 28, 1958, to General Construction Company, Portland, low bidder.

(6) Steel B idge redecking on Pacific Highway, Multnomah County. Bids received May 8, 1958. Contract awarded May 28, 1958, to Steel Construction Company of Oregon, Portland, low bidder.

(7) Grading on the Saddle Butte-Twin Buttes Section of the Pacific Highway, Linn County. Bids received May 9, 1958. Contract awarded June 13, 1958, to R. A. Heintz Construction Company, Portland, low bidder.

(8) Grading on the Lebanon Road-Saddle Butte Section of the Pacific Highway, Linn County. Bids received May 8, 1958. Contract awarded June 16, 1958, to Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, low bidder.

The Commission confirmed award of the contract as reported.

The placing of reduced load limits on the East Diamond Lake, West Diamond Lake, and Crater Lake North Secondary Highways was reported by the Engineer as having been made necessary by the weakened condition of the roadbed caused by melting snow. He said that under authority granted him by the Commission on February 27, 1958, a reduced load limit allowing 11,000 lbs. gross on any single axle and 20,000 lbs. gross on any pair of tandem axles was placed on each of the following highways effective 9:00 a.m. May 21, 1958, but the restrictions were removed at 8:00 a.m. June 4, 1958, when conditions permitted resumption of legal weight loads:

(1) Crater Lake-North Highway No. 232, milepoint 0.0 to milepoint 3.81.

(2) West Diamond Lake Highway No. 233 (State route 230) from milepoint 8.0, two miles east of the Jackson County-Douglas County line, to milepoint 23.89, its junction with Crater Lake-North Highway.

(3) East Diamond Lake Highway No. 425 (State route 230) for its entire length which extends from junction with Crater Lake-North Highway No. 232 to The Dalles-California Highway No. 4 (US route No. 97).

The Commission confirmed the Engineer's action in this matter.

Establishment of four temporary construction speed zones as follows were reported by the Engineer who stated that he established such zones under authority previously granted to provide protection for the traveling public while highway construction is under way:

(1) Pacific Highway West, 35 miles per hour on Barbur Boulevard M.P. 6.92 to M.P. 7.92. Effective at noon May 20, 1958.

(2) Pacific Highway (R. H. Baldock Freeway), 35 miles per hour from M.P. 7.45 to M.P. 8.11. Effective at noon May 20, 1958.

(3) Columbia River Highway, Goble-Tide Creek Section, 35 miles per hour between M.P. 36.32 and M.P. 40.11. Effective June 13, 1958.

(4) Mt. Hood Highway, Sandy-Alder Creek Bridge Section between M.P. 25.08 and M.P. 33.64. Effective June 13, 1958.

The Commission confirmed the establishment of such speed zones as reported.

A proposed compromise settlement with West Slope Water District for changes in their water facilities necessitated by highway construction on the Sunset Highway near Sylvan was presented by the Engineer. He recalled that at the May 9 meeting of the Commission, officials of the water district protested the disallowance of $10,105.06, in the bill which they had submitted totaling $42,747.88. The disputed amount, he continued, was for the moving and reestablishment of 1400 feet of pipe line on the easterly portion of the water district's facility. It was the State's position, he said,

that all or most of the old line was on public right of way so should be moved at the expense of the District. The District contended that a change in plans for highway construction had increased their costs in the sum of $10,105.06. Another meeting was held with officials of the water district and as there apparently was confusion over who had agreed to pay the extra amount, it was finally agreed that the $10,105.06 which was in controversy should be paid 50 per cent by the District and 50 per cent by the State. He therefore recommended that the water district be paid $37,695.35, which is $5,052.53 more than originally approved by the Commission. The Commission approved such settlement of the matter.

The Bureau of Public Roads, the Engineer stated, has requested that the State perform certain seeding and fertilizing on cut and fill slopes on two Bureau projects on the Mount Hood Highway westerly from Government Camp. The estimated cost of this work which can be performed by State forces, he said, is $1,800.00 and the Bureau has agreed to reimburse the State for this cost. He recommended that he be authorized to perform the work on such basis under terms of a written agreement. The Commission approved the project as outlined.

Conveyance to Clackamas County of a parcel of land at the intersection of Price Fuller Road with King Road adjacent to S.E. 82nd Avenue was presented by the Engineer. He stated that several years ago, in revising the Price Fuller Road, the State had purchased new right of way and had retained title. The road is a county road maintained by the county and to clear the record, title to the roadway should be transferred to Clackamas County. In return, Clackamas County is vacating the old right of way which has been abandoned, and the State will obtain title to a considerable portion of it. Upon his favorable recommendation, the Commission approved a quit claim deed in favor of Clackamas County.

The Engineer presented a list of projects for county federal-aid secondary roads using "D" funds under the crash program recently approved by the Congress. He recalled that on May 8, a partial program for these funds was approved in 12 counties totaling $468,000. He recommended approval of the following projects in 23 counties totaling $919,000, thus completing the program of county federal-aid secondary "D" fund money with the exception of $23,000 for a project in Morrow County which County Court will select:

County	FAS Hwy. No.	Section and Description	Programmed Amount
Baker	511	Eagle Creek Bridge, structure only.	$ 23,000
Clackamas	122	Shipley (Tualatin River) Bridge	91,000
	810	Little Clear Creek and Clear Creek Bridges (2) (Substitution of DS funds for regular FAS funds on projects approved by Highway Commission 5/8/58.)	

County	FAS Hwy. No.	Section and Description	Programmed Amount
Columbia	816	Milton Creek (St. Helens) Bridge (Substitution of DS funds for regular FAS funds on project approved by Highway Commission 2/27/58)	$ 35,000
Coos	252	North Fork Coquille River (Fairview) Bridge, structure only.	43,000
Curry	876	Crook Creek Bridge, structure only)	17,000
	878	Edson Creek Bridge, structure only)	
Deschutes	658	Eby Road Section 1 mile)	
	691	East Unit, Ward Road Section 1.4 ")	
	778	Wimp Road Section 1 ")	Oiling
	784	Bailey Road Section 1.1 ")	
	792	Tweed Road Section 2 ")	
		(Supplementing regular FAS funds with DS funds on projects approved by Highway Commission 2/27/58)	29,000
Douglas	800	Garden Valley Road Section, 0.6 mile, G. & P.	61,000
Gilliam	441	Lonerock Creek Bridge (Substitution of DS funds for regular FAS funds on project approved by Highway Commission on 1/16/58)	18,000
Grant	453	South Fork John Day River Section, grading. (Supplementing regular FAS funds with DS funds on project approved by Highway Commission 5/16/57)	21,000
Harney	450	North Unit, Burns-Wright Point (state hwy.) section. (Transfer of DS funds to state highway project as requested by county and approved by Highway Commission on 5/8/58)	25,000
Klamath	430	Lost River (Langell Valley) Bridge, (Substitution of DS funds for regular FAS funds on project approved by Highway Commission 5/8/58)	41,000
Lake	699	Bates Slough Bridge, structure only	27,000
Lane	210	McKenzie River Overflow Bridges (3)	95,000

June 19, 1958

30081

County	FAS Hwy No.	Section and Description	Programmed Amount
Lincoln	150 584	Rock Creek Bridge, structure only. Mill Creek Bridge, structure only.	$ 33,000
Linn	126 214 770	West Scio-Scio, paving, 1.5 miles McDowell Creek Bridge, structure only Oak Creek Bridge, structure only	55,000
Marion	742	Browning Avenue-Rosedale Section, G & P. (Supplementing regular FAS funds with DS funds on project approved by Highway Commission 11/8/56)	77,000
Sherman	667	Grass Valley-Rutledge Section, grading, 6 miles. (See regular FAS projects for additional $14,000)	16,000
Umatilla	472	Umatilla River (Thornhollow) Bridge, structure only.	58,000
Union	481	Iowa School-Island City Section, oiling, 4.3 miles.	23,000
Wallowa	697	Flora Spur Section, oiling, 2.7 miles. (Substitution of DS funds for regular FAS funds on project approved by Highway Commission 1/22/57)	21,000
Wasco	708	Dry Creek Bridge Section, bridge & grading.	23,000
Washington	581 837	Fanno Creek Bridge Gales Creek Bridge (Substitution of DS funds for regular FAS funds on project approved by Highway Commission 1/16/58)	71,000
Wheeler	318	North Unit, Spray-Waterman Section, surfacing, 8.4 miles. (Substitution of DS funds for regular FAS funds on project approved by Highway Commission 3/28/57).	16,000
		TOTAL.....	$ 919,000

June 19, 1958

The Commission approved the program of projects as recommended.

The Engineer also presented a list of regular county federal-aid secondary projects in eight counties, amounting to $320,000. These projects, he stated, have been selected by the county courts and have been approved by him for expenditures as follows:

1958 & 1959 COUNTY FAS PROJECTS

County	FAS Hwy. No.	Section & Description	Programmed Amount
Baker	511	Powder River Bridge, structure only.	$ 24,000
Clatsop	757	Blind Slough Bridges (2) (Supplement to DS funds approved 5/8/58)	32,000
Gilliam	724	Snipton Road Section, oil mat, 4.2 miles	20,000
Jefferson	688	Juniper Lane-Fir Lane Section S & O, 4.2 miles. (Supplement to DS funds approved 5/8/58)	45,000
Sherman	667	Grass Valley-Rutledge Section, grading only, 6 miles	14,000
Umatilla	758	Birch Creek Section, G, S, & O, 6 miles.	75,000
Wallowa	485	Prairie Creek Bridge	10,000
Yamhill	746	Ballston (South Yamhill River) Bridge Section. Bridge, G, S, & O, 0.25 mile.	100,000
		TOTAL ADDITIONAL FUNDS	$320,000

SUMMARY

*Available Funds	$ 8,033,000
*Previously Approved	7,322,000
*Unprogrammed Balance	$ 711,000
Proposed Projects 6/9/58	320,000
Unprogrammed Balance...	$ 391,000

* These are revised totals from "Status, 1958 & 1959 County FAS Funds" tabulation dated 5/14/58 which reflects substitutions of DS funds for regular FAS funds on previously approved projects.

June 19, 1958

The Commission approved the projects.

The Engineer reported that on January 29, 1958, a car owned by Mr. Tom Bunch of Portland was damaged while parked near the intersection of S. E Union Avenue and S. E. Market Street, Portland. The damage was caused by a State Highway sign which was dislodged by a severe gust of wind and fell on Mr. Bunch's car. He recommended that Mr. Bunch be reimbursed for the cost of repairs which amounted to $50.36, as the Highway Department does not carry insurance covering this type of accident. The Commission approved the payment.

Consideration was given to a request from the Active Club of Salem for permission to use a portion of state highway right of way on the Willamina-Salem Highway near the west end of the Center Street Bridge in Salem. The Engineer stated that the Active Club proposes to install a midget race track for use by children. The Club is a non-profit organization and no admission is to be charged. As no objection has been raised by the Salem Parks Division, which owns adjoining property, and as the installation will not be detrimental to the State, he recommended that a revocable permit be issued to the Active Club allowing use of the property during summer months. The Commission approved his recommendation.

The Commission discussed with the Engineer items of unfinished business appearing on the Secretary's summary, dated May 9, 1958, summarized as follows:

1. Relocation of highways because of construction of Crooked River Dam south of Prineville: The Engineer stated that in line with the discussion of this subject with a delegation on May 9, an agreement had been prepared providing for replacement in kind of a portion of the Crooked River Highway which will be inundated because of dam construction. Details of the agreement, he stated, are being negotiated with the irrigation interests and Crook County. The most controversial item in the agreement appears to be the selection of a route for the reconstructed highway. No action is necessary at this time by the Commission. The Commission ordered the item deleted from the list of unfinished business.

2. Request of the Brookings Park Committee that the State take over as a state park the "Loeb Memorial Forest" on the Chetco River in Curry County: The Parks Superintendent reported on this matter earlier in the day at which time the Commission accepted the offer of the State Board of Forestry to deed the property to the Highway Department for state park purposes. The item was ordered deleted from the list of unfinished business.

3. Request of Representative Fred Meek for construction of a museum building at Champoeg State Park: The Parks Superintendent stated that plans have not yet been completed for this building but it is expected that a report will be ready to present to the Commission at its next meeting.

This item is to remain on the list of unfinished business.

4. Request of Baker County Court for the rerouting of the Haines-Anthony Lake Secondary Highway at its junction with US30 near Haines: The Engineer stated that as previously instructed the proposed rerouting has been carefully investigated. The Baker County Court proposed that consideration be given to a route approximately 3/4 mile southerly from the established federal-aid secondary highway to bring the road directly into the town of Haines. Although the proposed route is slightly longer, construction costs will be approximately the same as part of the alternate route is now improved. He recommended that the change in routing as requested by the County be approved. The Commission accepted his recommendation. This item is to be removed from the list of unfinished business.

5. Proposed sale of 0.24 acre on the Big Creek Section of the Columbia River Highway in Clatsop County: Earlier in the day the Right of Way Engineer submitted a report on the sale of this property and the transfer of the funds to the County. The Commission at that time approved the sale. The item was ordered deleted from the list of unfinished business.

6. Proposed construction of a building in Salem for use by the Motor Vehicle Department and the Department of State Police: The Engineer reported that construction of the building in the Highway Shops area appears to be stymied as the Board of Control wants to keep the offices in the Capitol Mall area if possible. The Commission took no action in the matter other than to order that the item be deleted from the list of unfinished business. It is to be considered as new business if it again arises.

7. Request of Springfield City Council for an addition to the FAS system to provide a one-way couplet with connections to the "Q" Street route and FAS860: The Engineer stated that the proposed route will serve as a connecting link between the City of Springfield and the new "Q" Street route. The Commission took no action on this matter pending the appearance of a delegation on the following day but instructed the Secretary to remove the item from the list of unfinished business. (After hearing the delegation, the Engineer was instructed to give the matter further study and render a report.)

8. Acquisition of right of way on Pacific Highway Interstate Route in the city of Portland: The Engineer stated that it will take approximately one year to complete the survey of this route so that its location can be determined accurately. The Bureau of Public Roads, he stated, has indicated that it would give favorable consideration to establishing the entire route in Portland as one project to facilitate acquisition of right of way. This item is to be deleted from the list of unfinished business.

9. Demand of Lower Columbia River Highway Association for revaluation of the Smith Point Bridge project near Astoria and Astoria Chamber of Commerce regarding construction of the Smith Point Bridge near Astoria: Securing of engineering data on this project requires considerable time and it was the Engineer's thought that a report could be presented probably in September, 1958. The Secretary was instructed to

advise the delegations who had appeared at the May meeting that an exhaustive study is being made of this project and that it is anticipated that no answer can be given until probably September, 1958. The Commission ordered the item deleted from the list of unfinished business. It is to be considered as new business when the Engineer's report is presented.

10. Request of Arlington Chamber of Commerce for improvement of the John Day Highway between Arlington and Condon: The Engineer stated that this section of highway, although not modern, can still be traveled at a good rate of speed, and in view of the low volume of traffic that it carries and the relatively high cost of the improvement, it is his recommendation that consideration be given to this project in a future program. The Commission approved his recommendation and instructed the Secretary to advise the Chamber of Commerce of the action taken. This item is to be removed from the list of unfinished business.

11. Request of Nehalem Bay Expansion Association for improvement of Highway 53 and better access roads into the Nehalem Bay area: The Engineer pointed out that construction of the "Elsie Cutoff" will cost between five and six million dollars; that in Division No. 2 there is available each year for construction approximately 1.5 million dollars; and that funds have already been committed in Division No. 2 for a large project at Smith Point on the Oregon Coast Highway. He recommended that the Association be advised of these facts as reasons for not approving their project. The Commission accepted his recommendation and ordered the item deleted from the list of unfinished business.

12. Requests from Klamath, Lake, Jackson, and Josephine Counties in Oregon, and Humboldt County in Nevada, for construction of an east-west highway across Southern Oregon: The Engineer reported that as previously authorized by the Commission during its recent inspection trip, a survey is being made on the route generally known as "Winnemucca to the Sea". Chairman McIver requested that the county judges of the various counties be advised of what action has transpired since the delegation was present at the May 9 meeting. The item is to be deleted from the list of unfinished business.

13. Request of Grant, Wheeler, Gilliam, and Sherman Counties for improvements on the Wasco-Heppner Highway, the John Day Highway, and the Service Creek-Mitchell Highway: Concerning the Wasco-Heppner Highway, the Engineer pointed out that improvement on this highway is already programmed but there still remains a question of location on a portion remaining to be reconstructed. Improvement of the Service Creek-Mitchell Highway on the basis of traffic volume and the present conditions of the road, he felt, is not justified at this time. The Commission ordered that a letter be prepared to the county courts involved advising them of the status of plans for improvement on these highways. This item is to be deleted from the list of unfinished business.

14. Wasco County delegation's request for improvements to US197: The Engineer called attention to the fact that $1,800,000 is now allocated for improvement of the section between The Dalles and Eightmile Creek

and that no additional funds are now available to carry the work further. The Commission ordered that a letter be sent to the interested parties advising them of the status of funds for improvements in this area. This item is to be deleted from the list of unfinished business.

15. Proposed relocation of approximately four miles on the Green Springs Highway because of dam construction near Talent: No action was taken as the matter is covered in a report prepared by the Engineer to be considered later in the session. The item was ordered deleted from the list of unfinished business. (See ahead for additional entry.)

The Engineer presented for the Commission's consideration surveys which have been completed for relocation of several highway sections. He outlined briefly the need for and the type of construction on each section and stated that the surveys are being presented as the most feasible construction projects commensurate with cost and benefit to the traveling public. Upon his favorable recommendation, the Commission approved the following surveys by adoption of the attached resolutions relative thereto marked EXHIBITS "I-1 through "I-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(1) Rough and Ready Creek Section of the Redwood Highway in Josephine County. See EXHIBIT "I-3 ".

(2) Post-Lost Creek Section of the Paulina Highway in Crook County. See EXHIBIT "I-2 ".

(3) West Fork Illinois River Bridge Section of the Redwood Highway in Josephine County. See EXHIBIT "I-3 ".

(4) Tigard-Durham Road Section of the Beaverton-Tualatin Highway in Washington County. See EXHIBIT "I-2 ".

(5) Nehalem River Bridges on the Nehalem Highway in Columbia County. See EXHIBIT "I-2 ".

(6) Wauna-Westport Section of the Columbia River Highway in Clatsop County. See EXHIBIT "I-3 ".

(7) McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County. See EXHIBIT "I-2 ".

(8) Elkton-Smith Crossing Unit of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway in Douglas County. See EXHIBIT "I-1 ".

(9) Elk Creek Section of the Redwood Highway in Josephine County. See EXHIBIT I-3 ".

(10) Canyon City-Sheep Gulch Unit of the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County. See EXHIBIT "I-1 ".

(11) Polallie Creek-Parkdale Road Section of the Mt. Hood Highway in Hood River County. See EXHIBIT "I-1".

The Commission gave attention to a request from Porter W. Yett, Contractor, for approval of his assignment to Porter W. Yett, Oregon Ltd., of his entire interests in State Highway Contract No. 5112, construction of the Murray Road Interchange Project on the Sunset Highway in Washington County. The Engineer pointed out that the proposed assignment provides that Mr. Yett as an individual shall continue to be held personally responsible and liable for fulfillment of the obligations of the contract. He recommended that the assignment be approved. The Chief Counsel stated that he has investigated the proposed assignment and that there are no legal objections to it. The Commission approved the assignment as recommended.

Consideration was given to a petition submitted by the City Council of Ontario, endorsed by the County Court of Malheur County requesting (1) that Ontario be by-passed so that there will be an interchange west of the city permitting traffic to enter the city from the west (2) that an interchange be constructed east of Ontario permitting traffic to enter the city from the east (3) improvement of North Oregon Street from Idaho Avenue to the interchange northwest of Ontario (4) improvement of East Idaho Avenue from Ontario underpass to the interchange east of the city including curbs, full width paving, and street lights. The Engineer reported that plans now call for an interchange northwesterly from the city where the old and new route of US30 cross and that the plans also provide for an interchange on Idaho Avenue when that portion of Interstate 80N is constructed. Concerning improvement of North Oregon Street, he stated that this type of project is one under which the city ordinarily pays 25% of the cost. However, the cost has not been determined and no funds are now available to finance it. Concerning improvement of East Idaho Avenue, he stated that this project is in the same category as the North Oregon Street project. He suggested that if the city is interested in requesting these projects that they should direct their request for consideration when funds are available. He also commented that illumination could not be included in either of the city projects as that is strictly a city function. The Commission accepted the suggestions made by the Engineer and ordered that the City Council and the County Court be advised accordingly.

Consideration was given to allocations suggested by the Bureau of Public Roads for application of additional Federal Forest Funds amounting to $619,896, granted under the 1958 Federal Highway Act. The Engineer explained that the suggested allocations include $40,000 for the Mt. Hood Loop project in Hood River County, $100,000 for the Clear Creek-Warm Springs Junction Section on the Wapinitia Highway, $400,000 for grading on Cascade Head Section of US101 and $80,000 in reserve. He explained that $40,000 for the Mt. Hood Loop is an additional sum to complete an existing project. The same is also true of the $100,000 for the Wapinitia Highway. Chairman McIver pointed out that before action can be taken on these projects it is necessary that agreement be reached on them between the State, the Federal Forest Service, and the Bureau of Public Roads. At his suggestion, the matter was placed on the list of unfinished business to be considered at the next Commission meeting.

Participation by the State Highway Department in the cost of reconstructing a portion of the Green Springs Highway around the proposed Talent Reservoir was discussed. The Engineer recalled that at the Commission meeting on May 9, 1958, a delegation representing the Bureau of Reclamation had requested state cooperation on this project. At that time he suggested that the state might cooperate to the extent by which the reconstructed road is of a higher type than the old highway as the old highway had a roadway width of 15 feet and the new highway a roadway 20 feet wide. He had also suggested that the state participate to the extent of paying 10% of the cost of the project which was then estimated at $500,000. His recommendation was submitted to the Commission by letter on May 23, 1958, and he asked that it be confirmed at this time. The Commission confirmed participation in the project in the amount of $50,000.

A letter was considered from the Secretary of State recommending an increase from five cents to seven cents per square foot in the rate charged for maintenance and operation of the building occupied by the State Highway Department in Salem. The Engineer explained that although the building was constructed by the Highway Department, maintenance of it is furnished by the Secretary of State. He also said that figures have been presented to support the increased rate, and he recommended that the new rate be approved effective July 1, 1958. The Commission approved the increased rate.

The Commission gave attention to the matter of reimbursing Union Pacific Railroad Company for the cost of removing sags from the railroad roadbed adjoining the Mosier-Rowena Section of the Columbia River Highway. The Engineer explained that when this highway section was rebuilt in 1953 it was necessary to move the railroad northerly into the Columbia River at a point approximately three miles westerly from Rowena and that an agreement was executed obligating the State to take care of unusual maintenance cause' by the shift. Sags developed in the railroad roadbed within the five year period of the agreement because of settlement. He recommended that the railroad be authorized to remove the sags at state expense which he estimated would not exceed $4,500. The Commission adopted the recommendation.

Attention was also given to a proposed project including channelizing islands and traffic signals at the junction of the Cape Arago and Empire-Coos Bay Highways in the city of Empire. The total cost of this project, the Engineer estimated, is $5,200 of which $1,200 represents channelization cost which was approved previously by the Commission, however, the traffic signals were not approved because the city did not have funds to pay its share. The city has now agreed to bear half the cost of installing the signals, estimated to cost $4,000, and has agreed to maintain them and furnish the electrical energy for their operation. He recommended approval of the entire project as originally requested, including the channelization work and the signals. The Commission approved the revised project. The matter is to be covered by appropriate written agreement.

The Engineer requested authority to spend $15,500 to revise the landscaping on Harbor Drive, Portland, where it is required by reason of construction of the new Morrison Street Bridge. He mentioned that in the original planning for the new bridge it was agreed that Multnomah County would remove the old bridge and the abutments and that the state would modify the landscaping to fit the new facility. This project, he stated, is not eligible for federal aid but must be financed with state funds. The Commission approved the landscaping project as requested.

Attention was given by the Commission to a tentative procedure requested by the Bureau of Public Roads to split among the 11 western states the cost of processing data for a report on the "Speed and Accident Study" of the western states as requested by the 1956 highway act. The Bureau proposes to do the work and each of the 11 states is to contribute the sum of $10,000 which is to be deducted from planning survey money allocated to the state. No state matching is required. The Engineer stated that if the state attempted to secure the data, the cost would be at least as great. He recommended approval of the suggested procedure subject to final formal approval. The Commission approved the arrangement as outlined.

Construction of a foot path along the westerly side of the Territorial Secondary Highway between the two grade schools in Elmira, Lane County, was requested in a letter received from Jack E. Warren, Clerk of Lane County School District 139. The Engineer stated that a short section of foot path at this place was previously constructed. He estimated the cost to construct the additional 0.22 mile section at $1,600. The school board, he said, has stated its willingness to participate in 25% of the cost, or $400. Need for the foot path, he added, has been determined and he recommended that the work be performed if the school district will contribute its 1/4 share. The Commission approved the project on such basis.

The Engineer requested increases in the project authorizations for two contracts as follows: $52,000 in connection with Contract No. 5020 for constructing the undercrossing of Barbur Boulevard and Capitol Highway. A substantial overrun in the amount of general excavation and the use of special backfill material in the abutments to the bridge accounted for the major portion of the overrun.

$1,900 in connection with Contract No. 5152 for the Old Faithful Slide removal project on the Dillard Secondary Highway. This overrun was caused by removing all material overlying the slip plane which was at a lower elevation than had been anticipated. The Commission approved both increases as requested.

The Commission considered a request from Robert White, Mayor of Salem, that the state convey to the city certain areas adjacent to the Salem By-pass section of the Pacific Highway in the vicinity of the Santiam Highway Interchange east of Salem. The Engineer explained that in four-laning the Salem By-pass, 21.93 acres had been secured from the city with the understanding that the property would be conveyed back to the city after completion of the Salem By-pass four-laning project if the state then had no further use for the borrow area. He advised that the area no longer is

of value for state purposes and he recommended that the property be conveyed to the city of Salem. He also called attention to an area which had been acquired for borrow purposes when the original two-laning of the Salem By-pass was constructed. This area, he said, consists mostly of a series of ponds with fairly deep water and is of no value for highway purposes, in fact, it is a nuisance from the stand point of maintenance and the necessity to provide protection from the hazard of drowning. He recommended that this old borrow area also be conveyed to the city of Salem with the stipulation that title would revert to the state if the property is ever used for other than park or recreational purposes. The Commission approved his recommendations.

The Engineer requested authority to advertise for bids for remodeling the Howard-Cooper Building on the Banfield Expressway in Portland, which building is to be used by the State Motor Vehicle Department and the Public Utilities Commissioner. He explained that the remodeling consists of new partitions, asphaltic tile floors, altering the lighting and heating systems, construction of a new entrance, rest room facilities, etc. etc., which he estimated would cost approximately $54,000. The Commission granted authority to issue a call for bids to be received July 10 and also approved an authorization of $54,000 to finance the project.

The Engineer also requested authority to request bids on July 10 for two highway projects. On the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway, he stated that reinforcing of the surfacing is needed on 10.15 miles at an estimated cost of $110,000. On the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway, surface reinforcement is needed on 8.25 miles which is estimated to cost $72,000. Rock production to furnish aggregates for the projects, he estimated, would cost $66,000 to be financed with 1958 rock production funds. Funds for the 0-11 resurfacing is to be taken from Federal Aid "D" Funds. He commented that the need for the additional surfacing is probably caused by subbase deflection. The Commission approved the projects as outlined.

Authority was requested by the Engineer to spend approximately $4,500 to restore a roadside rest area which was destroyed by reconstruction of the Minam-Rock Creek Section of the Wallowa Lake Highway. A suitable tract of land, he stated, has been secured. The Commission approved the project.

Attention was given to a letter from Guy H. Forsyth, County Judge of Curry County, requesting State participation in the cost of surfacing the Airport Road which extends from US101 to Curry County Airport and also serves as an access to Newburgh State Park. The Engineer advised that investigation disclosed that the improvement would cost approximately $45,000 whereas the County had estimated the cost at approximately $25,000. The Parks Superintendent stated that there are no funds in his budget for development of the road and in his estimation it would probably be several years before Newburgh Park is developed to any great extent. The Engineer stated that there are no highway funds available for the project and he recommended that the request be denied and the Curry County Judge be so advised. The Commission accepted the recommendation.

Attention was given to a request from the city of Ashland, by E. C. Biegel, City Manager, that a study be made to determine the need for traffic signals on the Pacific Highway through Ashland. The Engineer commented that the one-way couplet section has been completed through the city and that an engineering investigation disclosed that fixed-time traffic signals are warranted at the intersection of Main and Holman Streets; Main and Pioneer Streets; "C" and Pioneer Streets; and at "C" and Second Streets; also that the existing semi-actuated signal at the intersection of Main and Second Streets should be converted to a fixed-time operation, and that all of the fixed-time signals should be interconnected to form a progressive system for over all control on the couplet, and that a three phase fully actuated traffic signal should be installed at the intersection of Siskiyou Boulevard, Iowa Street, and Beach Street. He estimated the total cost of this project at $30,000, and he advised that the City has agreed to pay ½ the cost of the work, to maintain the signals, and to furnish electrical energy as may be necessary to operate the signals. Upon his favorable recommendation, the Commission approved the project as outlined and ordered the matter covered by appropriate written agreement.

The Commission gave attention to a request from the city of Portland for state participation in certain traffic improvements on S. W. Front Avenue and S. W. Harbor Drive in the city of Portland. The Engineer explained that a considerable change in traffic pattern will result from the opening of the new Morrison Street Bridge, which will require alterations in the traffic controls, including channelization work on Harbor Drive, which is estimated to cost $13,000 and is primarily the responsibility of the State Highway Department, and installation of new traffic signals which is estimated to cost $26,000 and is a project in which the city of Portland has agreed to pay ½ under the proposed setup. He recommended approval of the project on the basis that the city is to perform all of the work with the state to pay 2/3 and the city 1/3 of the total estimated cost of $39,000. The Commission approved the project as authorized and ordered the matter covered by appropriate written agreement.

Attention was given to a request from the Bureau of Public Roads that a federal-aid county road system be adopted that will permit programming of projects for several years without further system changes. The Engineer commented that in the past county roads have been added to the system as funds became available, and that individual projects are selected following conferences with the county court involved. He presented maps showing county roads and state secondary highways which have been recommended following conferences with the county courts for additions to the Federal Aid System totaling 1410.1 miles. He added that 168.2 miles on this list were approved by the Commission at the May, 1958, meeting to expedite contracting of "D" funds. Upon his favorable recommendation, the Commission approved additional mileage to the county FAS System as follows:

SUMMARY, ADDITIONS TO COUNTY FAS SYSTEM
June 3, 1958

COUNTY	TOTAL MILEAGE
Baker	----
Benton	23.3
Clackamas	19.9
Clatsop	18.8
Columbia	33.1
Coos	53.3
Crook	8.8
Curry	57.6
Deschutes	98.5
Douglas	99.3
Gilliam	37.3
Grant	23.4
Harney	116.9
Hood River	7.8
Jackson	19.9
Jefferson	14.0
Josephine	9.8
Klamath	76.4
Lake	----
Lane	34.4
Lincoln	29.2
Linn	137.4
Malheur	8.5
Marion	35.6
Morrow	19.8
Multnomah	15.0
Polk	40.7
Sherman	29.5
Tillamook	----
Umatilla	25.5
Union	4.3
Wallowa	----
Wasco	91.8
Washington	13.6
Wheeler	25.9
Yamhill	12.6
TOTAL.....	1241.9

(For detailed descriptions of each individual addition see Engineer's letter to the Commission, dated June 9, 1958, in General Files.)

The Engineer also stated that the Bureau of Public Roads had requested that those sections of the existing state secondary system which are eligible for federal aid and which are not now on the federal-aid system be added in one group so that system changes can be made in one

operation. He presented a list showing 176.4 miles of state secondary highways not now on the federal-aid system. Upon his favorable recommendation, the Commission approved adding the following highways and highway sections to the federal-aid secondary highway systems:

STATE HIGHWAYS NOT ON FEDERAL AID SYSTEM
RECOMMENDED FOR ADDITION TO FAS SYSTEM

State Hwy. No.	Name	Section	Miles	Proposed FAS Route No. and County
125	Crown Point	Entire route (Old Columbia River Highway).	23.9	866 Multnomah County
173	Timberline	Entire route (Forest Highway).	5.6	856 Clackamas County
180	Eddyville-Blodgett	Corvallis-Newport Highway near Eddyville, easterly to Nashville.	11.7	145 (exten. exist. route) Lincoln County
201	Alsea-Deadwood	Section in Benton County	10.4	868 Benton County
215	Clear Lake-Belknap Springs	Entire route (Forest Highway).	21.0	857 Lane & Linn Counties
227	Eugene-Springfield	Marcola Road to McKenzie Highway	3.0	867 Lane County
232	Crater Lake-North	Entire route (Forest Highway).	5.3	855 Douglas County
233	West Diamond Lake	MP 9.0 to 23.9 (easterly end) (Forest Highway).	14.9	236 (exten. exist. route) Douglas County
235	Dillard	Entire route (portion old Pacific Hwy.)	8.5	869 Douglas County
250	Cape Blanco	Entire route.	5.5	870 Curry County
273	Siskiyou	Entire route.	7.6	882 Jackson County
321	Heppner-Spray	Monument Road, southerly to John Day Highway (Forest Highway).	26.2	317 (exten. exist. route) Morrow and Wheeler Counties

Cont. on next page

State Hwy. No.	Name	Section	Miles	Proposed FAS Route No. and County
331	Umatilla-Mission	Oregon-Washington Highway, southerly to Umatilla Mission.	2.7	475 (exten. exist. route) Umatilla County
351	Joseph-Wallowa Lake	Powerhouse to former end of highway	1.0	480 (exten. exist. route) Wallowa County
372	Century Drive	Entire route (Required to tie Cascade Lakes Forest Highway into FA System at Bend).	10.7	855 Deschutes County
411	Haines-Anthony	Westerly 1.3 miles ending at National Forest boundary	1.3	503 (exten. exist. route) Baker County
425	East Diamond Lake	Entire route (Forest Highway)	14.7	858 Douglas & Klamath Counties
429	Crescent Lake	Entire route (Forest Highway).	2.4	855 Klamath County
		TOTAL	176.4	(Includes 90.1 miles of Forest Highways)

The Commission considered and upon recommendation of the Engineer granted the following request of Zuber Brothers for an extension of time within which to complete their Highway Contract No. 5133. Reimbursement for engineering expense and other expenses incurred by the State in connection with the work involved during the period of the extension was waived by the Commission:

Zuber Brothers, Contract No. 5133, for construction of park facilities at Rooster Rock State Park on the Columbia River Highway in Multnomah County, requested an additional 14 work days beyond the specified 50 work days within which to complete the project. Approved as requested.
FOOTNOTE: The action taken by the State Highway Commission upon this contractor's request for an extension of time within which to complete the highway contract listed above was based upon the recommendation of the Engineer and his report which considered but did not necessarily adopt either or any of the reasons given by the contractor in his request for such extension of time. (For details regarding the extension of time, see copy of the contractor's request and the Engineer's recommendation on file in the contract in the Secretary's office.)

June 19, 1958

The Engineer reported that contract Nos. 4770, 4822, 4906, 4939, 4971, 4975, 4981, 5002, 5019, 5030, 5034, 5060, 5078, 5080, 5084, 5097, 5101, 5102, 5117. 5125, 5127, 5128, 5147, 5152, 5156, and 5167 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested approval of an increase of $4,869.75 in the project authorization for State Highway Contract No. 5144, excavation of the Astoria Ferry Channel across the Columbia River. He explained that the original plans called for deepening the channel for a distance of 3,100 feet. However, it was found necessary to extend the work to 3500 feet and also to go deeper than was anticipated. The contractor, he stated, bid a very reasonable price and even with the increased authorization the amount expended on this contract will still be within the original allocation. The Commission approved the increase in authorization as requested.

A request was considered from the Ross Lumber Company, Medford, for permission to construct and operate a log scaling station on the right of way of the Crater Lake Highway between M.P. 6.76 and M.P. 7.10. The Engineer advised that the proposed scaling station is on an old section of the Crater Lake Highway, around which a new section was constructed during the World War II. He said that very little traffic uses the old road and the installation of the scaling station will not be detrimental to highway use. He recommended that a permit be granted to the Company for the purpose intended. The Commission accepted his recommendation.

The Commission considered a request from the U.S. Forest Service for permission to transmit electrical energy over the state-owned transmission line on Hogback Mountain near Klamath Falls, and to purchase electrical energy, when necessary, to operate the Forest Service radio facility which they propose to construct near the state's radio station. The Engineer advised that the Forest Service agrees to pay the state $140.00 semi-annually as a "wheeling" charge for electrical energy consumed by the Forest Service from the state's line. The Commission accepted his recommendation that the agreement be approved.

A request was considered from Hon. E. A. Davidson, Mayor of the city of Florence, for revision of a speed zone on the Siuslaw Highway through the community of Cushman, a short distance east of Florence. The Engineer stated that presently there is a 25 mile-per-hour speed zone through Cushman, but a recent field investigation disclosed that a higher rate of speed is justified. He recommended that a 40 mile-per-hour speed zone be established on the Siuslaw Highway between a point 0.22 mile west of Skunk Hollow Road, at M.P. 2.17, and a point 100 feet east of Patterson Creek, M.P. 3.27. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a request from Mr. Earle Richardson, Editor of the Itemizer Observer, Dallas, for an extension of the existing 50 mile-per-hour- speed zone on the Dallas-Rickreall Highway east of Dallas. An investigation was conducted by the traffic engineer, the Engineer stated, and the results of this investigation disclosed that the 50 mile-per-hour speed zone established November 3, 1955, should be extended from its present terminus at a point 350 feet west of Fir Villa Road, M.P. 2.18 to a point 0.42 mile west of the road to Bowersville, M.P. 2.95, except that between a point 0.12 mile east of the Fir Villa Road and a point 0.36 mile east of Fir Villa Road the indicated speed should be 20 miles per hour during the hours of school crossings. The Commission approved such speed zone extensions and thereupon adopted the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that three requests have been received concerning the restriction of the parking of vehicles on state highway shoulders. Each has been investigated and it was found that the parking of vehicles on highway shoulders presents a hazard to the traveling public by restriction of sight distance for vehicles approaching the highway and by interference with traffic on the highway. Upon his favorable recommendation, the Commission approved the prohibition of shoulder parking of vehicles on each of the following described highway sections by adopting the attached resolutions relative thereto marked EXHIBITS "H-1", "H-2", and H-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. Parking prohibited on the southerly side of the Tualatin Valley Highway No. 29 in the community of Reedville from S. W. 209th Avenue. (Engineer's Station 194+15) to S. W. 214th Avenue (Engineer's Station 207 +00). See EXHIBIT "H-1".

2. Parking prohibited on the southerly side of the Beaverton-Hillsdale Highway No. 40 near the community of Raleigh, particularly between M.P. 3.41 (Engineer's Station 128+89) and M.P. 3.56 (Engineer's Station 121+00). See EXHIBIT "H-2".

3. Parking prohibited on both sides of The Dalles-California Highway, a short distance south of Madras, particularly between M.P. 96.905 (Engineer's Station 95+53) and M.P. 96.925 (Engineer's Station 96+53). In this instance the Engineer commented that vehicles parked on the shoulders interfere with the operation of a traffic recorder which has a magnetic field buried in the pavement. See EXHIBIT "H-3".

To eliminate confusion in the names of certain state highways by reason of "freeway" construction, the Engineer recommended that the existing Pacific Highway between Albany and Junction City be designated "Albany-Junction City Highway No. 58". He pointed out that the 1957 Legislature amended the description of the Pacific Highway so that the new highway now under construction between Albany and Eugene is to be known as Pacific Highway. See EXHIBIT "K-2". Likewise, the Legislature designated the T. H. Banfield Freeway as the route of the Columbia River Highway in the

Portland area. To clarify the status of the old route through Portland, he recommended that the existing highway between Parkrose and its junction with the Banfield Freeway at Fairview be designated as an extension of the "Northeast Portland Secondary Highway", See EXHIBIT "K-3"; and that the old Sandy Boulevard route from the Willamette River to Parkrose be designated the "Sandy Boulevard Highway", See EXHIBIT "K-1". He pointed out that the above designations are principally for accounting and bookkeeping purposes, and that there will be no change in route numbers at least until such time as the new Pacific Highway and the Columbia River Highway are given Interstate Highway numbers. The Commission approved his recommendations by adopting the attached resolutions relative thereto marked EXHIBITS "K-1" through "K-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested out-of-state travel expenses for R. B. Sipprell, Director of Permits, to attend a meeting of the Western Interstate Committee on Highway Policy Problems in Seattle, Washington, July 24, 25, and 26, 1958, at an estimated cost of $70.00. He also requested authority for himself to attend a meeting of the Test Road Advisory Committee, of which he is a member, at LaSalle, Illinois, July 10 and 11, 1958, at an estimated cost of $300.00. The Commission approved the out-of-state expenses as requested.

Attention was given by the Commission to a proposed agreement with the city of Pendleton covering levee construction on the Umatilla River along the Old Oregon Trail Highway in Umatilla County. The Engineer explained that the proposed construction will tie into state highway embankment but will not be detrimental to the highway in any respect, and he recommended approval of the agreement. The Commission approved the agreement.

The Commission considered a request from Dr. Jesse L. Ray, President of the Board of Trustees of the Physicians and Surgeons Hospital, Portland, that a truck route be established which will divert truck traffic from 19th Avenue so as to minimize the noise situation in the vicinity of the hospital. The Engineer explained that 19th Avenue has been used as the route for US30 traffic for approximately 30 years and investigations reveal that there is no other feasible route which can be used for truck traffic. He pointed out in 1952 19th Avenue and 18th Avenue were designated a one-way couplet and that since then traffic has been distributed between them so there is far less noise in front of the hospital now than before because traffic now moves under progressive signalized control eliminating numerous stops and starts. He also pointed out that any further diversion of traffic from the present routing will undoubtedly meet with objections from other sources, such as other hospitals, apartment houses, and multiple-dwelling units in this area. Because there appears to be no feasible alternate routing of US30 traffic through this district, he recommended that Dr. Ray's request be denied. After carefully considering this matter, the Commission unanimously adopted the Engineer's recommendation and ordered that Dr. Ray be informed of the decision and the reasons that prompted it.

The Commission also discussed a written request from Mr. Irving E. Jacobson, Portland, that the median barrier on Front Avenue be cut so as to permit a left-hand turn into an area which he has developed for parking purposes. The Engineer explained that the area under consideration is beneath the highway ramps and within the loops of the connection between the new Morrison Street Bridge and Front Avenue in Portland and if the request is granted, a definite traffic hazard will be created on Front Avenue. He recommended that the request be denied. The Commission deferred its decision pending Mr. Jacobson's appearance before the Commission on the following day. (Mr. Jacobson appeared before the Commission on the following day and offered as an alternate solution of his problem the installation of traffic signals at Washington Street. He was advised that the Commission would consider his proposal and would take action as is deemed advisable in the best public interest.)

Attention was given to a request from Cecil R. Luellen, Roseburg, for permission to excavate, drain, fill, and grade a portion of the Pacific Highway at the Fairgrounds Interchange near Roseburg. The Engineer stated that the proposed work will not be detrimental to the highway. Based on his favorable recommendation, the Commission approved issuance of the permit as requested.

Attention was also given to a request from the Corps of Army Engineers for a permit allowing them to erect signs on the Columbia River Highway near the entrance to The Dalles Dam containing information concerning this dam. The Engineer advised that authority to place signs of a type which they propose to erect was granted by the last legislative assembly. The signs in this instance will call attention to The Dalles Dam entrance and view point, but will contain no advertising matter. He recommended that permission be granted to erect the signs on the highway right of way. The Commission approved his recommendation.

A similar request was considered from the Upper Clackamas River Chamber of Commerce for permission to erect a sign upon the easterly side of the right of way of the Cascade Secondary Highway at M.P. 10.79. The proposed sign, the Engineer stated, calls attention to the Upper Clackamas River area as a recreational playground and contains no advertising material. The Commission accepted his recommendation that the permit be granted.

The Commission approved the Secretary's report of papers signed by him and the Assistant Secretary during the period from May 5 through June 13, 1958.

Consideration was given to a request from the Prineville-Crook County Chamber of Commerce for permission to maintain a sign on the westerly side of the right of way of The Dalles-California Highway at M.P. 96.90 directing people to Prineville and calling attention to the recreational facilities of that vicinity. This sign, the Highway Engineer stated, complies with state law and he recommended that a permit be given to allow them to maintain it on the highway right of way. The Commission approved his recommendation.

The Commission confirmed the dates of July 31 and August 1, 1958, for its next regular meeting and instructed the Secretary to arrange to hold the meeting in Public Hearing Room 6 in the basement of the State Capitol in Salem. A tentative date for the next following meeting was set for September 11 and 12, 1958.

Commissioner Chessman inquired as to when the next Commission road trip would be held. The Engineer suggested a 3½ day trip through the northeastern area of the state. After some discussion, the Commission tentatively set the last week in August for such trip.

The meeting adjourned at 5:30 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
June 20, 1958

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in the Pompeiian Room of the Congress Hotel. The following people were present:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Hon. Edward C. Harms, Jr., Mayor of the City of Springfield; Howard Buford, Member of the Central Lane County Planning Commission; Springfield; and Bob Smith, Member of the Springfield Chamber of Commerce, came before the Commission and urged the designation of Second and Third Streets in Springfield as a one-way couplet and that they be added to the Federal-Aid Secondary Highway System. Mr. Harms, who acted as spokesman, introduced the other members of the group. He read aloud and presented a short brief outlining justification for the project, including maps and charts showing the proposed Second and Third Street couplet. He pointed out that in a study conducted by the state in 1951, Mill Street was proposed as a couplet, but, he said, under conditions as they are now with greatly increased traffic Mill Street will not be satisfactory as the right of way is too narrow and additional right of way would be very

expensive to acquire. He also said that there is no suitable street to serve as a couplet with Mill Street. A good portion of the development along Mill Street, he continued, is residential and development of the street would hurt residential values. He also called attention to the large number of intersections which are now in existence on Mill Street. The Second and Third Street route could use Second and Third Street at the southerly end and continue the couplet by using right of way on each side of the Southern Pacific railroad tracks. Right of way in this area, he stated, could be acquired at a reasonable figure because the district is not developed and access could be easily controlled. The volume of traffic which would use this couplet, he added, would be large, probably in the vicinity of 20,000 vehicles per day. He also mentioned that the proposed Second and Third Street couplet has been unanimously approved by Springfield city businessmen and is a part of the city's master planning system. He asked the Commission to take action to place this couplet on the federal-aid urban system. Chairman McIver complimented the delegation on its very comprehensive presentation and stated that an investigation would be made and they would be advised later when action has been taken.

A delegation representing the city of Hillsboro came before the Commission concerning construction of a direct route extending northeasterly from Hillsboro via Orenco to a junction with the Sunset Highway near the present intersection at Cornell Road. The following people were present: Hon. Howard Davis, Mayor; J. W. Barney, City Manager; Clayton Nyberg, County Commissioner; Frank Myers, President, Industrial Development Corporation; J. R. Anderson, President, Chamber of Commerce; Reid Cottrel, Chairman, Transportation Committee of Chamber of Commerce; George Kolzow, Chamber of Commerce; Alvin Elkins and Emory R. Dye, Directors, Chamber of Commerce, all of Hillsboro; J. R. Shick, City Attorney; M. O. Gardner, City Manager; Homer Waltz, Member of Chamber of Commerce, all of Forest Grove. Mr. Davis introduced the other members of the delegation and exhibited a large map on which was outlined the routing that they have in mind. He called attention to the volume of traffic which now uses the existing highway (Tualatin Valley Highway) and mentioned that because of a great amount of roadside development and consequent reduced speed zones the Tualatin Valley Highway is not a good one for fast moving traffic. The area east of Portland around Hillsboro, he said, is growing rapidly and additional highways are needed. He asked the Commission to authorize a survey of the route. Mr. Shick stated that the proposed highway has been endorsed by the city of Forest Grove and is favored by the western part of Washington County. He said that the grade on the proposed route is good and he urged that right of way be acquired before industrial or residential development take place. Mr. Nyberg called attention to the considerable volume of industrial development which is taking place in this vicinity. It was his opinion that the cutoff route is needed to enable workers to travel to and from the new plants. Mr. Myers stressed the industrial development and residential growth which is anticipated within the next ten years. He pointed out that building construction has been slowed down by lack of water and sewer facilities. When these facilities are made available, he said, development will be rapid and right of way cost would be much higher. Mr. Davis commented concerning the one-way grid system in Hillsboro, stating that there is no disagreement in

the city now. Chairman McIver pointed out that right of way for the proposed project cannot be acquired until the project has been approved, the survey adopted, and the Commission is ready to proceed with the improvement. He also mentioned that there are several other highway projects in Washington County which have a high priority. The question today, he added, is where to find the money to finance the improvement which the Commission knows is needed. He concluded the discussion by stating that the matter will be investigated.

Mr. Irving E. Jacobsen, Portland, appeared before the Commission concerning proposed plans for a median barrier between the north and south bound traffic lanes on S. W. Front Avenue in Portland. He stated that he operates a parking lot near Morrison Bridge which will accommodate approximately 600 cars and he exhibited a map showing the area. He gave as his feeling that a barrier constructed at the foot of Washington Street as proposed will block entry to his lot for cars traveling southwest and southeast. He proposed as an alternate measure that traffic signals be installed at Washington Street to aid traffic in getting across Front Avenue. Chairman McIver stated that this matter previously has had the attention of the Commission and that the highway engineers have studied it carefully and know the facts; also, that the Commission will give careful consideration to the suggestion offered by Mr. Jacobsen and that he will be advised later of the decision that may be reached. He pointed out that in building highways prime consideration must be for the convenience and safety of the traveling public and he advised that in this instance whatever action the Commission takes will be in the best public interests.

A delegation from Mt. Angel appeared before the Commission concerning improvement of the Hillsboro-Silverton Secondary Highway in the vicinity of Henjum's Corner south of Mt. Angel. Present were Hon. William Bean, Mayor of Mt. Angel; Carl Mucken; Bernard Kirsch; Joseph Berchtold and Peter Gores, all representing the Mt. Angel Businessmans Club. Mr. Bean headed the group and introduced the members. Mr. Mucken congratulated Commissioner Fridley on his appointment as a member of the State Highway Commission and observed that this is the sixth time a delegation from Mt. Angel has appeared before the Commission concerning improvement of the highway near Henjum's Corner. He alleged that the highway at this point is only 16 feet wide and contains a number of dangerous curves and poor vertical sight distances. He asked the Commission to give their project fair consideration. Mr. Kirsch called attention to the traffic from the Howell Prairie District that uses this road and he pointed out that Silverton being the medical center in this area causes a great many people to travel this section of highway to secure medical or hospital aid. He added that Silverton is also a canning center and has a large turkey plant and that a considerable amount of produce is hauled to the cannery in Woodburn over this highway section. Mr. Gores commented that Mt. Angel is an educational center with a new high school being planned, and that a considerable volume of traffic from the north uses this highway in traveling to Detroit Reservoir. He urged the Commission to improve the narrow winding road in the vicinity of Henjum's Corner. Mr. Berchtold remarked that the union high school in Silverton accommodates a large number of pupils from the north who must be

transported over this section of road; also, that many people seeking recreation use the road in traveling to Silver Falls Park and to the Detroit Reservoir. Mr. Mucken urged early consideration for this improvement and he suggested that the Commission drive over the road to appreciate its antiquated condition. Chairman McIver informed the delegation that the Commission is familiar with the road but that a further study of the project will be made.

Messrs. John T. Chinnock, Joe Palin, and Howard Turner, Secretary, representing the Madras-Jefferson County Chamber of Commerce; Messrs. Bill Morse and Ivan Chappell representing the Prineville Chamber of Commerce, and Mr. Ken Conroy, President of the Central Oregon Chamber of Commerce, composed a delegation that appeared before the Commission concerning additional improvements to US Highway 97 southerly from the end of the newly constructed section to a connection with US Highway 26 south of Madras. Mr. Turner introduced the members of the delegation. Mr. Chinnock stated that the highway south of the newly constructed portion which ends a short distance north of Madras was built in the 1920s, that it has a high crown which breaks up in the springtime and is generally difficult to travel. The section from Lyle Gap to Old Maid's Canyon, he stated, has a number of sharp curves which is also true on the section north of Madras. He called attention to the hazards to which the traveling public is subjected caused by cars traveling over a good modern highway from the north and then suddenly entering upon a crooked narrow section of highway. He asked that reconstruction of the highway be undertaken at an early date. Mr. Conroy also emphasized the dangers and generally antique character of the roadway. Mr. Morse stated that the city of Prineville is in favor of improvement of the section. Chairman McIver stated that the Commission traveled over this highway section on the previous day and obtained first hand information as to its condition. He added its improvement will have the attention of the Commission and its staff, and that an answer will be given the delegation by letter later when a decision concerning it has been reached.

A delegation representing the Oregon Coast Association including the counties of Coos, Curry, Tillamook, Lincoln, Lane, and Clatsop, appeared before the Commission to urge early improvement of the Oregon Coast Highway between Bay City and Garibaldi. The following people were present: James W. Harrison, Coos County Judge; O. E. Effenberger, Tillamook County Judge; Fred W. Flynn, Curry County Commissioner; Davis S. Moffitt, Lincoln County Commissioner; A. Howard Tilden, Tillamook County Commissioner; Wes Schulmerich, Tillamook County Commissioner; Ralph Peterson, Lane County Commissioner; Donald G. Malarkey, Clatsop County Commissioner; and Vern Ayers, Manager of the Oregon Coast Association, Newport. Mr. Harrison headed the group. He urged the Commission to improve the Tillamook County section of the Oregon Coast Highway and introduced Mr. Vern Ayers, the principal speaker, who read aloud and presented a prepared statement in behalf of the proposed improvement, which statement urged the immediate improvement of the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County, and advised that the directors of the Oregon Coast Association feel that this project should be given precedence over every other project on the Oregon

Coast Highway now programmed or planned outside of those sections now under construction. The statement also called attention to the activities of the Association in securing additional funds for highway improvements including the bond program passed by the 1957 Legislature for US101 construction in Curry County. The statement also indicated that the city of Portland will receive a greater portion of highway improvement funds than its needs of population justified. Attention was also called to the scenic attractions along the Oregon Coast and the value of the tourist trade to the state; further, that the Oregon Coast does not have the benefit of a railroad running north and south but must rely on US101 to handle its commerce and tourist travel. The statement in summary urged the Commission to (1) realign the Bay City-Garibaldi route even though it is necessary to borrow from some other district temporarily to finance the work (2) that $400,000 in "crash" funds of the forest service be used to complete the Cascade Head project and (3) that the Davis Slough-Bandon Section in Coos County be completed earlier than present plans call for. Mr. Flynn urged earlier completion of the Davis Slough-Bandon project. He also stated that Curry County is in favor of the highway improvement in Tillamook County. Mr. Moffitt stated that Lincoln County favors the Tillamook County project. Mr. Peterson stated that he takes exception to that portion of Mr. Ayers statement in which he says that the directors of the Oregon Coast Association feel that the Bay City-Garibaldi project should take precedence over every other programmed or planned project on the Oregon Coast Highway outside of those sections now under construction. He said that he does not wish to undermine projects which had been planned or programmed in previous years, but he wanted to call attention to the prospect that in 1959, Oregon Centennial year, there will be a great many visitors who will wish to visit the coast area. He suggested that signs be erected at the north and south ends of the Bay City-Garibaldi Section apologizing for its antiquated condition. Mr. Ayers expressed the thought that although the group favors construction of the Smith Point project near Astoria which is quite expensive, somewhere there must be additional funds to finance construction of the Bay City-Garibaldi Section. He also stated that it was his feeling that the Portland metropolitan area gets more than its just share of highway funds and that the formula used by the Highway Commission in allocating funds is not fair. Chairman McIver pointed out that the Commission has used the same formula for a good many years in allocating highway funds to the various sections of the state and that over these years the formula has stood up very well. He also mentioned that a large portion of the money to be spent in the Portland area is Interstate Highway money which applies to only two highways, US30 and US99, and in which the Federal Government provides 90% of the funds.

Consideration was again given by the Commission to a number of proposed condemnations submitted by the Chief Counsel on the previous day at which time he requested authority to pursue condemnation of certain parcels of real property that are needed as right of way for highway improvements or for other highway purposes. After careful consideration of the proposed condemnations and in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the Chief Counsel to condemn the properties by adopting the attached resolutions relative thereto marked EXHIBITS "J-1"

through "J-[illegible]", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission also gave attention to right of way options which were presented by the Right of Way Engineer on the previous day. The Right of Way Engineer stated that the properties are needed for state highway right of way or for other highway purposes. After having given careful consideration to the individual items, the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer called attention to the impending construction of The Dalles section of the Old Oregon Trail Highway and requested authority to hold a public hearing concerning the project as it affects the city of The Dalles. The Commission authorized him to hold such hearing.

The Chief Counsel reported briefly on legislative matters proposed for submission to the 1959 legislature. The Commission approved the report.

The Chief Counsel also brought up for discussion the disposition of a parcel of land in the city of Condon which a delegation at a previous meeting had requested be transferred to the city for use in constructing a swimming pool. He stated that the property is not required for highway purposes and he asked the Commission to give its consent to deed the property to the city of Condon. The Commission approved such conveyance.

Commissioner Chessman mentioned the large number of condemnations which have been presented recently and inquired if all possible negotiations are conducted before the condemnations are filed in court for trial. The Chief Counsel replied that generally speaking the time that right of way agents have for negotiations is rather short but every effort is made to exhaust all negotiation possibilities. He also mentioned that many of the properties for which condemnations are requested will be acquired through ordinary negotiations but in order to assure the right of entry to the property for contracting and construction purposes it is necessary to secure authority to condemn.

The Commission signed the following agreements, deeds, and other papers:

"Indentures of Access" on the following properties:

a. State Board of Forestry property on Wilson River Highway, Tillamook County.

b. Blay (Dittemore) property on Gilchrist-Willamette Junction Unit of The Dalles-California Highway, Klamath County.

c. Lively property on Mehama-Mill City section of North Santiam Highway, Marion County.

Indentures of Access (cont.)

d. Young (Rogers) property on North Unit, Pendleton-Pilot Rock section of Pendleton-John Day Highway, Umatilla County.

"Quitclaim Deed" conveying to Clackamas County the new right of way for the Price Fuller Road.

"Agreement" with City of Pendleton covering levee construction on Umatilla River, Old Oregon Trail Highway, Umatilla County.

"Miscellaneous Permit" in favor of Cecil R. Luellen covering excavating, draining, filling, and grading a portion of the right of way of Pacific Highway near Roseburg.

"Permit" allowing the Corps of Engineers to erect certain signs in the vicinity of The Dalles Dam entrance on the Columbia River Highway.

"Permit" with Upper Clackamas River Chamber of Commerce of Estacada allowing them to erect a sign upon right of way of Cascade Highway at M.P. 10.79.

"Agreement" with Tri-County Improvement District to prevent river bank erosion at the south end of Harrisburg Bridge on the Pacific Highway East in Lane County.

"Trust Agreement" with Bonneville Power Administration for rearrangement of its power lines on property adjacent to Pacific Highway.

"Permit" at request of Ross Lumber Company, Medford, to construct and use a log-scaling station on the right of way of the Crater Lake Highway.

"Agreement" with U.S. Forest Service to transmit electrical energy over the state owned transmission line and to purchase electrical energy generated by the State Highway Department's emergency power plant when necessary.

"Grant of Access" to Jeannie Gail Ashby to a parcel of land on the Union County Line-Rock Creek Section of the Wallowa Lake Highway, Wallowa County.

"Bargain & Sale Deed" to O.W.R. and N.R.R. Company for a parcel of land on the 42nd Avenue-92nd Avenue Section of the Banfield Expressway in Multnomah County.

"Bargain & Sale Deed" to City of Portland covering Lots 12, 13, 14, and 15, Block 2, Laurelton Heights Addition to City of Portland, Multnomah County.

"Agreement" with Deschutes County covering snow removal on the Bend-Deschutes Butte Section of Cascade Lakes Highway.

"Cooperative Construction Agreement" with City of Grants Pass covering Redwood Interchange on the Redwood and Pacific Highways.

"Throughway Agreement" with City of Bend covering the Bullards Bridge-Bandon Section of Oregon Coast Highway. (Authorized November 1, 1957)

"Throughway Agreement" with Coos County covering the Bullards Bridge-Bandon Section of the Oregon Coast Highway. (Authorized November 1, 1957)

"Ground Lease" with Willard Taylor for a parcel of land on the Rainrock-Blachly Section of the Siuslaw Highway in Lane County.

"Ground Lease" with Cyril A. Van Dyke for a parcel of land on the Van Dyke Section of the Nehalem Secondary Highway in Washington County.

"Agreement" with Robert T. and Margaret F. Blake covering the concession building at Fort Stevens State Park. (Authorized May 8, 1958)

"Cooperative Construction Agreement" with City of Springfield covering the 10th Street-19th Street Section of the McKenzie Highway in City of Springfield. (Authorized November 1, 1957)

"Grant of Access" to the Wilbur Ostrander property on the Myers Creek-Brookings Section on the Oregon Coast Highway. (Authorized May 8, 1958)

"Maintenance and Finance Agreement" with Benton County covering the Luckiamute River (Hoskins) Bridge Section DS-380 (1) FAS 864. (Authorized May 8, 1958)

"Maintenance and Finance Agreement" with Jackson County covering the Bybee Bridge-Gregory Road Section DS-102(4), FAS 273.

"Maintenance and Finance Agreement" with Union County covering the North Powder-Davis Ranch Section S-22(4) FAS 488. (Authorized January 22, 1957)

"Maintenance and Finance Agreement" with Linn County covering the Albany Canal-Lebanon Junction Section, S-378(1), FAS 770. (Authorized January 16, 1958)

"Maintenance and Finance Agreement" with Coos County covering the Cooper Bridge, North Fork Coquille River S-374(1), FAS 252. (Authorized September 12, 1957)

"Maintenance and Finance Agreement" with Columbia County covering the Milton Creek (St. Helens) Bridge Section, DS-381(1), FAS 816. (Authorized February 27, 1958)

"Agreement" with City of Oceanlake relative to the treating of waste materials from the overnight camping area at Devils Lake State Park. (Authorized March 27, 1958)

"Permit" for Prineville-Crook County Chamber of Commerce to erect a sign on right of way of The Dalles-California Highway.

June 20, 1958

"Agreement" with City of Chiloquin covering the special city allotment project on Second Avenue and Blocklinger Street in Chiloquin. (Authorized December 5, 1957)

"Agreement" with City of Scappoose covering the proposed installation of a flashing beacon at the intersection of Columbia Avenue and the Columbia River Highway in Scappoose. (Authorized March 27, 1958)

"Cooperative Construction Agreement" with Lane County covering the Knowles Creek Tunnel Section of the Mapleton-Richardson Road, FAS 238, in Lane County. (Authorized March 27, 1958)

"Finance and Maintenance Agreement" with Washington County covering the Fanno Creek Bridge DS-16(12), FAS 581. (Authorized June 19, 1958)

"Throughway and Abandonment Agreement" with Clatsop County covering the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

"Abandonment Agreement" with Hood River County covering the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway in Hood River County.

"Finance and Maintenance Agreement" with Wallowa County covering the Flora Spur Section of FAS 697 in Wallowa County. (Authorized January 22 1957)

"Finance and Maintenance Agreement" with Marion County covering the Browning Avenue-Rosedale Section of FAS 742 and DS. (Authorized November 8, 1956 and June 19, 1958)

"Agreement" with O. W. R. & N. and Malheur County covering encroachments on the railroad company's right of way near Jonesboro in Malheur County.

"Agreement" with O. W. R. & N and Union County covering encroachments on the railroad company's right of way in the Perry-Oro Dell Section, Union County.

"Agreement" with O. W. R. & N Railroad Company relative to temporary overcrossing on the Rooster Rock-Multnomah Falls Section of Columbia River Highway in Multnomah County.

"Waiver of Advertising Restrictions" requesting a relaxation of advertising restrictions on Lots 54, 55, and 56, Sudtell Acres, Linn County, Oregon.

"Agreement" with Bureau of Public Roads re seeding and fertilization of cut and fill slopes on Mt. Hood Highway westerly from Government Camp. Estimated cost $1,800 to be reimbursed by Bureau.

"Bargain & Sale Deed" to Doris Hampton for a parcel of land on the North Jefferson Junction-Albany Section of Pacific Highway East in Marion County.

June 20, 1958

There being no further business to conduct, the meeting was declared adjourned by Chairman McIver at 11:30 a. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "K-3"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

June 19 and 20, 1958

EXHIBIT "A"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for the State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE - BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27891	Wiley, John S. and Grace Popejoy		(Scott)
	Right of Way, Sta. 232		
	Option Expires December 4, 1958		
	0.09 acre at $2,500 per acre	$225.00	
	0.08 acre at $620+ per acre	50.00	
	Damage	200.00	
	Amount to be paid owners - chrg to Right of Way		$475.00

Complete restriction of access -

NORTH TIGARD INTERCHANGE - PACIFIC HIGHWAY

27361	Scherrer, Eugene et al		(Smith)
	Right of Way, 11331 S. W. 62nd Ave., Sta. 12		
	Option expires November 7, 1958		
	5,700 sq. ft. at $0.26+ per sq. ft.	$1,500.00	
	Real Estate Bldg.	2,100.00	

EXHIBIT "A" (Cont)

NORTH TIGARD INTERCHANGE - PACIFIC HIGHWAY

27361 Scherrer, Eugene et al (Cont)

Damage	$1,500.00	
Amount to be paid Scherrers - chrg to Right of Way		$4,800.00
Amount to be paid Jerry S. Saylor - chrg to Right of Way		300.00
TOTAL AMOUNT		$5,100.00

Grantors to remove shrubs 15 days after notice, and vacate bldg. 30 days from signing option.

THINGS TO BE DONE BY THE STATE

S. W. 62nd Ave. to be closed to W. Side Pac. Hwy. and to be improved to Pomona, with concrete 32 ft. in width.

Complete restriction of access -

27682 Rutherford, Herbert P. et al (Scott)
Right of Way, 5715 S. W. Pasadena St., Sta. 394
Option expires November 4, 1958

0.12 acre, improved, lump sum	$910.00	
Reest. sewage disposal sprinkling syst. and floodlights	900.00	
Damage	290.00	
Amount to be paid owners - chrg to Right of Way		$2,100.00

Complete restriction of access -

27819 Rutherford, Herbert P. et al (Scott)
Right of Way, 5729 S. W. Pasadena St., Sta. 396
Option expires November 4, 1958

0.26 acre, improved	$1,750.00	
House, 440 sq. ft.	3,750.00	
Reest. 3 flood lights and damage	800.00	
Amount to be paid owners - chrg to Right of Way		$6,300.00

Grantors to vacate 30 days after notice.

Complete restriction of access -

PORTLAND INTERNATIONAL AIRPORT-N. E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26386 Musselwhite, H. E. et al (Grothaus)
Right of Way, 8283 N.E. Killingsworth, Stas. 98-100
Option expires November 14, 1958

10,000 sq. ft.	$ 5,000.00	
Building	22,999.44	
Musselwhite's equip. and power service	36,897.23	
Ardies' equipment	13,029.33	
Amount to be paid owners - chrg to Right of Way		$77,926.00

EXHIBIT "A" (Cont)

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

26386 Musselwhite, H. E. et al (Cont)

Ardies, Lessees, To be assigned $14,978.00 of above amt.
Commission approval subject to second appraisal being satisfactory.
State to have possession July 1, 1958.

Entire taking -

ROOSTER ROCK-MULTNOMAH FALLS SECTION - CROWN POINT HIGHWAY

27781 Multnomah County (Smith)
Material Source
Deed signed May 20, 1958

0.5 acre	$100.00
18.8+ acres donated to State for park purposes only.	Gratis
Amount to be paid owner - chrg to Material Source	$100.00

THINGS TO BE DONE BY THE STATE

Leave windbreak of trees and shrubs between quarry and old hwy. and at both ends of quarry.
Locate entrance road or roads to prevent direct views of quarry, and hold top of quarry back slope low enough so as not to be visible over tree tops. Hold back slope gentle enough to avoid slides after pit abandoned.

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27654 Simpson, Rolfe et al (Grant)
Right of Way, Stas. 145-198
Option expires November 13, 1958

1.4 acres	$330.00
Allow. for moving fence, trees, etc.	620.00
Crop damage	50.00
Amount to be paid owners - chrg to Right of Way	$1,000.00

Grantors to remove trees and fence by June 30, 1958 or they become property of State.

THINGS TO BE DONE BY THE STATE

Replace drain tile damaged by construction.
Construct access at Sta. 175+50 on W. side of road.

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27655 Withycombe, Sue (Grant)
Right of Way, Stas. 142-198
Option expires November 27, 1958

2.74 acres	$830.00	
Rem. allow. for fencing	600.00	
Trees	220.00	
Crop damage	50.00	
Amount to be paid owner - chrg to Right of Way		$1,700.00

Grantor to remove fencing by June 15, 1958 or to become property of State. It is understood that the Grantor will keep property between old and new road, W. of 142+65 to 145+45.

THINGS TO BE DONE BY THE STATE

Replace or repair tile damaged by construction.
Construct an access point at 145+00, W. side.

Access not controlled -

27657 Burkhalter, Edwin et al (Grant)
Right of Way, Stas. 198-201
Option expires December 2, 1958

0.14 acre at $300- per acre	$40.00	
Amount to be paid owners - chrg to Right of Way		$40.00

Access not controlled -

27663 Giesbers, L. P. et al (Grant)
Right of Way, Stas. 240-243
Option expires November 19, 1958

0.12 acre at $800+ per acre	$100.00	
Allow. for re-vamping drain field	80.00	
Yard improvements, lawn, driveway	90.00	
Encroachment damage	630.00	
Amount to be paid owners - chrg to Right of Way		$900.00

THINGS TO BE DONE BY THE STATE

Construct graveled approach at 241+50, E., 12' driving surface in addition to present driveway.

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27659 Alexander, John R. and Manola S. (Grant)
Right of Way, Sta. 232
Option expires November 6, 1958
0.13 acre at $3754 per acre $ 50.00
Trees 150.00
Fencing 100.00
Amount to be paid owners - chrg to Right of Way $300.00
Grantors to remove fence by June 15, 1958, or it becomes property of State.

Access not controlled -

27669 DeFord, Nettie (Grant)
Right of Way, Sta. 256
Option expires November 4, 1958
0.04 acre, improved, lump sum $200.00
Amount to be paid owner - chrg to Right of Way $200.00
Improvements not removed by May 30, 1958 to become property of the State.

Access not controlled -

27675 Pierson, Carl E. and Myrtle (Grant)
Right of Way, Sta. 69-89
Option expires November 11, 1958
1.0 acre $ 170.00
Trees, shrubs and driveway 640.00
Encroachment damage 1,350.00
Amount to be paid owners - chrg to Right of Way $2,160.00
Grantors to remove trees, shrubs and plants by June 30, 1958, or they become property of State.

THINGS TO BE DONE BY THE STATE

The present ditch will be replaced to drain from a three-foot depth at Sta. 69+00 to river.

Access not controlled -

27645 Jesse, Donald C. et al (Grant)
Right of Way, Stas. 88-95
Option expires November 12, 1958
0.13 acre at $800- per acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

EXHIBIT "A" (Cont)

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27670 Schnoor, Rudolph H. and Marie L. (Grant)
Right of Way, Stas. 253-258
Option expires November 13, 1958

0.44 acre at $1,000 per acre	$ 440.00	
Allow. for moving, lawn, driveway, plants and shrubs	420.00	
Encroachment damage	1,430.00	
Amount to be paid owners - chrg to Right of Way		$2,290.00

Grantors to remove trees, shrubs, etc. by June 30, 1958, or they become property of State.

Access not controlled -

27672 Nagel, Benjamin G. and Dora (Grant)
Right of Way, Stas. 260-263
Option expires November 19, 1958

0.10 acre at $1,000 per acre	$ 100.00	
Lawn, plus allow. for moving fence, trees, flowers, etc.	240.00	
Encroachment damage	1,660.00	
Amount to be paid owners - chrg to Right of Way		$2,000.00

Grantors to remove fence, trees, etc. by July 1, 1958, or they become property of State.

Access not controlled -

27644 Barden, Gertrude et al (Grant)
Right of Way, Stas. 89-95
Option expires November 11, 1958

0.20 acre at $400 per acre	$ 80.00	
Shrubs	20.00	
Damage and allow. for relocating dr. field	1,120.00	
Amount to be paid owners - chrg to Right of Way		$1,220.00

Access not controlled -

27647 Furby, Ross A. et al (Grant)
Right of Way, Sta. 102
Option expires November 18, 1958

0.08 acre at $600+ per acre	$ 50.00	
Allow. for 400 feet of fencing at $0.30 per ft.	120.00	
Damages	150.00	
Amount to be paid owners - chrg to Right of Way		$320.00

Grantors to remove fencing by July 1, 1958, or to become property of State.

Access not controlled -

MIST-VERNONIA (NEHALEM RIVER BRIDGE M.P. 58.16) SECTION - NEHALEM HIGHWAY

28035 Chalmers, Marvel King (Mudd)
Right of Way, Stas. 5-15
Option expires December 1, 1958
0.06 acre $15.00
Moving fence 38.00
Amount to be paid owner - chrg to Right of Way $53.00
No gravel to be placed on owner's remaining property.

Access not controlled -

VAN DYKE SECTION - NEHALEM SECONDARY HIGHWAY

15050 Van Dyke, Cyril A. and Gertrude C. (Saling)
Lease renewal for stock pile site, Sta. 15
Lease expires June 6, 1961
0.746 acre, lease renewal for stockpile site for 3 yrs. from June 7, 1958 to June 6, 1961 $75.00
Amount to be paid owners - chrg to Stockpile Site $75.00

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

23374 Bushnell, Harry J. and Theresa (Mudd)
Right of Way, 860 F. Ave., Sta. 605
Option expires November 25, 1958
1,200 sq.ft. at $0.15+ per sq.ft. $ 189.00
House, 578 sq.ft. at $4.50 per sq.ft. 2,601.00
Lawn and fence 200.00
Damage 310.00
Amount to be paid owners - chrg to Right of Way $3,300.00

Access not controlled -

23377 Dehner, Wilfred A. and Paulyne W. (Mudd)
Right of Way, Stas. 607-609
Option expires December 4, 1958
7,100 sq.ft. at $0.12- per sq.ft. $850.00
Amount to be paid owners - chrg to Right of Way $850.00

Access not controlled -

27798 Gray, Verna M. et al (Mudd)
Right of Way, Sta. 597
Option expires November 21, 1958
5,405 sq.ft. at $0.20 per sq.ft. $1,081.00
Bldg., 1,040 sq.ft. at $4.32+ per sq.ft. 4,499.00
Lean-to, 640 sq.ft. at $3 per sq.ft. 1,920.00
Amount to be paid owners - chrg to Right of Way $7,500.00

Entire taking -

30116

EXHIBIT "A" (Cont)

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

27799 Smith, Earl C. and Pearl W. (Mudd)
Right of Way, Sta. 597+50
Option expires December 4, 1958
4,223 sq.ft. at $0.26+ per sq.ft. $1,100.00
Amount to be paid owners - chrg to Right of Way $1,100.00

Entire taking -

27803 Clatsop County (Mudd)
Right of Way, Sta. 603
Option expires December 3, 1958
4 lots, 17,650 sq. ft. $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Entire taking -

BRIGHTON-WHEELER SECTION - OREGON COAST HIGHWAY

28062 Pyle, L. B. et al (Friess)
Right of Way, Sta. 1050
Option expires December 1, 1958
0.52 acre at $450 per acre $234.00
Damage 166.00
Amount to be paid owners - chrg to Right of Way $400.00

Access not controlled -

28061 Condit, John T. and Geneva (Friess)
Right of Way, Sta. 1046
Option expires November 25, 1958
650 sq.ft. $30.00
Amount to be paid owners - chrg to Right of Way $30.00

Access not controlled -

CAPE LOOKOUT PARK

25324 Tillamook County (Reeder)
Park Exchange
Option expires July 16, 1958
138.64 acres at $20+ per acre $2,773.00
Amount to be paid owner - chrg to Park $2,773.00
This land is acquired from Tillamook County for the sole purpose of an exchange with Crown Zellerbach for land and timber adjacent to Cape Lookout Park.

Entire taking -

EXHIBIT "A" (Cont)

NEWBERG-GEARIN CORNER - HILLSBORO-SILVERTON HIGHWAY

28012 Baker, Effie E. (Henry)
Right of Way, Stas. 8-12
Option expires November 6, 1958
700 sq. ft. $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22581 Clark, Albert Kenneth and Mildred W. (Boehmer)
Right of Way, Stas. 545-562
Option expires November 19, 1958
1.65 acres at $250+ per acre $415.00
Damage 50.00
Amount to be paid owners - chrg to Right of Way $465.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access to main hwy. -

22584 Towle, George E. and Yvonne (Boehmer)
Right of Way, Stas. 550-562
Option expires November 18, 1958
1.4 acres at $100 per acre $140.00
Damage 25.00
Amount to be paid owners - chrg to Right of Way $165.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access to main hwy. -

22594 Steinfelt, Fred and Esther M. (Boehmer)
Right of Way, Stas. 677-690
Option expires November 20, 1958
3.21 acres (0.45 A. Excess) at $250+ per acre $805.00
Damage 100.00
Crop damage 45.00
Amount to be paid owners - chrg to Right of Way $950.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

27584 Maxwell, Louise Augusta and B. I. (Henry)
Right of Way, Stas. "B" 184-"B" 188
Option expires November 23, 1958
0.77 acre at $1,500- per acre $1,150.00
Damages 750.00
Amount to be paid owners - chrg to Right of Way $1,900.00
There will be no restriction of access from above property to Lancaster Dr. between Rickey St. and 4+75.

Complete restriction of access -

22577 Gossen, Peter E. et al (Boehmer)
Right of Way, Stas. 489-491
Option expires November 6, 1958
0.06 acre at $225+ per acre $14.00
Damage 26.00
Amount to be paid owners - chrg to Right of Way $40.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

27723 Oregon State Board of Control (Benner)
R/W and Temp. Ease. for detour rd., Sta. 235
Letter of May 6, 1958
0.3 acre at $1,000 per acre $300.00
0.34 acre, temp. easement Gratis
Amount to be paid owner - chrg to Right of Way $300.00

Complete restriction of access -

22576 Muzechenko, Daniel et al (Boehmer)
Right of Way, Stas. 487-490
Option expires October 23, 1958
1.54 acres at $250- per acre $380.00
Damage 290.00
Amount to be paid owners - chrg to Right of Way $670.00

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access to main hwy. -

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22236 Holst, Bendix and Ruth H. (Henry)
Right of Way, Stas. 410-419
Option expires November 28, 1958

3 acres at $250 per acre	$750.00	
1.99 acres at $175+ per acre	350.00	
Damage	560.00	
Amount to be paid owners - chrg to Right of Way		$1,660.00

Grantors may remove trees prior to date land needed for construction.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

22591 Allen, Samuel E. and Edna E. (Boehmer)
Right of Way, Sta. 618
Option expires December 3, 1958

0.19 acre at $1,000 per acre	$ 190.00	
Lawn, fencing, yard landscaping	500.00	
Damage	3,500.00	
Amount to be paid owners - chrg to Right of Way		$4,190.00

THINGS TO BE DONE BY THE STATE

Fence r/w from house to a distance 300' southerly.
Re-est. approach to Co. Rd., S.W. side.

Complete restriction of access to main hwy. -

22228 Roenicke, Hazel (Henry)
Right of Way, Stas. 359-373
Option expires December 3, 1958

8.48 acres at $350- per acre	$2,965.00	
20 holly trees at $7.50 each	150.00	
Damage	1,285.00	
Amount to be paid owner - chrg to Right of Way		$4,400.00

THINGS TO BE DONE BY THE STATE

Construct road approaches and install double 10' gates at 6+50 and 12+85, N. of co. rd.
Construct r/w fence, before existing fences removed, and maintain.

Complete restriction of access -

EXHIBIT "A" (Cont)

MARION COUNTY LINE-ALBANY UNIT, NORTH JEFFERSON JUNCTION - PACIFIC HIGHWAY

28013 Neeley, Stacey (Henry)
Right of Way, Stas. 853-856
Option expires November 22, 1958
0.2 acre at $750 per acre $150.00
Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

28096 Fink, Jack D. and Ellen (Henry)
Right of Way, Stas. 852-853
Option expires November 22, 1958
0.5 acre at $1,200 per acre $600.00
Damages 250.00
Amount to be paid owners - chrg to Right of Way $850.00
Grantors to have right to remove trees or shrubs from r/w which may interfere with view from remaining property.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25731 Grimes, Charles Vincent et al (Friess)
Right of Way, Stas. 2463-2490
Option expires June 24, 1958
19.61 acres at $200- per acre $3,920.00
Allow. for stock water 1,500.00
Allow. for stock shelter 1,500.00
Allow. for relocating 60 rods fencing at $3/ rod 180.00
Damage 6,400.00
Amount to be paid owners - chrg to Right of Way $13,500.00
If 1958 crop on 12 acres destroyed by construction, before July 15, 1958, $15 per acre to be paid in addition.

THINGS TO BE DONE BY THE STATE

Install 12" sleeve under hwy. at 2488+50.
Construct approach and install double 10' gate at

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25731 Grimes, Charles Vincent et al (Cont)

2+15, E. and an approach and 16' gate at 16+75, N.
Fence right of way.

Complete restriction of access -

HALSEY-HARRISBURG SECTION - PACIFIC HIGHWAY

28103 Weber, Mae Margaret and Charles R. (Friess)
Stock Pile
Option expires December 8, 1958
0.92 acre $1,500.00
House 2,250.00
Woodshed and well 535.00
Amount to be paid owners - chrg to Stockpile Site $4,285.00
Grantors to vacate 30 days after notice.

Entire taking -

SOUTH NEWPORT SECTION - OREGON COAST HIGHWAY

23456 Wineberg, Williams J. and Janet R. Supplemental (Reeder)
Park
Two Bargain and Sale Deeds signed May 12, 1958
8 lots, 25' x 100' Gratis

27778 Wineberg, William J. and Janet R. (Reeder)
Park
Bargain and Sale Deed signed May 12, 1958
29 lots, 25' x 100' Gratis

DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

19958 Long, G. C. and Myrtle (Morgan)
Renewal of Lease for one year
Lease signed May 26, 1958
Renewal of stock pile lease through July 1, 1959 $144.00
Amount to be paid owners - chrg to Stockpile Site $144.00

MYRTLE CREEK-MISSOURI BOTTOM SECTION - PACIFIC HIGHWAY

28017 Hughley, Betty Jean et al (Curfman)
Slide Correction
Option expires October 23, 1958
159.53 acres at $18.50+ per acre $3,000.00
Amount to be paid owners - chrg to Right of Way $3,000.00

Entire taking -

EXHIBIT "A" (Cont)

RAINROCK-BLACHLY SECTION - SIUSLAW HIGHWAY

28081 Taylor, Willard and Ruth A. (Friess)
Ground Lease
Lease expires May 26, 1963
1.19 acres, 5 year lease at $50 per year, payable yr. in advance. $250.00
Amount to be paid owners - chrg to Stockpile Site $250.00

THINGS TO BE DONE BY THE STATE

Stock-pile any timber felled on Grantors' remaining land.

NORTH FORK COQUILLE RIVER-MYRTLE POINT UNIT, RINK CREEK-MYRTLE POINT SECTION - COOS BAY-ROSEBURG HIGHWAY

24748 Myrtle Point Lodge No. 150, I.O.O.F. (Allen)
Right of Way, Stas. 458-460
Option expires December 10, 1958
400 sq.ft. $100.00
5 trees at $5 per tree 25.00
Amount to be paid owner-chrg. to Right of Way $125.00
Access: 459+70, E., unrestricted, to be constructed on joint properties of Grantor and Moore, to be used by both parties.

Access controlled -

24746 Richards, F. D. and Norine (Allen)
Right of Way, 707 Ash St., Myrtle Point, Stas. 458-461
Option expires December 10, 1958
0.40 acre $4,000.00
3 cottages at $2,500 each 7,500.00
Amount to be paid owners - chrg to Right of Way $11,500.00
Grantors to vacate 30 days after notice.
Grantors retain right to maintain settling tank.
Access: 460+15, 30', W. side, unrestricted.

Access controlled -

24742 Clausen, E. L. and Frieda (Allen)
Right of Way, Stas. 398-414
Option expires November 26, 1958
6.18 acres at $300+ per acre $1,855.00
3.5 acres at $75+ per acre 265.00
231.25 rods fencing at $4- per rod 905.00
Damage 1,050.00
Amount to be paid owners - chrg to Right of Way $4,075.00

EXHIBIT "A" (Cont)

NORTH FORK COQUILLE RIVER-MYRTLE POINT UNIT, RINK CREEK-MYRTLE POINT SECTION - COOS BAY-ROSEBURG HIGHWAY

24742 Clausen, E. L. and Frieda (Cont)

Grantors to fence both r/w lines across his property from co. rd. to the N. Fork of Coquille River, and may remove same at end of construction.
Grantors to remove all cross-fencing within 30 days after notice. Grantors retain right to travel beneath bridge and to maintain irr. pipe under same.

THINGS TO BE DONE BY THE STATE

Fence r/w along Grantors' property from co. rd. to the N. property line. Grantors to maintain said fencing.
Install 12" sleeve at 408+00, across construction area.
Permit Grantors to move cattle and equip. across r/w, during construction, at 408+00.
Keep bridge structure free from debris.

Complete restriction of access -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

26597 Lennon, Ruth J. et al (Curfman)
Right of Way and Borrow, Stas. 1128-1147
Option expires November 6, 1958
5.29 acres at $280- per acre $1,475.00
Amount to be paid owners - chrg to Right of Way $1,475.00
Grantors to retain uncontrolled access to the relocated co. rd. W. of the Coast Highway., S. of 1145+50.

Complete restriction of access -

28091 Hull, Howard and Carol E. (Allen)
Right of Way, Stas. 1040-1043
Option expires December 2, 1958
0.07 acre $25.00
Amount to be paid owners - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Subject to access provisions under File No. 26106.
(Reconnect Grantors' roadway. Access: Sta. 1026+10, E., residential, timber and agricultural.)

Access controlled -

30124

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON CO. LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27127 City of Grants Pass (Holt)
Right of Way, Stas. 92-97
Option expires November 20, 1958
2.68 acres at $1,200 per acre $3,216.00
Reimbursement to City for cost of lowering reservoir facility 2,300.40
Amount to be paid owner - chrg to Right of Way $5,516.40
City reserves easement and r/w across property for existing water line and disposal of waste water.

THINGS TO BE DONE BY THE STATE

Provide E. frontage road.

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27828 Zenor, Alfred C. and Violet E. (Curfman)
Right of Way, 1318 S. Park St., Sta. LP1357
Option expires December 8, 1958
75 sq.ft. $ 50.00
Encroachment damage 450.00
Amount to be paid owners - chrg to Right of Way $500.00
Natural drainage of water not to be adversely affected by construction.

Complete restriction of access -

27829 Adams, Louise E. and Shirley E. (Curfman)
Right of Way, LP1357
Option expires December 4, 1958
3,025 sq.ft. at $0.20 per sq.ft. $ 605.00
House, 640 sq.ft. at $7.50 per sq.ft. 4,800.00
Attached garage, 288 sq.ft. at $1 per sq.ft. 288.00
Damage 307.00
Amount to be paid owners - chrg to Right of Way $6,000.00
Grantors to vacate 30 days after acceptance.

Complete restriction of access -

27834 Larimore, George F. (Curfman)
Right of Way, LR1352-LR1355
Option expires December 5, 1958
5,227 sq.ft. at $0.10+ per sq.ft. $525.00
Chicken house 50.00
Severance damage 425.00

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27834 Larimore, George F. (Cont)

Amount to be paid owners - chrg to Right of Way $1,000.00

Complete restriction of access -

27831 Maddock, A. C. and Mabel (Curfman)
Right of Way, Stas. LR 1349-LR1352
Option expires December 8, 1958
17,424 sq.ft. at $0.25 per sq.ft. $ 4,356.00
Nursing home, 10,382 sq. ft. 59,141.50
Damage 2,002.50
Amount to be paid owners - chrg to Right of Way $65,500.00
Grantors to vacate by January 1, 1959, but State's contractors to have right to move equip. over E. part of r/w, but not to disturb bldgs.

Complete restriction of access -

WEST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

28027 Michael, James F. and Margaret M. (Morgan)
Right of Way, Stas. 265-269
Option expires December 1, 1958
0.27 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Access not controlled -

28026 Cabax Mills, Inc. (Morgan)
Right of Way, Stas. 265+15-255+57
Option expires November 30, 1958
0.85 acre at $100 per acre $85.00
Timber IM at $15 per IM 15.00
Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

28030 Kirk, Vibert and Ruth S. (Morgan)
Right of Way, Stas. 268-271
Option expires December 9, 1958
0.11 acre $200.00
Damage 550.00
Amount to be paid owners - chrg to Right of Way $750.00

THINGS TO BE DONE BY THE STATE

Reconnect to driveway.

Access not controlled -

EXHIBIT "A" (Cont)

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

27022 Howe, Irwin H. and Rena M. (Curfman)
Right of Way, Stas. 25-36
Option expires November 11, 1958

4.95 acres at $750+ per acre	$3,725.00	
0.20 acre at $125 per acre	25.00	
Damage	1,250.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Grantors to be given permit to move dirt S. across hwy. 227 before and after construction, if satisfactory to State's contractor.

THINGS TO BE DONE BY THE STATE

Construct approach at Sta. 34+00, S. Grant two approaches N. W. side of hwy. between Stas. 30+00 and 33+00.

Access not controlled -

27019 Zickefooze, Ethel Jessica (Curfman)
Right of Way, Stas. 4-25
Option expires November 25, 1958

0.20 acre at $150 per acre	$ 30.00	
1.69 acres at $500+ per acre	850.00	
0.62 acre at $750- per acre	450.00	
0.39 acre, lump sum	250.00	
Damage	1,920.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00

Grantor to have permanent right to establish and maintain pumping sta. opp. Sta. 24+50+

THINGS TO BE DONE BY THE STATE

Replace culvert if damaged by construction.

Access not controlled -

27020 Miller, Anthony J. and Elizabeth E. (Curfman)
Right of Way, Stas. 19-26
Option expires November 20, 1958

0.50 acre at $1,500 per acre	$ 750.00	
0.68 acre at $750 per acre	510.00	
0.10 acre at $100 per acre	10.00	
0.01 acre, lump sum	10.00	
0.62 acre at $1,000 per acre	620.00	
Damage	2,350.00	
Amount to be paid owners - chrg to Right of Way		$4,250.00

EXHIBIT "A" (Cont)

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

27020 Miller, Anthony J. and Elizabeth E. (Cont.)

Grantors to have right to est. and maintain pumping sta. E. of Sta. 26 and maintain power pole W.

THINGS TO BE DONE BY THE STATE

Construct fence from 21+50 to 23. Construct approach at 23+50. Install 12" sleeve at Sta. 26 and Grantors to have right to run irr. pipe and elect. wires through same and across adjoining right of way.

Access not controlled -

27023 Howe, Rena M. et al (Curfman)
Right of Way, Stas. 36-38
Option expires November 19, 1958

0.45 acre	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Entire taking -

O'SHEA CREEK SECTION - TILLER TRAIL HIGHWAY

28014 Green, H. B. and Alice (Morgan)
Right of Way, Stas. 38-52
Option expires November 28, 1958

0.25 acre	$52.00	
Approx. 15 rods fencing at $4 per rod	60.00	
Damage	50.00	
Amount to be paid owners - chrg to Right of Way		$162.00

Grantors to fence within two weeks after State stakes the new right of way.

THINGS TO BE DONE BY THE STATE

Reconnect accesses allowed in former option.

Access not controlled -

POST-LOST CREEK SECTION - PAULINA HIGHWAY

27758 Booton, Reuben H. (Bucknum)
Right of Way, Stas. 1543-1655
Option expires November 19, 1958

5.6 acres at $50 per acre	$280.00
5 acres at $25 per acre	125.00
5 acres at $10 per acre	50.00
1,279 rods fencing at $3.50 per rod	4,476.50

30128

EXHIBIT "A" (Cont)

POST-LOST CREEK SECTION - PAULINA HIGHWAY

27758 Booton, Reuben H. (Cont)

Amount to be paid owner - chrg to Right of Way $4,931.50

THINGS TO BE DONE BY THE STATE

Install 78" CMP stock passes at 1547+22 and 1616+50. Construct approaches on S. side at 1632+10 and N. and S. at 1605.

Access not controlled -

27759 Oar, Harold and Nancy (Bucknum)
Right of Way, Stas. 1655-1715, 1730-1741
Option expires November 28, 1958

4.9 acres at $100 per acre	$ 490.00	
1 acre at $200 per acre	200.00	
1 acre at $50 per acre	50.00	
House	50.00	
Rem. of loading chute and corrals	200.00	
Rel. of stock yard	50.00	
Allow. for leveling, seeding, etc. Gov. land	150.00	
547 rods fencing at $3.50 per rod	1,914.50	
Amount to be paid owners - chrg to Right of Way		$3,104.50
Grantors to be given contract to construct approx. 449 rods fence along r/w across Government land, Stas. 1663 to 1686, 1714 to 1731, 1740 to 1745 at $3.50 per rod, which shall be in addition to fencing allowance herein. Estimate		1,571.50
GRAND TOTAL (Estimate)		$4,676.00

Grantors to retain oil and mineral rights, provided there is no interference with construction, maintenance or use of hwy. Grantors permitted to fence along r/w, N.W., Stas. 1746 to 1759, State to have access to quarry.

THINGS TO BE DONE BY THE STATE

Re-est. irrigation system where disturbed by taking. Construct berm for fence where necessary, S., between 1711 and 1721. Construct approaches, S., at 1669, 1685+50, 1735+50 and N. at 1685+50 and 1691.

Access not controlled -

EXHIBIT "A" (Cont)

POST-LOST CREEK SECTION - PAULINA HIGHWAY

27760 Ream, Daniel and Ethel (Bucknum)
R/W and Material Source, Stas. 1745-1759, 1769-1775, 1790-1793
Option expires November 5, 1958

1.43 acres at $200 per acre	$286.00	
1.72 acres at $50 per acre	86.00	
9.3 acres at $10 per acre	93.00	
116 rods fencing at $3.50 per rod	406.00	
Amount to be paid owners - chrg to Right of Way		$778.00
Amount to be paid owners - chrg to Material Source		93.00
GRAND TOTAL		$871.00

THINGS TO BE DONE BY THE STATE

Construct berm for fence if necessary between Stas. 1745 and 1748 on S.E. Side.

Access not controlled -

27752 Knox, Roscoe R. and Emma (Bucknum)
Right of Way, Stas. 1304-1544
Option expires November 27, 1958

2.74 acres at $10 per acre	$ 27.40	
9.57 acres at $50 per acre	478.50	
5 acres at $25 per acre	125.00	
Re-est. corrals and loading chute	200.00	
1,670 rods fencing at $3.50 per rod	5,845.00	
Amount to be paid owners - chrg to Right of Way		$6,675.90
Plus Grantors to fence gov. land, approx. 146 rods fencing at $3.50 per rod Est.		510.00
GRAND TOTAL (Estimate)		$7,185.90

Commission approval subject to title being cleared satisfactorily to State's attorneys. Conveyance by B & S deed. Oil and mineral rights reserved by Grantors if it does not interfere with construction, maintenance or operation of hwy.

THINGS TO BE DONE BY THE STATE

Construct berm for fence bet. 1389 and 1393; 1341 and 1372 on S. side where necessary. Install CMP 78" stock passes at 1395 and 1524+10. Construct approaches on N. at 1441+90 and both sides at 1446+70 and 1527. Fence along quarry on S. side of r/w between 1539+50 and 1544.

Access not controlled -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27974 Rawlins, Katherine et al (Bucknum)
Right of Way, 5 W. Lowell, Stas. 43-46
Option expires December 9, 1958

12,240 sq.ft. at $0.08+ per sq.ft.	$1,000.00	
House, 750 sq.ft. at $5.60/ sq.ft.	4,200.00	
Cabin, 600 sq.ft. at $1.50 per sq.ft.	900.00	
Garage, shrubs, plants, lawn	400.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

Grantors to have possession for 30 days after notice.

Entire taking -

27985 Bunch, Harold G. and Hazel C. (Bucknum)
Right of Way, 6 Nevada and 2478 Oregon Ave., Stas. 53-55
Option expires December 9, 1958

15,240 sq.ft. at $0.10- per sq.ft.	$1,500.00	
House, 700 sq.ft. at $5.50 per sq.ft.	3,850.00	
House, 500 sq.ft. at $6.50 per sq.ft.	3,250.00	
Lawn, trees, fence, shrubs	200.00	
Amount to be paid owners - chrg to Right of Way		$8,800.00

Grantors to have possession for 30 days after notice.

Entire taking -

JONESBORO-TUNNEL SECTION - CENTRAL OREGON HIGHWAY

27811 Coyne, Philip (Chatwood)
Right of Way, Stas. 908-958
Option expires November 6, 1958

0.85 acre at $75- per acre	$63.10	
1.19 acres at $10 per acre	11.90	
Amount to be paid owner - chrg to Right of Way		$75.00

Access: 929+70, N., 932+15, S., and 956+50, N. and S., agricultural.

Access controlled -

UKIAH-FOREST BOUNDARY SECTION - UKIAH-HILGARD HIGHWAY

28100 Johnson, Joseph E. and Lillie D. (Brainerd)
R/W Slide Control, Stas. 106-110
Option expires November 12, 1958

0.59 acre	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

THINGS TO BE DONE BY THE STATE

Re-est. fencing, 35 rods at $3 per rod Estimated	$105.00

Access not controlled -

EXHIBIT "A" (Cont)

HILGARD-LAGRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27105 Slack, Clifton L. and Irene L. Supplemental (Chatwood)
Additional Damages, Sta. 866
Option expires November 4, 1958
Encroachment damage $1,650.00
Amount to be paid owners - chrg to Right of Way $1,650.00
This in addition to $135 approval of January 16-17, 1958 on 0.11 acre.

Complete restriction of access -

28102 Krosting, Rudy and Louisa V. (Brainerd)
Right of Way, Stas. 813-840
Option expires November 12, 1958
1.16 acres $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

23960 Oregon Feeding Company (Brainerd)
Right of Way, Stas. 1248-1253
Option expires November 28, 1958
3.43 acres at $2,500 per acre $ 8,575.00
Severance damage 11,425.00
Amount to be paid owner - chrg to Right of Way $20,000.00

THINGS TO BE DONE BY THE STATE

County road on N. W. side of hwy. to be extended N. E. to connect with Grantors property on N. side of hwy.

Complete restriction of access -

23961 Oregon Industries Co. (Brainerd)
Right of Way, Stas. 1250-1257
Option expires November 28, 1958
2.3 acres at $2,500 per acre $ 5,750.00
Allow. to raise existing private trans. lines 600.00
Damages 14,250.00
Amount to be paid owner - chrg to Right of Way $20,600.00

THINGS TO BE DONE BY THE STATE

Protect existing water and waste disposal lines across property and install 60" conduit around water line.
Make reasonable effort to keep dust down in making fill.

Complete restriction of access -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

24311 Fairfield, F. E. et al (Brainerd)
Right of Way, Stas. 1254-1256
Option expires November 28, 1958
1,200 sq. ft., 0.03 acre at $2,500/acre $75.00
Amount to be paid owners - chrg to Right of Way $75.00

Complete restriction of access -

28024 Malheur County (Brainerd)
Right of Way, Sta. 1190
Option expires November 27, 1958
0.13 acre Gratis

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Complete restriction of access -

HILGARD JUNCTION-RED BRIDGE SECTION - UKIAH-HILGARD AND OLD OREGON TRAIL HIGHWAYS

27699,
27102 Valsetz Lumber Company (Brainerd)
Material Source and R/W, Stas. 60-80
Option expires November 29, 1958

1.0 acre	$ 25.00	
2.5 acres at $100 per acre	250.00	
79.0 acres at $30 per acre	2,370.00	
File 27102, 65.2 acres (fee from Krosting), timber only	500.00	
		$3,145.00

In exchange for above State to deed by B. & S. Deed 190 acres, part area acquired under File No. 22797, with complete restriction of access to the Old Oregon Trail Highway.

Timber, 190 acres at $8.62 per acre timber value	$1,637.80	
190 acres at $8- per acre	1,507.20	
	Cr.	$3,145.00

No money to be paid.
Convey to Grantor 190 acres acquired from Wilby W. Vaughan, File 22797, as an exchange upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Complete restriction of access to Old Oregon Trail Highway -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

27900 Schoen, Theodore P. and Leola E. (Brainerd)
Right of Way, Sta. 1178
Option expires November 19, 1958

0.31 acre	$250.00	
House, 492 sq.ft. at $2 per sq.ft.	984.00	
Well and pump	266.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

Entire taking -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22221 Clearwater, O. R. and Ella (Henry)
Right of Way, Stas. 284-290
Option expires December 12, 1958

3.6 acres at $325 per acre	$1,170.00	
Damage	150.00	
Amount to be paid owners - chrg to Right of Way		$1,320.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Reconstruct road approaches and install double 10' gates at Stas. "E" 2+90 and "E" 10+63, N., of relocated co. rd.

Complete restriction of access -

22585 Morley, Opal L. et al (Boehmer)
Right of Way, Stas. 557-564
Option expires November 26, 1958

4.54 acres at $225+ per acre	$1,022.00	
Damage	2,373.00	
Amount to be paid owners - chrg to Right of Way		$3,395.00

THINGS TO BE DONE BY THE STATE

Construct and maintain r/w fence.

Complete restriction of access -

22586 Port, Myron and Arlene N. (Boehmer)
Right of Way, Stas. 563-584
Option expires December 15, 1958

10 acres at $225 per acre	$2,250.00	
2.7 acres at $200 per acre	540.00	
Damage	1,785.00	
Amount to be paid owners - chrg to Right of Way		$4,575.00

EXHIBIT "A" (Cont)

SALEM-STOUT CREEK SECTION - NORTH SANITAM HIGHWAY

22586 Port, Myron and Arlene N. (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way. Install a 5½' x 6½' R.C.B.C. at approx. 580+50. Construct 25' approaches at 567, both sides, and install 2 double 10' gates. Install 12" conduit approx. 575+50. Farm crossing, 25' wide, at 567.

Complete restriction of access -

27722 Archibald, Raymond and Gertrude G. (Henry)
Right of Way, Sta. 234
Option expires December 9, 1958

0.24 A. at $1000/A. + 4.15 A. Excess	$2,100.00	
Damage	800.00	
Amount to be paid owners - chrg to Right of Way		$2,900.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26718 Clevenger, Hava L. and William C. (Chatwood)
Right of Way, Stas. 30-31
Option expires December 4, 1958

1.67 acres (1.57 acres Excess)	$1,000.00	
House, 1,179 sq.ft. at $5.08+ per sq.ft.	6,000.00	
Water system, 2 wells, landscaping, driveways	1,100.00	
Roadside stand, 3 sheds, ch. hse., garage	900.00	
Amount to be paid owners - chrg to Right of Way		$9,000.000

House fixtures and outbldgs., may be removed by owner gratis, if done before July 31, 1958.
Grantors to vacate 30 days after notice or 5 days after payment, whichever is the earlier.

Entire taking -

26719 Wagnon, Joe and Hattie Fay (Chatwood)
Right of Way, Stas. 29-30
Option expires December 4, 1958

0.06 acre (0.02 acre, Excess)	$ 700.00	
House, 816 sq.ft. at $7.10+ per sq.ft.	5,800.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

Grantors to vacate 30 days from notice or 5 days from receipt of payment, whichever is the earlier.

Entire taking -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26727 Roland, Chester L. and Thelma Mae (Chatwood)
Right of Way, Stas. 28-29
Option expires October 29, 1958

0.05 acre, 100 F. F. at $100 per F.F.	$10,000.00	
Blacktopping, 7,000 sq. ft. at $0.25 per sq. ft.	1,750.00	
Damage	1,250.00	
Amount to be paid owners - chrg to Right of Way		$13,000.00

Grantors to vacate 30 days after notice or 5 days after receipt of payment, whichever is earlier.

Complete restriction of access -

26728 Bassford, Earl and Vera (Chatwood)
Right of Way, Stas. 29-33
Option expires October 29, 1958

0.54 A.: (0.04 A. Excess), 200 F.F. at $75/F. F.	$14,500.00	
4,500 sq. ft., Site value	1,000.00	
Office Bldg., 520 sq. ft. at $6.70+ per sq. ft.	3,500.00	
Maintenance garage, 2,400 sq. ft. at $3.40+/sq. ft.	8,250.00	
Amount to be paid owners - chrg to Right of Way		$27,250.00

Grantors to give possession 30 days from notice or 5 days from receipt of payment, whichever is earlier.

Complete restriction of access -

26711 Goodell, Raymond H. and Beverly A. (Brainerd)
Right of Way, Stas. 1282-1296
Option expires November 5, 1958

2.75 acres, 500 F.F. at $35 per F.F.	$17,500.00	
11.75 acres at $400 per acre	4,700.00	
House, 1,224 sq. ft. at $5 per sq. ft.	6,120.00	
Barn, 624 sq. ft. at $0.75 per sq. ft.	468.00	
Garage and yard improvements	362.00	
One well at $700 and one well at $500	1,200.00	
Damage	1,650.00	
Amount to be paid owners - chrg to Right of Way		$32,000.00

Grantors to have right to harvest 1958 wheat crop, but if State needs possession, to be paid market value of crop.
State to have possession of residence 30 days after notice, or 5 days after payment, whichever is earlier.

Complete restriction of access -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26715 McCarty, Harry and Nelia (Brainerd)
Right of Way, Stas. 1297-1300
Option expires December 5, 1958

Res., 0.32 A. $800; Comm., 0.30 A. $4.195	$4,995.00	
House, 964 sq.ft. at $6 per sq.ft.	5,784.00	
Garage, 260 sq.ft. at $0.75 per sq.ft.	195.00	
Two wells, one pump and one motor	1,300.00	
500'-12" irrigation pipe at $1.50 per ft.	750.00	
Concrete diversion boxes	50.00	
Allow. for re-est. power line	400.00	
Allow. for lawn, trees, sidewalks, shrubs	350.00	
Damage	1,476.00	
Amount to be paid owners - chrg to Right of Way		$15,300.00

State to have possession 30 days after notice but Grantors may rent, if agreeable with State.

Complete restriction of access -

26717 Amos, Cole L. and Leona Irene (Chatwood)
Right of Way, 1451 Idaho, Stas, 30-32
Option expires December 3, 1958

1.8 acres: 130 F.F. at $40/FF, 1.4 A. at $400/A. (1.52 acres Excess)	$5,760.00	
Store Bldg., 2,880 sq.ft. at $ 2.50 per sq.ft.	7,200.00	
House, 1,250 sq.ft. at $6 per sq.ft.	7,500.00	
Water syst., landscaping, driveways, fences	1,540.00	
Amount to be paid owners - chrg to Right of Way		$22,000.00

Entire taking -

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

23378 Ostadavec, Joseph W. and Henrietta E. (Mudd)
Right of Way, Stas. 610-612
Option expires December 4, 1958

13,660 sq.ft. at $0.10+ per sq.ft.	$1,375.00	
Amount to be paid owners - chrg to Right of Way		$1,375.00

Access not controlled -

23381 Brownlee, D. G. (Mudd)
Right of Way, Sta. 614
Option expires December 11, 1958

4,740 sq.ft. at $0.10+ per sq.ft.	$475.00	
Damage	350.00	
Amount to be paid owner - chrg to Right of Way		$825.00

Access not controlled -

EXHIBIT "A" (Cont)

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

27800 Hannu, Walter and Bertha (Mudd)
Right of Way, 915 B. Stas. Approx. 598-599
Option expires December 2, 1958

3,800 sq. ft. at $0.15+ per sq. ft.	$ 590.00	
House, 780 sq. ft. at $7 per sq. ft.	5,460.00	
Allow. for removing shrubs	300.00	
Amount to be paid owners - chrg to Right of Way		$6,350.00

Verbal understanding that possession of bldg.. to pass to State 30 days after notice.

Entire taking -

27801 Hattan, Charles H. and Effie B. (Mudd)
Right of Way, Stas. approx. 598-599
Option expires December 2, 1958

5,000 sq. ft. at $0.16- per sq. ft.	$ 790.00	
House, 780 sq. ft. at $7.50 per sq. ft.	5,850.00	
Allow. for removing shrubs and fence	360.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00

Verbal understanding that possession of bldg. to pass to State 30 days after notice.

Entire taking -

23384 The Larson Dairy Company (Mudd)
Right of Way, Stas. 618-620
Option expires December 10, 1958

6,450 sq. ft. at $0.12+ per sq. ft..	$800.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$1,100.00

Access not controlled -

WEST FORK OF ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

28029 Brown, Eugene R. and Beatrice (Morgan)
Right of Way, 267-268
Option expires December 9, 1958

1,200 sq. ft.	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Entire taking -

EXHIBIT "A" (Cont)

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28092 Bullard, J. Chester et al (Allen)
Right of Way, Stas. 1043-1050
Option expires December 6, 1958
0.63 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Subject to access provisions under file 26107:
1051+50, E., residential, timber and mineral.

Access controlled -

WARNER SUMMIT-MUD CREEK SECTION - WARNER HIGHWAY

28242 Lynch, Cornelius and Mary (Bucknum)
Stock Pile Site, Sta. 412
Option expires December 10, 1958
1.98 acres $25.00
Amount to be paid owners - chrg to Stock Pile Site $25.00

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27962 Childers, Ernest G. and Margaret A. (Bucknum)
Right of Way, 2115 Tunnel, Stas. 47-49
Option expires December 8, 1958
2 lots, 10,404 sq.ft. $1,100.00
House, 780 sq.ft. at $8.75- per sq.ft. 6,800.00
Outblogs. and chicken hse. 800.00
Garage, 240 sq.ft. at $2.50 per sq.ft. 600.00
Lawn, trees, shrubs, etc. 400.00
Amount to be paid owners - chrg to Right of Way $9,700.00
Grantors to have possession for 30 days after notice.

Entire taking -

27967 Searles, C. H. and Edna M. (Bucknum)
Right of Way, Stas. 49-50
Option expires December 11, 1958
2 lots, 10,404 sq.ft. $1,500.00
House, 820 sq.ft. at $6.50 per sq.ft. 5,330.00
Garage 620.00
Fence, lawn, trees, shrubs 1,100.00
Amount to be paid owners - chrg to Right of Way $8,550.00
Grantors to have possession for 30 days following notice.

Entire taking -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27971 Parks, Donald R. and Eloise D. (Bucknum)
Right of Way, 2335 Oregon Ave., Stas. 51-53
Option expires December 10, 1958

5,275 sq. ft. at $0.10- per sq. ft.	$ 525.00	
House, 840 sq. ft. at $5.25- per sq. ft.	4,400.00	
Garage, 350 sq. ft. at $1.50 per sq. ft.	525.00	
Yard improvements, lawn, trees, shrubs, fence	300.00	
Damage	175.00	
Amount to be paid owners - chrg to Right of Way		$5,925.00

Grantors to have possession for 30 days following receipt of notice.

Complete restriction of access -

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

27721 Knower, William E. and Nellie A. (Henry)
Right of Way, Sta. 235
Option expires December 16, 1958

0.26 acre at $1,000 per acre	$260.00	
Damage	800.00	
Amount to be paid owners - chrg to Right of Way		$1,060.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

LAGRANDE-NORTH POWDER SECTION - OLD OREGON TRAIL HIGHWAY

28222 McCanse, Edson et al (Chatwood)
Material Source and Haul Road
Option expires December 1, 1958

18.78 acres at $100 per acre	$1,878.00	
Haul rd. easement, 4.1 acre +	122.00	
Amount to be paid owners - chrg to Quarry		$2,000.00

THINGS TO BE DONE BY THE STATE

Stockpile 100 cu. yds. of crushed rock for Grantors' use on or near bldg. site. Estimated cost	$ 300.00
Install cattle guard in haul rd. near r/w of Old Oregon Trail Highway. Estimated cost	$ 400.00

Gravel haul road.

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

24347 Sundeleaf, Richard and Mildred B. (Scott)
Right of Way, Sta. 126
Option expires December 15, 1958
3,250 sq. ft., including damages $2,600.00
Amount to be paid owners - chrg to Right of Way $2,600.00

Complete restriction of access-

SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22237 Nanneman, Charles and Clara (Henry)
Right of Way, Stas. 418-439
Option expires December 17, 1958
15.27 acres at $350+ per acre $ 5,350.00
Damage and overimprovement 13,150.00
Amount to be paid owners - chrg to Right of Way $18,500.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Construct 8' x 6.5' RCBC at 426+50 and provide approaches to RCBC adequate for moving farm machinery. State to have right to reconnect spring drain tile on Grantors' remaining land, and flow of spring not to be impeded. Spring remains property of Nanneman.

Complete restriction of access -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27950 Perkins, Harold A. and Marguerite (Bucknum)
Right of Way, 2611 Montelius, Stas. 30-32
Option expires December 11, 1958
0.06 acre $100.00
Re-est. barn, chicken houses, corral 500.00
Damage 150.00
Amount to be paid owners - chrg to Right of Way $750.00
Grantors to remove bldgs. by July 15, 1958 or they become property of State.

Complete restriction of access -

EXHIBIT "A" (Cont)

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26716 Anders, Ruth Staley and John H. (Chatwood)
Right of Way, Stas. 32-34
Option expires December 11, 1958
0.92 acre, 195 F.F. at $35 per F.F. $6,825.00
1.82 acres at $300+ per acre, Excess 560.00
Bldgs., land improvements 500.00
Amount to be paid owners - chrg to Right of Way $7,885.00
Conveyed with understanding by Grantors that they are to furnish title or option void.
Possession date, 30 days after receipt of payment.

Entire taking -

28321 Houston, Rufus A. et al (Chatwood)
R/W, in lieu of frontage road, 1051 Idaho Ave., Stas. 28-30
Option expires December 4, 1958
0.75 acre $1,200.00
Amount to be paid owners - chrg to Right of Way $1,200.00

Entire taking -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27448 Costello Heirs et al (Grothaus)
Right of Way, Stas. 147-149
Option expires July 11, 1958
5,000 sq.ft. $600.00
Amount to be paid owners - chrg to Right of Way $600.00

Entire taking -

COLUMBIA GORGE SECTION - CROWN POINT HIGHWAY

28107 Crosier, Robert B. and Eileen M. (Mayhew)
Park
Option expires December 16, 1958
Approx. 3 acres at $56.33+ per acre $169.00
Allow. for timber and trees 81.00
Amount to be paid owners - chrg to Park $250.00

Entire taking -

30142

EXHIBIT "B"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Big Creek Section of the Columbia River Highway described as follows:

A parcel of land lying in the Eli C. Crow DLC No. 40, also lying in Section 20, Township 8 North, Range 7 West, W.M., Clatsop County, Oregon, and being a portion of that property described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 213, Page 699 of Clatsop County Records of Deeds; the said parcel being described as follows:

Beginning at a point which is opposite and 60 feet northerly of Station 585+80 on the center line of the Columbia River Highway; thence northwesterly in a straight line 50 feet to a point opposite and 90 feet northerly of Station 585+40 on said center line: thence northerly at right angles to said center line 70 feet, more or less, to the southwesterly right of way line of the Old Columbia River Highway (now a county road): thence southeasterly along said right of way line 245 feet, more or less, to a line which is parallel to and 60 feet northerly of said center line; thence westerly along said parallel line 180 feet, more or less, to the point of beginning.

The center line herein referred to being described as follows:

Beginning on the West line of Eli C. Crow DLC No. 40 at Engineer's center line Station 571+95.1, said Station being 3345 feet North of the southwest corner of the Eli C. Crow DLC No. 40; thence N 86° 56' E, 1804.9 feet to Station 590+00.

The parcel of land to which this description applies contains 0.24 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commision be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Columbia River Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 66 be entered in the minutes and records of the Commission as of the 19th day of June, 1958.

30144

EXHIBIT "C"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Nyssa Section of the Old Oregon Trail Highway described as follows:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 29, Twp. 19 South, Range 47 East, W.M., and being all of Block 91 of the vacated portion of the Westfield Addition to Nyssa, Oregon, Twp. 19 South, Range 47 East, W.M., Malheur County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed to Malheur County, and recorded in Volume 35, page 324 of Malheur County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is the southeast corner of said vacated Block 91 of the vacated portion of Westfield Addition to Nyssa, Oregon; said point also being 53.4 feet north and 1342.7 feet west of the south quarter corner of Section 29, Twp. 19 South, Range 47 East, W.M.; thence North 0° 39' 30" East along the west line of 7th Street a distance of 436.0 feet to a point on the center line of what was formerly Maple Avenue in said addition; thence North 89° 20' 30" West along the said former center line of Maple Avenue a distance of 295.0 feet to its intersection with the former center line of 8th Street; thence South 0° 39' 30" West along the said former center line of 8th Street a distance of 436.0 feet to its intersection with the north line of Park Avenue; thence South 89° 20' 30" East a distance of 295.0 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 2.95 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,048.84, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that this Property Sale Resolution No. 67 be entered in the minutes and records of the Commission as of the 19th day of June, 1958.

30145

EXHIBIT "D"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized under the provisions of ORS 366.710 to enter into agreements to carry out the co-operation provided for by the several Federal Aid Highway Acts; and

WHEREAS, prior to the signing of each Bureau of Public Roads Project Agreement, the Commission has considered and approved the project as contained in said agreement; and

WHEREAS, in the interests of efficiency it is desirable that the State Highway Commission be relieved of the duty of signing said Project Agreements;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED that:

1. Where the State Highway Commission has previously considered and approved a road-building project involving financial participation by the United States Government, and where the provisions of the Project Agreement do not differ substantially from the details of the project as approved by the Commission, the State Highway Engineer, or in his absence the Deputy State Highway Engineer or either Assistant State Highway Engineer, is hereby authorized and directed to sign the said Project Agreement for the Commission.

2. That this resolution be entered into the Minutes of the Commission as of the 19th day of June, 1958, as Miscellaneous Resolution No. 216.

30146

EXHIBIT "E"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, it has been found necessary to amend Miscellaneous Resolution No. 94a;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. Paragraph 2 of Miscellaneous Resolution No. 94a is amended to read as follows:

> 2. It is hereby directed that whenever information and statistics collected and compiled by the State Highway Engineer relative to the character and condition of state highways reveal that any state highway or section thereof, including any structure, is being subjected to a period of excessive rainfall, flood, or freezing and thawing, or has been or is being adversely affected by fire, wind, landslides, subsidence or any other cause, and by reason thereof is in a weakened condition and may be damaged by the movement thereon of any vehicle or combination of vehicles, the State Highway Engineer or the Acting State Highway Engineer shall determine from such information and statistics the maximum gross weight of any axle or tandem axles of any vehicle or combination of vehicles or the maximum gross weight of any vehicle or combination of vehicles which can move upon such state highway or section thereof without unduly damaging the same. After such determination is made by the State Highway Engineer or the Acting State Highway Engineer the said State Highway Engineer or Acting State Highway Engineer may direct the Deputy State Highway Engineer or either Assistant State Highway Engineer to take all steps necessary to execute such determination, including the signing of documents.

2, That this Resolution be entered in the minutes of the Commission as of the 19th day of June, 1958, as Miscellaneous Resolution No. 94b, and that the original of this Resolution be filed in the office of the Secretary of the Highway Commission and that a duly certified copy thereof be filed with the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police.

30147

EXHIBIT "F"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4770 with General Construction Co., for the N.E. 12th Avenue Undercrossing Structure on the T. H. Banfield Expressway in Multnomah County, completed May 24, 1958.

"Contract No. 4822 with Lee Hoffman for Missouri Bottom-Canyonville Structures on the Pacific Highway in Douglas County, completed May 28, 1958.

"Contract No. 4906 with Tom Lillebo Construction Co., for Jumpoff Joe Creek-Louse Creek Structures on the Pacific Highway in Josephine County, completed June 2, 1958.

"Contract No. 4939 with Johnston and Bryant for the Pacific Highway Overcrossing of S.P.R.R. at N. Jefferson Jct. on the N. Jefferson Jct. -S.P.R.R. Overcrossing Section of the Pacific Highway in Linn County, completed June 12, 1958.

"Contract No. 4971 with Tom Lillebo Construction Company for Knowles Creek Bridges on the Mapleton-Richardson County Road in Lane County, completed May 20, 1958.

"Contract No. 4975 with Workman and Wilson for the Stavebolt and Big Creek Bridges on the Lewis and Clark and Hillcrest Roads in Clatsop County, completed June 1, 1958.

"Contract No. 4981 with C. E. Leseberg for furnishing crushed materials in stockpiles on the Burns Section of the Central Oregon and John Day-Burns Highways in Harney and Grant Counties, completed April 5, 1958.

"Contract No. 5002 with Harold E. Ray and L. O. Fusby for Wallowa River and Hurricane Creek Bridges on the Fish Hatchery County Road in Wallowa County, completed May 26, 1958.

"Contract No. 5019 with Benedict Nursery for roadside improvement on the Clay St. -Columbia St. Traffic Interchange Section of the Pacific West Highway in Multnomah County, completed April 25, 1958.

"Contract No. 5030 with Rogers Construction Co. for Deep Creek and Clear Creek Bridges on the Aemisegger Hill and Redland-Logan County Roads in Clackamas County, completed May 26, 1958.

EXHIBIT "F" (Cont)

"Contract No. 5034 with R and M Construction Co. for Yaquina Bay Bridges on the North Bank Road in Lincoln County, completed May 7, 1958.

"Contract No. 5060 with Inland Construction Co. for the Tide Creek Bridge on the Columbia River Highway in Columbia County, completed May 22, 1958.

"Contract No. 5078, with Lorentz Bruun Co. for constructing the Milwaukie Maintenance Building in Clackamas County, completed June 13, 1958.

"Contract No. 5080 with C. C. Meisel for furnishing crushed materials in stockpiles on the Necanicum Section of the Oregon Coast, Necanicum and Sunset Highways in Clatsop County, completed May 8, 1958.

"Contract No. 5084 with Burch Gravel Co. for furnishing crushed material in stockpiles on the Hebo-Dolph-Neskowin Section of the Oregon Coast, Three Rivers and Little Nestucca Highways in Tillamook County, completed May 14, 1958.

"Contract No. 5097 with Rochat Electric Co. for installing traffic signals in Oswego, on the Oswego Highway in Clackamas County, completed June 10, 1958.

"Contract No. 5101 with Electric Corporation for installing Grants Pass traffic signals on the Pacific Highway in Josephine County, completed May 27, 1958.

"Contract No. 5102 with The Central Heating Co., Oreg. Ltd., for furnishing crushed material in stockpiles on the Dairy-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County, completed May 2, 1958.

"Contract No. 5117 with Bechtel Bros. for constructing the Elgin sand shed on the Weston-Elgin Highway in Union County, completed May 17, 1958.

"Contract No. 5125 with H. G. Wirtz for constructing the Long Creek sand shed on the Pendleton-John Day Highway in Grant County, completed May 19, 1958.

"Contract No. 5127 with Lee-Built Homes for addition to the Eugene Office Building in Lane County, completed May 28, 1958.

"Contract No. 5128 with George W. Millett, Jr. for constructing Beachside State Park Latrine in Lincoln County, completed June 12, 1958.

"Contract No. 5147 with Roberts, Adams and Roberts for constructing the Stanton Boulevard Sand Shed on the Old Oregon Trail Highway in Malheur County, completed June 7, 1958.

"Contract No. 5152 with Funderburk Construction Corp. for grading on the Old Faithful Slide Section of the Dillard Highway in Douglas County, completed June 5, 1958.

EXHIBIT "F" (Cont)

"Contract No. 5156 with Parker and Fuhrman for grading and paving on the Hot Lake Overcrossing Section of the LaGrande-North Powder Highway in Union County, completed June 3, 1958.

"Contract No. 5167 with C. E. Leseberg for furnishing crushed material in stockpiles on the Olds Ferry-Ontario Section of the Olds Ferry-Ontario Highway in Malheur County, completed June 6, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 73 shall be entered in the minutes and records of the Commission as of the 19th day of June, 1958.

30150

EXHIBIT "G-1"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway Siuslaw

Highway number 34 Route number State 36

Location of Termini		Established Speed
M. P.	to M. P.	M. P. H.
2.17 (0.22 mile west of Skunk Hollow Road)	3.27 (point 100 feet east of Patterson Creek)	40

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "G-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 278 be entered in the minutes and records of the Commission as of the 19th day of June, 1958.

30152

EXHIBIT "G-2"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway Dallas-Rickreall Secondary

Highway number 189 Route number 223

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
2.18 (point 350 feet west of Fir Villa Road)	2.95 (0.42 mile west of the road to Bowersville)	50

except that between a point 0.12 mile east of Fir Villa Road (M.P. 2.37) and a point 0.36 mile east of Fir Villa Road (M.P. 2.61) the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a of ORS 483.104.

EXHIBIT "G-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 214, adopted November 3, 1955.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 214a be entered in the minutes and records of the Commission as of the 19th day of June, 1958.

30154

EXHIBIT "H-1"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Tualatin Valley Highway is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the southerly side of said highway in the community of Reedville; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by reducing the required amount of space required for two lanes of moving traffic; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Tualatin Valley Highway from S. W. 209th Avenue (Engineer's Station 194+15) to S. W. 214th Avenue (Engineer's Station 207+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of the highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 181 be entered in the minutes and records of the State Highway Commission as of the 19th day of June, 1958.

EXHIBIT "H-2"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Beaverton-Hillsdale Highway is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the southerly shoulder of said highway in the community of Raleigh; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public by restricting eastbound traffic to one moving lane instead of two lanes as desired; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Beaverton-Hillsdale Highway between M.P. 3.41 (Engineer's Station 128+89) and M.P. 3.56 (Engineer's Station 121+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of the highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 183 be entered in the minutes and records of the State Highway Commission as of the 19th day of June, 1958.

June 19, 1958

30156

EXHIBIT "H-3"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, The Dalles-California Highway is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the easterly shoulder of said highway at a livestock auction market south of Madras; and

WHEREAS, the parking of vehicles in said area interferes with the operation of an automatic traffic recorder device that has been permanently installed at such location; and

WHEREAS, in the opinion of the Commission parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either side of The Dalles-California Highway between M.P. 96.905 (Engineer's Station 95+53) and M.P. 96.925 (Engineer's Station 96+53) interferes with the operation of the permanently installed traffic recording device.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon without interfering with the operation of said traffic counting device.

3. That the Commission does further find and declare that the parking of vehicles at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 182 be entered in the minutes and records of the State Highway Commission as of the 19th day of June, 1958.

EXHIBIT "I-1"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described highway routes and locations:

1. Elkton-Smith Crossing Unit of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway in Douglas County.

2. Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway in Grant County.

3. Polallie Creek-Parkdale Road Section of the Mt. Hood Highway in Hood River County,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1-a. That the survey of the Elkton-Smith Crossing Unit, Elkton-Kellogg Section of the Elkton-Sutherlin Highway beginning at Highway Engineer's Station 0+00, a short distance east of the town of Elkton, and extending in a southerly and easterly direction to Highway Engineer's Station 198+50 at the northerly bank of the Umpqua River, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1154 dated May, 1958 (Drawing No. 8B-9-14, dated May, 1950) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

1-b. That the survey of the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway beginning at Highway Engineer's Station 0+00 a short distance south of the city of Canyon City and extending in a southerly direction to Highway Engineer's Station 236+61 south of Sheep Gulch, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1213, dated June, 1958, (Drawing No.

8B-9-22) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway beginning at Highway Engineer's Station 870+20 at Polallie Creek and extending in a northerly direction along the East Fork of Hood River to Highway Engineer's Station 1309+79.05 east of the community of Parkdale, together with the map which for identification purposes bears Sketch Map File No. 1R-5-1161 dated June, 1958 (Drawing No. 8B-9-20, 21 dated June, 1958) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 19th day of June, 1958, as Survey Resolution No. 176.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 176, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-2"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the routes and locations of the following described state highway sections, to wit:

1. Post-Lost Creek Section of the Paulina Highway in Crook County.

2. Tigard-Durham Road Section of the Beaverton-Tualatin Highway in Washington County.

3. Nehalem River Bridges Section of the Nehalem Highway in Columbia County.

4. McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Post-Lost Creek Section of the Paulina Secondary Highway, beginning at Highway Engineer's Station 1312+83, near the community of Post, and extending in an easterly direction to Highway Engineer's Station 1873+00, east of Lost Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1194, and the date of March, 1958, (Right-of-way maps Nos. 8B-8-1 and 8B-8-2, dated February, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Tigard-Durham Road Section of the Beaverton-Tualatin Highway, beginning at Highway Engineer's Station 0+32, at the intersection with Pacific Highway West near Tigard, and extending

in a southerly direction of Highway Engineer's Station 15+50, and from Highway Engineer's Station 7+50 near McDonald Avenue southerly to Highway Engineer's Station 20+50, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1135 and the date of April, 1958, (Right of way Map No. 8B-8-22, dated March, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the Nehalem River Bridges Section of the Nehalem Secondary Highway, beginning at Highway Engineer's Station 25+00 and ending at Highway Engineer's Station 17+00, near M.P. 62.23, and beginning at Highway Engineer's Station 15+00 and extending northerly to Highway Engineer's Station 5+00, near M.P. 58.16, together with the map, which for identification purposes bears Sketch Map File No. 10-C-32-7, and the date of May, 1958, (Right of way maps Nos. 1R-5-186, dated October, 1951, and 10C-32-5, dated May, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1d. That the survey of the McKinley Moorage-Radio Station Section of the Netarts Secondary Highway, beginning at Highway Engineer's Station 36+35, a short distance east of Tillamook River, and extending in an easterly direction to Highway Engineer's Station 47+71, near Radio Station KTIL, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1185, and the date of June, 1958, (Right of way Map No. 10C-32-8, dated June, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of non-access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 19th day of June, 1958, as Survey Resolution No. 177.

EXHIBIT "I-2" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 177, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30162

EXHIBIT "I-3"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the following described state highway routes and locations:

1. Rough and Ready Creek Section of the Redwood Highway in Josephine County.

2. West Fork, Illinois River Bridge Section of the Redwood Highway in Josephine County.

3. Elk Creek Section of the Redwood Highway in Josephine County.

4. Wauna-Westport Section of the Columbia River Highway in Clatsop County,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Rough and Ready Creek Section of the Redwood Highway, beginning at Highway Engineer's Station 375+00, and extending in a northerly and easterly direction across Rough and Ready Creek to Highway Engineer's Station 406+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1143, and the date of May, 1958, (Drawing No. 8B-9-7, dated April, 1958), field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the West Fork, Illinois River Bridge Section of the Redwood Highway, beginning at Highway Engineer's Station 255+00 southerly from the West Fork, Illinois River, and extending in a northerly and easterly direction across West Fork, Illinois River to Highway Engineer's

Station 275+50, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1149 and the date of May, 1958,(Drawing No. 8B-9-12, dated April, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

1c. That the survey of the Elk Creek Section of the Redwood Highway, beginning at Highway Engineer's Station 71+50, approximately 1.5 miles north of the California state line and extending in a northerly direction across Elk Creek to Highway Engineer's Station 90+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1159, and the date of June, 1958, (Drawing No. 8B-9-18, dated May, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1d. That the survey of the Wauna-Westport Section of the Columbia River Highway, beginning at Highway Engineer's Station 202+00, and extending in an easterly direction to Highway Engineer's Station 337+00, at the westerly edge of the community of Westport, together with the map. which for identification purposes bears Sketch Map File No. 1R-5-1160 and the date of June, 1958, (Drawing Nos. 7B-32-20, dated May, 1955 and 8B-9-8, dated April,1958), field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That heretofore by resolution of this Commission dated November 3, 1948, (and as modified by resolution adopted by the Commission June 25, 1953), the said Redwood Highway and the Columbia River Highway were designated as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and for the reasons stated therein, it is hereby directed that the construction of the above-mentioned sections of highways shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 19th day of June, 1958, as Survey Resolution No. 178.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 178, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-1" (Cont)

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of said widened and relocated Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to

location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 967.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 967, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30168

EXHIBIT "J-2"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-2" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughtway to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, it is the judgment of the Highway Commission that those properties to which Oregon Revised Statutes 374.405 apply should have such rights of access as may be permitted properly defined.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "J-2" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit 'A", no rights of access of any nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That it is necessary that the rights of access that may be permitte purusant to Oregon Revised Statutes 374.410 betwaen the right of way of the said relocated Three Mile Lane Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

4. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 968.

EXHIBIT "J-2" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 968, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30172

EXHIBIT "J-3"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owner and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-3" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damamge minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immdiately.

EXHIBIT "J-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the sai real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 969.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 969, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30175

EXHIBIT "J-4"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to locate in part, relocate in part, construct and maintain the Cascade Secondary Highway and locate and construct a public way known as Airport Road; and

WHEREAS, for the purpose of locating in part, relocating in part, constructing and maintaining the said Cascade Secondary Highway and locating and constructing a public way known as Airport Road, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part thereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-4" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Cascade Secondary Highway and the public way known as Airport Road and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 970.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 970, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30177

EXHIBIT "J-5"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "J-5" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Hillsboro-Silverton Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Hillsboro-Campbell Bridge Section of the said Hillsboro-Silverton Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damag

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 971.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 971, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-6"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-6" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-6" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 972.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 972, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30182

EXHIBIT "J-7"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-7" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 973.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 973, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of June 19 and 20, 1958

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

30186

EXHIBIT "J-8" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 974.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 974, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30188

EXHIBIT "J-9"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myrtle Creek-Canyonville Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-9" (Cont)

WHEREAS, for the purposes of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myrtle Creek-Canyonville Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation ot be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immdiately.

EXHIBIT "J-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 975.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 975, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-10"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper, and

EXHIBIT "J-10" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceedings as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of

EXHIBIT "J-10" (Cont.)

real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 976.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 976, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30194

EXHIBIT "J-11"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways

EXHIBIT "J-11" (Cont.)

to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its descretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made

30196

EXHIBIT "J-11" (Cont.)

thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of the said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 977.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together

EXHIBIT "J-11" (Cont.)

with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 977, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30198

EXHIBIT "J-12"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Post-Paulina Section of the Paulina Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Post-Paulina Section of the Paulina Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part,

EXHIBIT "J-12" (Cont.)

relocation in part, construction, improvement or maintenance of the Post-Paulina Section of the Paulina Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Paulina Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Post-Paulina Section of the Paulina Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6 That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 978.

EXHIBIT "J-12" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 978, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-13"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-13" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit A is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked "Exhibit A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked "Exhibit A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-13" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June 1958, as Condemnation Resolution No. 979.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 979, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30204

EXHIBIT "J-14"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of properly draining the Santa Clara-Eugene Section of the Junction City-Eugene Highway in Lane County, Oregon, it is the judgment of the Commission that the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that an easement over and upon the following described real property is necessary for the purpose of constructing and maintaining thereon a storm sewer so that the Santa Clara-Eugene Section of the Junction City-Eugene Highway in Lane County, Oregon, can be properly drained.

File No. R-28248
Owner: Rasor Logging Company

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 24, Township 17 South, Range 4 West, Willamette Meridian, Lane County, Oregon, the said parcel being a strip of land extending from the easterly line of the existing Junction City-Eugene Highway to the westerly bank of the Willamette River, said strip of land being 20 feet in width, 16 feet on the northerly side and 4 feet on the southerly side of the following described center line:

Beginning at Engineer's centerline Station 0+00 equals Station L 31+93.88 on the center line of said highway, said Station being 40.7 feet North and 4.7 feet West of the Northeast corner of County Survey No. 588; thence South 88° 32' 30" East, 615 feet, more or less, to the Willamette River, said center line intersects the easterly right of way line of

EXHIBIT "J-14" (Cont)

said Junction City-Eugene Highway approximately at Station 0+30.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.28 acre, of which 0.01 acre lies within the existing right of way, and 0.27 acre lies outside of the existing right of way.

2. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the above described interest in real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

3. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

4. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 980.

30206

EXHIBIT "J-15"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best serv then though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-15" (Cont)

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of said relocated Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be

defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway of the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 981.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 981, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-16"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highways shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-16" (Cont)

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highways as throughways, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood, Pacific, and Williams Secondary Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 982.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached in the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 982, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30212

EXHIBIT "J-17"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-17" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 983.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 983, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-18"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-18" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway, as a throughway, certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-18" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 984.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 984, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30218

EXHIBIT "J-19"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 347, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Bradley Park-Columbia County Line Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-19" (Cont)

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Bradley Park-Columbia County Line Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the said Bradley Park-Columbia County Line Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said

parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1037.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1037, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-20"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry site, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-20" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-20" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1038.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1038, under the heading "Real Property Condemnation Resolutions," and said description, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30224

EXHIBIT "J-21"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt` establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-21" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-21" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1039.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1039, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30227

EXHIBIT "J-22"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-22" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is neccessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-22" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1040.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1040, under the heading "Real Property Condemnation Resolutions," and said description, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30230

EXHIBIT "J-23"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-23" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part nereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway, including the Dodson Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding posses-

sion of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1041.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1041, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-24"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-24" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-24" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 20th day of June, 1958, as Condemnation Resolution No. 1042.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1042, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30236

EXHIBIT "K-1"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, ORS 366.295 provides that the Highway Commission may make such changes in the location of state highways as in its judgment and discretion will result in a better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to or afford a more serviceable system of state highways than is possible under existing locations; and

WHEREAS, the Highway Commission has found that it is necessary and desirable to redesignate that section of the old route of the Columbia River Highway, State Primary Highway No. 2 from the Willamette River to Parkrose, described as follows:

> Extending from junctions with the Pacific Highway East at the intersection of E. Burnside Street and Grand Avenue, continuing via E. Burnside Street and N.E. Sandy Boulevard to a junction with the N.E. Portland Highway, State Secondary Highway No. 123 near N.E. 99th Avenue at Highway Engineer's Centerline Station 263+73 of Sandy Boulevard,

as the Sandy Boulevard Highway, State Primary Highway No. 59.

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That the Commission hereby finds and determines that it will result in better alignment, more advantageous and economical highway operation and maintenance and will contribute to and afford a more serviceable system of state highways, if that portion of the old route of the Columbia River Highway from the Willamette River to Parkrose, is redesignated as Sandy Boulevard Highway, State Primary Highway No. 59.

2. That the portion of the old route of the Columbia River Highway from the Willamette River to Parkrose as heretofore described, is redesignated as the Sandy Boulevard Highway, State Primary Highway No. 59. Said Sandy Boulevard Highway, State Primary Highway No. 59 is described as follows:

> Extending from junctions with the Pacific Highway East at the intersection of E. Burnside Street and Grand Avenue, continuing via E. Burnside Street and N.E. Sandy Boulevard to a junction with the N.E. Portland Highway, State Secondary Highway No. 123 near N.E. 99th Avenue at Highway Engineer's Centerline Station 263+73 of Sandy Boulevard.
> Total length - 5.51 miles.

EXHIBIT "K-1" (Cont)

That portion of the old route of the Columbia River Highway redesignated as the Sandy Boulevard Highway, State Primary Highway No. 59, is shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. *

3. That this Primary Highway Resolution No. 25 be entered in full in the minutes and records of this Commission as of this 19th day of June, 1958.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 25, under the heading "State Primary Highway Designation Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30238

EXHIBIT "K-2"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, ORS 366.295 provides that the Highway Commission may make such changes in the location of state highways as in its judgment and discretion will result in a better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to or afford a more serviceable system of state highways than is possible under existing locations; and

WHEREAS, the Highway Commission has found that it is necessary and desirable to redesignate that section of the old route of the Pacific Highway, State Primary Highway No. 1 between Albany and Junction City and described as follows:

> Extending from junctions with the Pacific Highway, State Primary Highway No. 1 north of Albany and Highway Engineer's Centerline Station 1046+44.06 of the Pacific Highway "L3" Line and Highway Engineer's Centerline Station 44+44.06 of the Albany-Junction City Highway "Aa" Line, and continuing through the cities of Albany, Halsey and Harrisburg to Junction City where it junctions with the Pacific Highway West and Highway Engineer's Centerline Station 406+20 of the Pacific Highway West and Highway Engineer's Centerline Station 1579+95 of the former Pacific Highway East,

as the Albany-Junction City Highway, State Primary Highway No. 58.

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That the Commission hereby finds and determines that it will result in better alignment, more advantageous and economical highway operation and maintenance and will contribute to and afford a more serviceable system of state highways, if that portion of the old route of the Pacific Highway, State Primary Highway No. 1 between Albany and Junction City as heretofore described, is redesignated as the Albany-Junction City Highway, State Primary Highway No. 58.

2. That the portion of the old route of the Pacific Highway, State Primary Highway No. 1 between Albany and Junction City as heretofore described, is redesignated as the Albany-Junction City Highway, State Primary Highway No. 58. Said Albany-Junction City Highway, State Primary Highway No. 58 is described as follows:

> Extending from junctions with the Pacific Highway, State Primary Highway No. 1 north of Albany and Highway Engineer's Centerline Station 1046+44.06 of the Pacific Highway "L3" Line and Highway Engineer's Centerline Station 44+44.06 of the Albany-Junction City Highway "Aa" Line, and continuing

EXHIBIT "K-2" (Cont)

through the cities of Albany, Halsey and Harrisburg to Junction City where it junctions with the Pacific Highway West and Highway Engineer's Centerline Station 406+20 of the Pacific Highway West and Highway Engineer's Centerline Station 1579+95 of the former Pacific Highway East.

3. That portion of the old route of the said Pacific Highway, State Primary Highway No. 1 redesignated as the Albany-Junction City Highway, State Primary Highway No. 58, is shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof.*

4. That this Primary Highway Resolution No. 26 be entered in full in the minutes and records of the Commission as of this 19th day of June, 1958.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 26, under the heading "State Primary Highway Designation Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30240

EXHIBIT "K-3"

Minutes of June 19 and 20, 1958

RESOLUTION

WHEREAS, ORS 366.295 provides that the Highway Commission may make such changes in the location of state highways as in its judgment and discretion will result in a better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to or afford a more serviceable system of state highways than is possible under existing locations; and

WHEREAS, the Highway Commission has found that it is necessary and desirable to reclassify and redesignate that section of the old route of the Columbia River Highway, State Primary Highway No. 2 between Parkrose and the Fairview Junction with the Banfield Freeway, described as follows:

> Extending easterly from the present east terminus of the N.E. Portland Highway, State Secondary Highway No. 123 at its junction with N.E. Sandy Boulevard to a junction with the relocated Columbia River Highway, State Primary Highway No. 2 east of Fairview at Highway Engineer's Centerline Station 445+50 of the said Columbia River Highway,

as a state secondary highway and as an extension of the Northeast Portland Highway, State Secondary Highway No. 123.

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That the Commission hereby finds and determines that it will result in better alignment, more advantageous and economical highway operation and maintenance and will contribute to and afford a more serviceable system of state highways, if that portion of the old route of the Columbia River Highway, State Primary Highway No. 2 between Parkrose and Fairview Junction with the Banfield Freeway as heretofore described, is reclassified as a state secondary highway and redesignated as an extension of the Northeast Portland Highway, State Secondary Highway No. 123.

2. That the portion of the old route of the Columbia River Highway, Sta Primary Highway No. 2 between Parkrose and the Fairview Junction with the Banfield Freeway and as heretofore described, is reclassified as a state secon dary highway and is redesignated as an extension of the Northeast Portland Hig way, State Secondary Highway No. 123. Said extension of the said Northeast Portland Highway, State Secondary Highway No. 123, is described as follows:

> Extending easterly from the present east terminus of the N.E. Portland Highway, State Secondary Highway No. 123 at its junction with N.E. Sandy Boulevard to a junction with the Columbia River Highway, State Primary Highway No. 2 east of Fairview at Highway Engineer's Centerline Station 445+50 of the said

EXHIBIT "K-3" (Cont)

relocated Columbia River Highway.
Total length of said extended highway, 18.74 miles.

That portion of the old route of the said Columbia River Highway redesignated as an extension of the said N.E. Portland Highway, is shown colored in yellow on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. *

3. That the present route and termini, including the said extension of the said N.E. Portland Highway, State Secondary Highway No. 123 is as follows:

> From and including the north and south connections of the west approach to the St. Johns Bridge from the St. Johns Bridge to the (Lower) Columbia River Highway, State Primary Highway No. 2, the St. Johns Bridge, N. Philadelphia Avenue from St. Johns Bridge to North Jersey Street, N. Jersey Street from N. Philadelphia Avenue to N. Columbia Boulevard, N. Columbia Boulevard from N. Jersey Street to N. Lombard Street, N. and N.E. Lombard Street from N. Columbia Boulevard to N.E. Killingsworth Street, N.E. Killingsworth Street from N.E. Lombard Street to N.E. Columbia Boulevard, N.E. Columbia Boulevard from N.E. Killingsworth Street to N.E. Sandy Boulevard, N.E. Sandy Boulevard to a junction with the Columbia River Highway, State Primary Highway No. 2, east of Fairview at Engineer Station 445+50 of the Columbia River Highway, State Primary Highway No. 2.

4. That this Secondary Highway Designation Resolution No. 45 be entered in full in the minutes and records of this Commission as of this 19th day of June, 1958.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 45, under the heading "State Secondary Highway Designation Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
July 31, 1958

The Oregon State Highway Commission met in regular session at 9:00 a.m. in Hearing Room No. 6 in the basement of the State Captiol Building, Salem. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission approved the minutes of the public hearing held in Portland on May 2, 1958, concerning the "Eastbank Freeway" location of the Pacific Highway through the city of Portland, and also approved the minutes for the regular meetings held May 8 and 9 and June 19 and 20, 1958.

The Parks Superintendent reported on the following park matters:

1. Request of the Coos County Court for a cooperative project with the State for the improvement of the road leading to Golden and Silver Falls State Park in Coos County: The Parks Superintendent reported that the matter concerns highway construction and had been referred to the State Highway Engineer for study. No action was taken at this time.

2. Change in the opening and closing hours at Rooster Rock State Park and Hat Rock State Park: The Parks Superintendent recalled that at the previous meeting the Commission authorized opening of the parks at 8:00 a.m. and closure of the parks at 9:00 p.m. However, it now appears that it would be advantageous to the public to close Rooster Rock Park at 10:00 p.m. during the months of July and August only, and at 9:00 p.m. during the remainder of the year. On his favorable recommendation the Commission approved the revised closing hour at this park and thereupon adopted the attached resolutions relative thereto marked EXHIBITS "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

3. Request of East Multnomah Pioneer Association that the lights around the Vista House at Crown Point on the Columbia River Highway (old route) be repaired and placed in operation during the tourist season: The Parks Superintendent stated that the lighting system has been out of repair for many years and that it would cost between $500 and $600 to

place it in usable condition. He expressed doubt that there is any real need for the lighting at the Vista House, during the summer months, is closed at 8:00 p.m. and use of the lights for attracting attention from below he felt would not be justifiable. Based on his adverse recommendation, the Commission denied the request.

4. Report on proposed use of Government Island, Multnomah County, as a state park: This area, consisting of approximately 1,850 acres, is owned by the State Game Commission as a water fowl area and is subject to flooding. It is used considerably by the boating public and those interested in water sports, but there is no vehicle access. As the area lacks natural features which would make it of statewide interest, it was the Parks Superintendent's opinion that the use of the area would be mostly local. The cost of constructing an access road and development of the area for park purposes would be very high and he recommended that it not be developed as a state park. Commissioner Fridley observed that the need for recreational areas is increasing rapidly and that the Commission should give careful attention to needed developments. In reply to an inquiry made by Commissioner Chessman as to the cost of improvement, the Parks Superintendent stated that the cost would probably run in the vicinity of $1,500,000. The Commission accepted his recommendation.

5. Request from Pacific Telephone & Telegraph Company for permission to install a telephone booth in Beverly Beach State Park: The Parks Superintendent stated that the telephone would be of benefit to users of the park, particularly overnight campers, and he recommended that permission be granted to the Company to install the telephone with the understanding that the State is to receive 15% of the gross income. He also stated that he expected to receive more requests to install phones in other state parks and he requested authority to approve those that appear to be necessary for the use of the general public. The Commission approved the installation of the phone in Beverly Beach State Park and as a matter of general policy adopted the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

6. Attendance of State Parks Superintendent at National Conference on State Parks at Blackwater Falls State Park in West Virginia, October 5-9, 1958: This meeting, the State Parks Superintendent stated, is an annual meeting of state park officials from all states of the Union as well as from Canada, Hawaii, and Alaska. There will be discussions on many park problems which could be beneficial to Oregon. The Commission approved his attendance and authorized an expenditure of $390 to cover his expenses.

7. Report on construction of a Museum Building at Champoeg State Park: As previously instructed, the Parks Superintendent stated that he had made a study of buildings which could be utilized and had prepared plans outlining the type of building to be used. He presented plans of two types of buildings, one costing approximately $75,000 and the other costing approximately $95,000. It was his opinion that if a building is constructed the larger building should be used. Chairman McIver remarked that he felt that the exterior of the building should be of wood to be in harmony with the idea of a museum harboring early historical articles. It was also his opinion

that action should be deferred until the Parks Advisory Committee has studied the matter. Commissioner Fridley called attention to the possibility of the Federal Government cooperating in development of Champoeg Park as a national park. The Parks Superintendent advised that the matter had been given some consideration by the United States Department of Interior but the Department appeared to be dubious about Federal development. The Commission instructed the Parks Superintendent to refer the matter to the Parks Advisory Committee and report back.

8. Request for restroom facilities at Agate Beach, Lincoln County: The Parks Superintendent stated that there are no park developments at Agate Beach, but there are a number of parks with toilet facilities within a few miles of Agate Beach, particularly at Newport and Beverly Beach. His recommendation that the request be denied was approved by the Commission.

9. Use of concession wagons in Rooster Rock and Fort Stevens State Parks: The Parks Superintendent requested confirmation of telephonic approval previously given him by the Commission to permit P. & A. Enterprises to operate wagons in connection with their concession in Rooster Rock State Park, and for the same privilege for Mr. and Mrs. Robert T. Blake in Fort Stevens State Park. He explained that these people now operate concession privileges in these two parks under contract with the Highway Commission and that the operation of the wagons will be a part of the concession agreement previously entered into. Upon his favorable recommendation, the Commission confirmed the authority to operate the wagons.

10. Construction of overnight camping facilities in Oregon State Parks: It is becoming evident, the Parks Superintendent stated, that overnight camping facilities are not adequate to take care of all the people who wish to camp in state parks. He cited a report from Honeyman State Park indicating that nearly 50 cars and trailers have been turned away every day during a given week and many other state parks report a similar condition. Also the Parks Advisory Committee has urged that additional camping facilities be provided as soon as possible. To do this, he recommended that the Commission approve construction of the following projects as soon as plans can be prepared:

		Estimated Cost
Fort Stevens StatePark	83 unit camp	$ 92,000.00
Cape Lookout State Park	70 unit camp	80,000.00
Beverly Beach State Park	65 unit camp	80,000.00
Honeyman State Park	65 unit camp	75,000.00
Sunset Bay State Park	60 unit camp	83,500.00
		$410,500.00

To finance these projects he also recommended that $100,000 be advanced from the 1959 budget to take care of the necessary payments to contractors and other costs which will be incurred during 1958. He pointed out that it will not be possible to expend all of the $410,500 during 1958, and the balance will be included in the 1959 expenditures. The Commission approved

the projects as presented and authorized the expenditure of $100,000 during 1958 in order to get the projects under way so that they may be used for the 1959 tourist season.

11. Proposed revisions of existing contract with Central Lincoln People's Utility District to furnish electrical energy at Beverly Beach State Park: In the development of additional facilities at Beverly Beach, the Parks Superintendent stated, the Utility District is requesting that the State agree to an increase in minimum payments amounting to $60 per year for a period of five years. He also said that this amount is in line with previous agreements with the District and that the use of electric energy will greatly exceed the amount specified. He therefore recommended that the Commission approve the revised contract. The Commission adopted the recommendation.

12. Letter from Senator Richard L. Neuberger concerning designation of Champoeg State Park as a national park or shrine: The Parks Superintendent stated that the Senator's letter indicates that he does not wish to take action to change the status of the park without approval by the State. Although the matter has not been thoroughly studied, he stated he has some doubts as to whether the park should be designated as a national park. The Commission instructed him to refer the matter to the Oregon Historical Society and to the State Parks Advisory Committee for study, and that their points of view be obtained before any action is taken.

Chairman McIver inquired as to what progress is being made in the production of a short film depicting what the state parks are doing, the money that is being spent for them, and the services that the parks are rendering, etc. Mr. Carl Jordan, Director of the Travel and Information Department, stated that he is working on the film and hopes to have it completed and ready for release in October of this year.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration the Commission unanimously approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In presenting the options for property to be acquired the Right of Way Engineer called attention to the option secured from Murray Marsh for property situate on Harbor Drive in Portland, in the amount of $170,000. He said that appraisals were secured ranging from $163,250 to $169,000, and he gave as his opinion that if the matter is taken to Court in a condemnation proceeding the cost would be considerably more, possibly in the neighborhood of $200,000. The Commission approved this option along with the others which were presented by the Right of Way Engineer.

The Property Manager's monthly report showing sales of Miscellaneous Property, Rental Terminations and New Rentals was presented by the Right of Way Engineer. He pointed out briefly that miscellaneous sales

for the period amounted to $12,421.05 and that rental receipts for the month of June amounted to $9,492.70. The Commission accepted the report.

The Right of Way Engineer requested authority to sell at public sale several parcels of state highway right of way which are no longer needed for highway purposes as follows:

a. 1,987 sq. ft. of the former Pilz property, File 453, on the Medford-Central Point Section of the Pacific Highway in Jackson County, for a minimum consideration of $500.

b. 2.16 acres of the former Dohs property, File 4600, on the Barbur Boulevard-Marion County Line Section of the Pacific Highway, Washington County, for a minimum consideration of $2,400. See EXHIBIT "D-1".

c. 7,110 sq. ft. of the former Jensen property, File 22873, on the Beaverton-Reedville Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $1,750. See EXHIBIT "D-2".

d. 4.92 acres of the former Ronne property, File 20807, on the Blackwell Hill-Seven Oak Section of the Pacific Highway in Jackson County, for a minimum consideration of $2,000. See EXHIBIT "D-3".

e. 0.28 acre of the former Crooch property, File 18614, on the Roseburg Section of the Pacific Highway in Douglas County, for a minimum price of $7,000. See EXHIBIT "D-4".

The Commission authorized sale of all of the parcels of property as presented. The attached resolutions relative thereto marked EXHIBITS "D-1" through "D-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission.

A number of indentures of access were presented by the Right of Way Engineer involving changes in location of existing points of access heretofore authorized. He explained that in no case is additional access being granted and the changes have been made for the convenience of the property owners and the safety of the traveling public and have been carefully checked in his office. The Commission approved the following indentures of access:

a. Garcia property, File 19686, on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

b. Bozeman-Moore property, File 18115, on the Sheridan-Deer Creek Section of the Salmon River Highway in Yamhill County.

c. Moore property, File 18108, on the Sheridan-Deer Creek Section of the Salmon River Highway in Yamhill County.

d. Jacobs property, File 12046, on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County.

e. Anderson property, File 25566, on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County.

The Commission gave attention to a claim for damages submitted by a Mr. Allan E. Propst for loss of a crop in connection with acquisition of right of way for the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County. The Right of Way Engineer stated that in negotiations for his property Mr. Propst gave the State right of entry on the condition that the State would pay for damages inflicted to his crop. Damages were inflicted and upon his favorable recommendation the Commission approved the payment of $540 to Mr. Propst.

The Right of Way Engineer presented a proposed agreement with Coos-Curry Electric Cooperative, Inc., covering the relocation and acquisition of new right of way for their power line on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County. He explained that the original line was located on land acquired by the power company and that the agreement provides that the company is to be paid the sum of $4,000 for its right of way and an additional sum for moving the power line onto a new location. The move, he added, is caused by new highway construction in this section. The Commission approved the agreement.

The direct sale of 0.05 acre of land to Mr. Henry Abderholden on the Port Orford Brush Creek Section of the Oregon Coast Highway in Curry County was recommended by the Right of Way Engineer. He explained that Mr. Abderholden has constructed a new house which encroaches upon the right of way and he wishes to purchase a strip of land 20 feet wide. The property is not needed for state highway purposes and he recommended that it be sold to Mr. Abderholden for not less than $100. The Commission approved the sale at such figure.

Consideration was given to a grant of access covering the Jones property on the Peach-Jonesboro Unit of the Juntura-Vale Section of the Central Oregon Highway in Malheur County. The Right of Way Engineer explained that an existing road had been overlooked in the original deed and it is desired to formally allow a point of access to the highway for this road. The Commission approved such grant of access.

The Commission considered an agreement with the Portland General Electric Company involving acquisition of right of way at their Burlingame Substation on the Lowell Street-21st Avenue Unit of the R. H. Baldock Freeway in Multnomah County. The Right of Way Engineer explained briefly that to acquire the property necessary for highway construction will destroy the value of the power company's holdings at this site and that construction of a retaining wall, access road, moving of cable pole, and other equipment will cost approximately as much as the site is worth. For the sum of $18,910, the power company has agreed to convey to the State the right of way necessary and to remove the substation facilities to another location at its own expense, and in addition thereto will release the State from all further liability arising out of this matter. He requested that the Commission confirm previous telephonic approval for this transaction. The Commission confirmed its action.

The Right of Way Engineer presented an option for the Koger property (File 26714) on the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County in the amount of $21,000. It was his opinion that the amount of the option is too high and he recommended that it be formally rejected inasmuch as the property is worth only about $15,000. The Commission rejected the option.

Consideration was given to a form of quitclaim deed conveying to Weyerhaeuser Timber Company any interest that the State may have in a lease for a material stockpile site on the Green Springs Highway in Klamath County. The Right of Way Engineer explained that the lease has been renewed from time to time since July 12, 1933, but upon expiration of the latest extension as of July 12, 1958, it was decided that the stockpile site is no longer needed for state highway purposes. To clear the records, he recommended that a quitclaim deed be granted to Weyerhaeuser Timber Company to provide them a recordable release. The Commission approved such disposition of the matter.

The Right of Way Engineer called attention to an easement that was secured on the old right of way of US97 near Terrebonne to obtain borrow material. He said that the borrow area is no longer valuable to the State and that the new owner has requested a quitclaim deed to the property. Upon his favorable recommendation, the Commission approved the quitclaim deed.

The Chief Counsel reported that during the last three years his staff of attorneys have tried 196 condemnation cases in which attorneys' fees were allowed in the amount of $183,437.00.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following described properties that are needed as right of way in connection with the various highway improvements or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23073 - Herbert A. Cochrane and Ruth L. Cochrane
Right of Way (Klamath County)
0.18 acre

R-23134 - The California Oregon Power Company
Klamath County
Parcel No. 1: 7,000 square feet for right of way
Parcel No. 2: 5,740 square feet for right of way

R-23142 - Julian Eccles and Peggy Parker Eccles
Right of Way (Klamath County)
0.15 acre

Klamath Falls, West Side By-Pass Section (Cont.)

R-27947 - Vera C. Powell and Joan A. Thompson
Slope Easement (Klamath County)
0.02 acre

R-27952 - Ralph W. Smith and Alice F. Smith
Right of Way (Klamath County)
0.15 acre

R-27954 - R. W. Smith and Alice Smith
Right of Way (Klamath County)
0.05 acre

R-27956 - Wendell A. Smith, et al.
Right of Way (Klamath County)
2,805 square feet

R-27965 - Sterling Paul Jones and Sue Doris Jones
Right of Way (Klamath County)
10,404 square feet

R-27968 - Pearl Fikes and J. H. Fikes
Right of Way (Klamath County)
5,202 square feet

R-27988 - William R. Wodtke, et al.
Right of Way (Klamath County)
1,000 square feet

R-27992 - W. J. Easter and Jennie Easter
Right of Way (Klamath County)
1,050 square feet

R-27993 - Stephen W. Bunch and Ingerid B. E. Bunch
Right of Way (Klamath County)
0.07 acre

R-28007 - Ray A. Telford and Mary L. Telford
Right of Way (Klamath County)
0.01 acre

R-28008 - Union Oil Company of California
Right of Way (Klamath County)
0.15 acre

R-28523 - Klamath County, et al.
Right of Way (Klamath County)
0.41 acre

Sunset Highway

R-28132 - J. E. Tapp and Bessie Tapp
Right of Way (Washington County)
0.46 acre

R-28133 - Shaun Kelley and Myrtle A. Kelley
Right of Way (Washington County)
490 square feet

R-28134 - Ernest Meyer and Johanna Meyer
Washington County
Parcel No. 1: 2,572 square feet for right of way
Parcel No. 2: 2,620 square feet for right of way

R-28154 - W. O. Galaway and DeEtte Galaway
Right of Way (Washington County)
8,385 square feet

R-28155 - T. M. Kirkpatrick and Maria Kirkpatrick
Washington County
Parcel No. 1: 4,909 square feet for right of way
Parcel No. 2: 10,198 square feet for right of way

R-28156 - General Petroleum Corporation
Right of Way (Washington County)
3,892 square feet

R-28157 - L. M. Loos and Lucille C. Loos
Washington County
Parcel No. 1: 2,190 square feet for right of way
Parcel No. 2: 1,820 square feet for right of way

R-28158 - R. J. Schneringer and Lottie M. Schneringer
Washington County
Parcel No. 1: 600 square feet for right of way
Parcel No. 2: 0.97 acre for right of way
Parcel No. 3: 1,537 square feet for right of way

R-28159 - C. L. Hicks and Eunice F. Hicks
Washington County
Parcel No. 1: 4,110 square feet for right of way
Parcel No. 2: 6,260 square feet for right of way

R-28160 - Henry T. Beach
Right of Way (Washington County)
0.59 acre

R-28381 - H. W. Currin and Laura E. Currin
Right of Way (Washington County)
0.17 acre

Sunset Highway (Cont.)

R-28382 - John Ray Jackson and Irene Jackson
Right of Way (Washington County)
0.39 acre

R-28572 - G. T. Koennecke
Right of Way (Washington County)
0.22 acre

Elkton-Kellogg Section of the Elkton-Sutherlin Highway

R-28176 - Reed A. Moore
Douglas County
Parcel No. 1: 2.95 acres for right of way
Parcel No. 2: 5.29 acres for right of way

R-28177 - Carl O. Moore and Lucille M. Moore
Right of Way (Douglas County)
0.98 acre

R-28178 - William F. Binder and Lorena Binder
Right of Way (Douglas County)
1.6 acres

R-28179 - Frank Madison and Edith Madison
Right of Way (Douglas County)
0.43 acre

R-28180 - Donald L. Mode and Irma Jean Mode
Right of Way (Douglas County)
0.84 acre

R-28182 - Shirley Baimbridge and Robert Faye Baimbridge
Douglas County
Parcel No. 1: 5.35 acres for right of way
Parcel No. 2: 1.06 acres for easement for channel change

R-28183 - Myrtle A. Wells
Right of Way (Douglas County)
17.9 acres

R-28184 - L. S. Compton and Nettie L. Compton
Right of Way (Douglas County)
0.7 acre

R-28185 - Norman L. Compton and Gertrude O. Compton
Right of Way (Douglas County)
3.89 acres

R-28186 - William Cheever
Right of Way (Douglas County)
2.82 acres

July 31 and August 1, 1958

Elkton-Kellogg Section of the Elkton-Sutherlin Highway (Cont.)

R-28187 - Robert F Duncan and Barbara I. Duncan
Right of Way (Douglas County)
4.96 acres

R-28188 - William Henry Baimbridge and Vera May Baimbridge
Douglas County
Parcel No. 1: 11.96 acres for right of way
Parcel No. 2: 1.45 acres for easement for approach road
Parcel No. 3: 0.43 acre for easement for approach road

R-28189 - John W. Gorman
Douglas County
Parcel No. 1: 18.42 acres for right of way
Parcel No. 2: 2.95 acres for right of way

Middleton-Rex Hill Section of the Pacific Highway West

R-25396 - Curt E. Pradelt and Katherine Pradelt
Right of Way (Washington County)
0.34 acre

R-27600 - L. R. Dewey and Irene Dewey
Right of Way (Washington County)
1.0 acre

R-27601 - Silvio Dodi
Right of Way (Washington County)
0.29 acre

R-27605 - Lillie May Board
Right of Way (Washington County)
0.02 acre

R-27606 - Washington County
Right of Way (Washington County)
0.09 acre

R-27607 - J. A. Chausse and Irene Chausse
Right of Way (Washington County)
2.07 acres

R-27608 - Thomas George Gale
Washington County
Parcel No. 1: 1.2 acres for right of way
Parcel No. 2: 0.10 acre for right of way

R-27610 - Edna M. Beitey and Joseph G. Beitey
Washington County
Parcel No. 1: 3.10 acres for right of way
Parcel No. 2: 0.09 acre for right of way

Middleton-Rex Hill Section of the Pacific Highway West (Cont.)

R-27612 - Robert C. Braden and Robert Wayne Braden
Washington County
Parcel No. 1: 3.7 acres for right of way
Parcel No. 2: 0.4 acre for right of way

R-27613 - Glenn L. Whitman and Mildred Whitman
Right of Way (Washington County)
0.06 acre

R-27614 - Ludwig Gimm and Anne Gimm
Right of Way (Washington County)
1.19 acres

R-27618 - Howard S. Watmore and Ruth L. Watmore
Right of Way (Washington County)
0.46 acre

R-27619 - Lizzie D. Lemmer
Right of Way (Washington County)
0.2 acre

R-27620 - Loral E. Gonce and Leta B. Gonce
Right of Way (Washington County)
1.96 acres

R-27622 - Roscoe D. Winters and Marjorie M. Winters
Right of Way (Washington County)
1.85 acres

R-27624 - C. H. Hendrickson
Right of Way (Washington County)
0.7 acre

R-27625 - Fred H. Graue and Esther Graue
Right of Way (Washington County)
1.85 acres

R-27626 - Marie E. Hoefs
Right of Way (Washington County)
0.81 acre

R-27627 - Calvin G. Henry and Evelyn H. Henry
Right of Way (Washington County)
0.31 acre

R-27628 - Frank I. Zell and Mary J. Zell
Right of Way (Washington County)
0.62 acre

R-27629 - Frank H. Fields and Amelia S. Fields
Right of Way (Washington County)
0.1 acre

R-27630 - Warren C. Liebig and Mildred M. Liebig
Right of Way (Washington County)
0.41 acre

R-27631 - Mildred S. Parduhn and Riley Parduhn
Right of Way (Washington County)
0.55 acre

R-27632 - Arthur J. Haldy and Elizabeth M. Haldy
Right of Way (Washington County)
0.49 acre

R-27633 - Heirs of Jess Janssen
Right of Way (Washington County)
0.20 acre

R-27634 - Maud P. Johnson
Right of Way (Washington County)
0.24 acre

R-27635 - Francis T. Keyes and Ila L. Keyes
Washington and Yamhill Counties
Parcel No. 1: 0.11 acre for right of way
Parcel No. 2: 0.08 acre for right of way
Parcel No. 3: 0.04 acre for right of way

R-27636 - William C. Hoover
Yamhill County
Parcel No. 1: 0.62 acre for right of way
Parcel No. 2: 0.05 acre for right of way

R-27697 - Ray Collings and Lois C. Collings
Right of Way (Washington County)
1.43 acres

R-27914 - Frank C. Davis and Alice E. Davis
Right of Way (Washington County)
0.13 acre (net)

R-28087 - Robert Clyde Braden and Francis L. Braden
Right of Way (Washington County)
1.0 acre

Tigard-Durham Road Section of the Beaverton-Tualatin Highway

R-27853 - Millard Rosenblatt and Carolyn G. Rosenblatt
Right of Way (Washington County)
4,400 square feet

July 31 and August 1, 1958

Tigard-Durham Road Section of the Beaverton-Tualatin Highway (Cont.)

R-27854 - Albert Hoffarber and Esther E. Hoffarber
Right of Way (Washington County)
1,600 square feet

R-27855 - Frederick Wilhelm Radtke and Kate Lois Radtke
Right of Way (Washington County)
1,000 square feet

R-27856 - Heine Abernathy and Juanita W. Abernathy
Right of Way (Washington County)
650 square feet

R-27857 - John Scheckla and Anna L. Scheckla
Right of Way (Washington County)
600 square feet

R-27858 - Kenneth F. Stein and Agnes E. Stein
Right of Way (Washington County)
450 square feet

R-27859 - Thomas L. Hing and Mary A. Hing
Washington County
Parcel No. 1: 2,000 square feet for right of way
Parcel No. 2: 2,200 square feet for a slope easement

R-27860 - Wilson R. Chamness and Wilberta Chamness
Slope Easement (Washington County)
250 square feet

R-27861 - R. A. Bissett and Rose Bissett
Washington County
Parcel No. 1: 2,100 square feet for right of way
Parcel No. 2: 200 square feet for slope easement

R-27862 - Harvey H. Landis and Phebe J. Landis
Washington County
Parcel No. 1: 2,000 square feet for right of way
Parcel No. 2: 1,700 square feet for slope easement

R-27863 - Ralph Warren Olsen and Anne Mary Olsen
Washington County
Parcel No. 1: 1,400 square feet for right of way
Parcel No. 2: 800 square feet for slope easement

R-27864 - LeRoy Edward Harris and Helen M. Harris
Washington County
Parcel No. 1: 2,200 square feet for right of way
Parcel No. 2: 2,700 square feet for slope easement

Tigard-Durham Road Section of the Beaverton-Tualatin Highway (Cont.)

R-27865 - Susannah Mae Harris
Washington County
Parcel No. 1: 3,880 square feet for right of way
Parcel No. 2: 60 square feet for slope easement

R-27866 - Blucher Yates and Evelyn Yates
Right of Way (Washington County)
9,000 square feet

R-27867 - John J. O'Halloran and Nellie F. O'Halloran
Right of Way (Washington County)
4,500 square feet

R-27868 - Roy A. Getchell and Edna R. Getchell
Right of Way (Washington County)
3,300 square feet

R-27869 - Delbert E. Fine and Mary Lou Fine
Right of Way (Washington County)
2,500 square feet

R-27870 - Antone Sattler and Mary Sattler
Right of Way (Washington County)
6,950 square feet

R-27872 - Ivan E. Puller and Grace M. Puller
Washington County
Parcel No. 1: 6,350 square feet for right of way
Parcel No. 2: 3,700 square feet for slope easement

R-27873 - Casper A. Becker and Edith C. Casper
Right of Way (Washington County)
0.22 acre

R-27874 - Joseph R. Ridgeway and Bernice L. Ridgeway
Right of Way (Washington County)
0.34 acre

R-27875 - Harry Hambach and Elizabeth Hambach
Right of Way (Washington County)
0.21 acre

R-27885 - Remo Raglione and Jane A. Raglione
Right of Way (Washington County)
625 square feet

R-27886 - Joe Zawaske and Mariana Zawaske
Right of Way (Washington County)
525 square feet

Tigard-Durham Road Section of the Beaverton-Tualatin Highway (Cont.)

R-27887 - Edward C. Hunziker
Right of Way (Washington County)
4,500 square feet

R-27888 - Wallace G. Powell and Pearl E. Powell
Right of Way (Washington County)
250 square feet

R-28097 - Harry H. Hambach, Fred J. Hambach and Lillie L. Oraas
Right of Way (Washington County)
0.05 acre

R-28532 - Anton Schulz and Martha Schulz
Right of Way (Washington County)
1,120 square feet

Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway

R-28065 - James A. Doty and Florence Doty
Right of Way (Multnomah County)
3,375 square feet

R-28066 - Harlan E. Hamel and Mavis R. Hamel
Right of Way (Multnomah County)
14,055 square feet

R-28067 - Kildew, Inc.
Right of Way (Multnomah County)
6,750 square feet

R-28068 - Claude M. Snow
Right of Way (Multnomah County)
15,100 square feet

R-28069 - City of Portland
Right of Way (Multnomah County)
4,160 square feet

R-28070 - Carl Rasmussen and Dorothy B. Rasmussen
Right of Way (Multnomah County)
2,165 square feet

R-28581 - Multnomah County
Right of Way (Multnomah County)
3,210 square feet

Hamilton Street-Slavin Road Section of the Pacific Highway West

R-27927 - City of Portland
Right of Way (Multnomah County)
0.16 acre

R-27928 - Dorothy J. Bauer
Right of Way (Multnomah County)
0.07 acre

R-27929 - Malcolm S. Rasmussen, et al.
Multnomah County
Parcel No. 1: 0.07 acre for right of way
Parcel No. 2: 260 square feet for right of way

Albany-Judkins Point Section of the Pacific Highway

R-25727 - Mabel J. Reagan and Vivian M. Forster
Right of Way (Linn County)
0.89 acre (net)

R-28063 - Mabel J. Reagan, Mabel A. Fehler and Muriel M. Long
Right of Way (Linn County)
0.8 acre (net)

Neskowin-Salmon River Section of the Oregon Coast Highway

L-2595 (R-24656) - Lloyd Wallace and Rose Wallace, et al.
Lincoln County
Parcel No. 1: 3.23 acres for right of way
Parcel No. 2: 0.25 acre for right of way
Amended resolution to change access provisions

Pacific Highway

R-26140 - The Hayden Co., Inc.
Right of Way (Multnomah County)
0.08 acre
Amended resolution to reduce area of the taking

Judkins Point-Goshen Section of the Pacific Highway

R-26701 - George Mounts and Minnie D. Mounts
Right of Way (Lane County)
0.6 acre
Amended resolution to acquire permit of entry

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25529 - Charles H. Skinner and Alda Lee Skinner
Curry County
Parcel No. 1: 3.05 acres for right of way
Parcel No. 2: 4.03 acres for excess taking
Amended resolution to increase area of the taking and redesignate necessity of Parcel No. 2.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway (Cont.)

R-25530 - Alma F. Russell
Curry County
Parcel No. 1: 3.95 acres for right of way
Parcel No. 2: 5.90 acres for excess taking
Amended resolution to increase area of the taking and redesignate necessity of Parcel No. 2.

R-28085 - Charles M. Brooks and Zada Brooks
Right of Way (Curry County)
0.14 acre

R-28086 - Golden Rogue Plywood Company
Curry County
Parcel No. 1: 0.86 acre for right of way
Parcel No. 2: 0.62 acre for easement for road approach

R-28480 - Campbell-McLean, Inc.
Right of Way (Curry County)
1.5 acres

West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Section of the Redwood Highway

R-28029 - Eugene R. Brown and Beatrice Brown
Right of Way (Josephine County)
1,200 square feet

Canyonville-Days Creek Section of the Tiller-Trail Highway

R-28015 - Parris G. Bouche and Thelma W. Bouche
Right of Way (Douglas County)
0.43 acre

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-28270 - A. F. Winter
Maintenance Site (Multnomah County)
0.54 acre

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-26356 - Katie S. Wolf and Edward M. Wolf
Maintenance Site (Clackamas County)
2.0 acres

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26728 - Earl Bassford and Vera Bassford
Malheur County
Parcel No. 1: 0.44 acre for right of way
Parcel No. 2: 0.06 acre for right of way
Parcel No. 3: 0.04 acre for excess taking

July 31 and August 1, 1958

Ontario-Snake River Section of the Old Oregon Trail Highway (Cont.)

R-28579 - Oliver C. Calhoun and Beatrice Calhoun
Right of Way (Malheur County)
1.8 acres

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26625 - Ernest J. Wehner and Anna Wehner
Coos County
Parcel No. 1: 0.96 acre for right of way
Parcel No. 2: 0.17 acre for right of way
Parcel No. 3: 0.35 acre for right of way
Parcel No. 4: 3,375 square feet for right of way

Bradley Park-Columbia County Line Section of the Columbia River Highway

R-28088 - Dorothy I. Neitzel and Russell C. Neitzel
Easement for Channel Change (Clatsop County)
0.07 acre

Middleton-Rex Hill Section of the Pacific Highway West

R-27617 - Joe Allen
Right of Way (Washington County)
0.90 acre

McKinley Moorage-Radio Station Section of the Netarts Highway

R-27559 - M. Robosky
Right of Way (Tillamook County)
0.08 acre

R-27753 - Gottfried Josi
Right of Way (Tillamook County)
0.45 acre

Albany-Judkins Point Section of the Pacific Highway

R-25385 - Omar E. Falk, et al.
Linn County
Parcel No. 1: 24.9 acres (net) for right of way
Parcel No. 2: 1.25 acres for right of way
Parcel No. 3: 1.05 acres for right of way
Amended resolution to change access provisions

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-28006 - Owner Unknown
Klamath County
Parcel No. 1: 0.002 acre
Parcel No. 2: 0.03 acre
Parcel No. 3: 0.04 acre
Parcel No. 4: 0.15 acre

July 31 and August 1, 1958

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway (Cont.)

R-27957 - Robert T. Nichols, et ux.
Klamath County
7,800 square feet

Albany-Judkins Point Section of the Pacific Highway

R-25289 - Eugene Sand & Gravel Company
Lane County
14.3 acres

North Unit, The Dalles-Eight Mile Creek Section of The Dalles-California Highway

R-20408 - John L. and Elsie M. McClaskey
Wasco County
Parcel No. 1: 15.5 acres
Parcel No. 2: 0.3 acre
Parcel No. 3: 0.15 acre

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed is required in order to carry out plans for highway improvements and other projects heretofore authorized by the Commission. (On the following day the Commission authorized the condemnations as requested.)

Concerning the large number of condemnations filed, the Chief Counsel explained that past experience had indicated that approximately 50 per cent of them would be settled by negotiations. However, in order to assure entry of the contractor for construction purposes, it is necessary to secure Commission authority to condemn even though the authority may not be exercised. Chairman McIver commented that all negotiations possible should be conducted before condemnations are filed.

Concerning the great number of letters, maps and other material furnished to the Commission prior to granting authority to condemn property, the Chief Counsel stated that his office has given considerable thought to reducing the volume of papers and he requested authority to pursue his studies. He cited the Housley case as an example in which the opposing attorney had denied the need for the property for highway uses thereby forcing the State to show that the Commission had been furnished information concerning the property and had given it proper consideration. That, he stated, is the reason for sending to the Commission the large number of maps and other material concerning properties to be condemned. The Commission deferred action on such matter until later in the session.

A report was presented by the Chief Counsel and accepted by the Co

mission concerning condemnation cases that have been tried in court since the last Commission meeting, details of which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

June 17 to July 11, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
R-20981 Vella, et al.	Jackson	Pacific	Blackwell Hill-Medford	$ 9,714.50	$23,411.40	$11,800.00
R-27155 Barkdoll, et al.	Multnomah	Columbia River	Sundial Rd.-Rooster Rock	3,500.00	10,500.00	7,820.00
R-26555 Keeler, et al.	Multnomah	Columbia River	Portland-Bonneville	750.00	38,000.00	1,500.00
R-23715 Lochridge, et vir.	Multnomah	Pacific	Harbor-Dr. Barbur Blvd.	4,500.00	6,600.00	Judgment 6,000.00
R-25883 Rosenfeld, et ux.	Multnomah	Sunset	Highlands Interchange	3,000.00	15,000.00	8,500.00
R-27158 Wilson, et al.	Multnomah	Columbia River	Sundial Rd.-Rooster Rock	5,600.00	20,300.00	8,160.00
R-21835 Mittleman Contractor, Inc., et al.	Washington	Sunset	Murray Rd. Traffic Interchange	29,550.00	95,000.00	38,200.00
R-25900 Lansing, et al.	Linn	Pacific	Albany-Judkins Point	6,000.00	8,538.00	11,000.00

REPORT OF TRIAL OF OTHER CASES

July 25, 1958

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2763	Moore, et al.	State	Multnomah	Suit in Equity Vista House Concession		Injunction denied

July 31 and August 1, 1958

(For additional details, see the Chief Counsel's letter of July 25, 1958, entitled "Report of Cases Tried", in the General Files).

The Commission considered and accepted a report presented by the Chief Counsel on condemnation cases which have been settled out of court since the last Commission meeting, details of which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount Settlem
R-28031 Hellweg, et al.	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	$ 100.00	$ 100.0
R-20305 Staggs, Weber, et al.	Baker	Baker-Homestead	East Unit, Love Bridge-Black Bridge	38.00 plus State to fence	38.0 plus fenc
R-26525 Priest, et al.	Washington	Tualatin Valley	Forest Grove-Hillsboro	5,060.00	5,650.
R-27598 Gordon, et al.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	1,500.00	1,500.
R-25537 Murphy, Eri, et ux., Knapp, et ux.	Clackamas	Mt. Hood	Sandy-Forest Boundary	14,550.00	16,540.
R-26326 Everest, et al.	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	890.00	1,150.
R-27448 Gustaff, et al.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	400.00	600.
R-26706 Tenet Mortgage Co., et al.	Washington	Scholls	Fanno Creek Bridge	50.00	400. plus fill level of creek.

July 31 and August 1, 1958

REPORT OF CONDEMNATION CASES SETTLED (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-27676 Breeze, et ux.	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	$ 125.00	$ 125.00
R-26387 Sisk, et al.	Multnomah	Cascade Secondary	Airport Rd.-Alberta St.	78,500.00	78,500.00
R-27504 Zidell, et al.	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	18,000.00	21,000.00
R-20986 Clark, et al.	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	11,000.00	12,500.00
R-26394 Quimby, et al.	Multnomah	Cascade Secondary	Airport Rd.-Alberta St.	7,500.00	7,500.00
R-23928 Spencer, et ux.	Malheur	Old Oregon Trail	Ontario-Snake River	6,048.00	6,048.00
R-27819 Rutherford, et al.	Multnomah	Pacific	Tigard Interchange	6,300.00	6,300.00
R-27682 Rutherford, et al.	Multnomah	Pacific	Tigard Interchange	2,100.00	2,100.00
R-27090 Grant, et al.	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	2,500.00	2,500.00
R-23404 Robinson, et ux.	Josephine	Redwood	Wilderville-Grants Pass	5,075.00	11,000.00

(For additional details, see the Chief Counsel's letters, dated July 28 and July 30, 1958, entitled "Report of Cases Settled", and "Supplemental Report of Cases Settled", in the General Files).

The Chief Counsel also reported a settlement made this morning with Joe M. Bassett, File R-26713, for property in Ontario on the Old Oregon Trail Highway. The property, he stated, has been appraised at $6,000.00, and he recommended a settlement in the amount of $6,500.00. The Commission approved the settlement as recommended.

July 31 and August 1, 1958

A report was presented by the Chief Counsel and accepted by the Commission showing offers which have been made to the owners of real property prior to the institution of condemnation proceedings as follows:

Bradley Park-Columbia County Line Section of the Columbia River Highway

R-27937 - F. E. Beverly, et al. 0.051 acre for right of way purposes. Offer of $14,400.00 approved by Mr. Chessman July 29, 1958.

R-27938 - Minnie Robinson, et ux. 1,050 square feet for right of way purposes. Offer of $1,250.00 approved by Mr. McIver July 18, 1958.

R-28000 - Walter Freeman, et al. 0.35 acre for right of way purposes. Offer of $400.00 approved by Mr. McIver July 18, 1958.

Portland-Bonneville Section of the Columbia River Highway

R-28129 - Carl Wallner, et ux. 22,500 square feet for right of way purposes. Offer of $12,200.00 approved by Mr. McIver July 28, 1958.

R-28130 - Joseph Dolezal, et ux. 29,708 square feet for right of way purposes. Offer of $1,850.00 approved by Mr. McIver July 25, 1958.

R-28041 - Joseph A. Bucher, et ux. Parcel No. 1: 8.55 acres for right of way purposes; Parcel No. 2: 5.88 acres for right of way purposes. Offer of $7,125.00 approved by Mr. McIver July 25, 1958.

Cascade Secondary Highway

R-26381 - Ethel Pullen Kosher Galloway, et al. Parcel No. 1: 14.53 acres for right of way purposes; Parcel No. 2: 0.42 acre for right of way purposes. Offer of $22,500.00 approved by Mr. McIver June 19, 1958.

R-23682 - Cosmo Spada, et al. Parcel No. 1: 2.92 acres (net) for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of $6,000.00 approved by Mr. McIver June 19, 1958. An offer of $10,850.00 was previously authorized by Mr. McIver May 14, 1958. This amount was reduced by reason of access being allowed to Airport Road.

R-27167 - Hajime Okazaki, et al. 0.13 acre for right of way purposes. Offer of $6,100.00 approved by Mr. McIver June 18, 1958.

Trail Creek Bridge Section of the Crater Lake Highway

R-27024 - Carl L. Dawson, et ux. 1.7 acres (net) for right of way purposes. Offer of $350.00 approved by Mr. McIver June 18, 1958.

R-27025 - Clyde L. Stafford, et al. 0.03 acre for right of way purposes. Offer of $197.00 approved by Mr. McIver June 24, 1958.

Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway

R-27643 - Fay A. Hulit, et al. 2.2 acres for right of way purposes. Offer of $1,035.00 approved by Mr. McIver July 9, 1958.

R-27646 - Mervin W. Brink, et al. 0.06 acre for right of way purposes. Offer of $400.00 approved by Mr. McIver July 3, 1958.

R-27649 - George H. W. Skuse, et ux. 0.14 acre for right of way purposes. Offer of $4,400.00 approved by Mr. McIver July 9, 1958.

R-27651 - Hiram D. K. Skuse, et ux. 0.20 acre for right of way purposes. Offer of $290.00 approved by Mr. McIver July 10, 1958.

R-27652 - Francis Paul Bailey, et al. 2.5 acres for right of way purposes. Offer of $1,230.00 approved by Mr. McIver July 10, 1958.

R-27653 - Earl Newton Grabel, et al. 0.48 acre for right of way purposes. Offer of $255.00 approved by Mr. McIver July 10, 1958.

R-27658 - Charles C. Darr, et al. 3.8 acres for right of way purposes. Offer of $2,200.00 approved by Mr. McIver July 3, 1958.

R-27673 - Oscar Offet, et al. 1.11 acres for right of way purposes. Offer of $860.00 approved by Mr. McIver June 24, 1958.

R-27674 - Edith Weik, et al. 0.46 acre for right of way purposes. Offer of $620.00 approved by Mr. McIver July 10, 1958.

R-27676 - Robert S. Breeze, et ux. 0.06 acre for right of way purposes. Offer of $125.00 approved by Mr. McIver July 3, 1958.

R-27679 - Carl A. Anderson, et ux. Parcel No. 1: 2.03 acres for right of way purposes; Parcel No. 2: 0.32 acre for right of way purposes; and Parcel No. 3: 0.36 acre for an easement for a channel change. Offer of $5,010 approved by Mr. McIver July 10, 1958.

R-27889 - Walter N. Capelle, et al. 0.06 acre for right of way purposes. Offer of $2,435.00 approved by Mr. McIver July 10, 1958.

R-28031 - Betty L. Hellwig, et al. 0.02 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver July 10, 1958.

Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway

R-22226 - Usona Thiessen, et al. 21.7 acres for right of way purposes. Offer of $7,400.00 approved by Mr. McIver July 2, 1958.

R-22227 - Cherry City Milling Company. Parcel No. 1: 7.45 acres for right of way purposes; Parcel No. 2: 1.83 acres for excess taking. Offer of $3,845.00 approved by Mr. McIver July 16, 1958.

Lancaster Drive-Sublimity Gun Club Section (Cont.)

R-22233 - John B. Lebold, et al. Parcel No. 1: 7.10 acres for right of way purposes; Parcel No. 2: 0.98 acre for right of way purposes; Parcel No. 3: 0.67 acre for right of way purposes; and Parcel No. 4: 0.27 acre for right of way purposes. Offer of $5,355.00 approved by Mr. McIver July 3, 1958.

R-22235 - J. A. Bilyeu, et ux. Parcel No. 1: 3.64 acres for right of way; Parcel No. 2: 0.21 acre for right of way purposes; and Parcel No. 3:0.96 acre for excess taking. Offer of $1,935.00 approved by Mr. McIver July 3, 1958.

R-22569 - Edward Oul, et ux. Parcel No. 1: 2.63 acres for right of way purposes; Parcel No. 2: 0.09 acre for excess taking; and Parcel No. 3: 0.40 acre for right of way purposes. Offer of $850.00 approved by Mr. McIver July 9, 1958.

R-22572 - Ernest E. Pyell, et ux. 0.85 acre for right of way purposes. Offer of $520.00 approved by Mr. McIver July 11, 1958.

R-22574 - William G. Barnwell, et al. 0.06 acre for right of way purposes. Offer of $150.00 approved by Mr. McIver July 16, 1968.

R-22578 - Bliss W. Smith, et al. 12.5 acres for right of way purposes. Offer of $4,500.00 approved by Mr. McIver July 21, 1958.

R-22579 - Guy E. Shields, et al. 8.47 acres for right of way purposes. Offer of $3,460.00 approved by Mr. McIver July 18, 1958.

R-22580 - John H. Peterson, et ux. Parcel No. 1: 9.85 acres for right of way purposes; and Parcel No. 2: 0.43 acre for right of way purposes. Offer of $5,045.00 approved by Mr. McIver July 11, 1958.

R-22582 - Adrian Kromwall, et ux. 3.37 acres for right of way purposes. Offer of $9,800.00 approved by Mr. McIver July 3, 1958.

R-22583 - LaVerne O. White, et al. 2.4 acres for right of way purposes. Offer of $950 00 approved by Mr. McIver July 21, 1958.

R-22587 - Theodore E. Boehme, et al. 1.10 acres for right of way purposes. Offer of $245.00 approved by Mr. McIver June 26, 1958.

R-22593 - Anthony G. Levermann, et ux. Parcel No. 1: 26.10 acres for right of way purposes; Parcel No. 2: 0.35 acre for right of way purposes; Parcel No. 3: 0.46 acre for right of way purposes; and Parcel No. 4: 0.23 acre for an easement. Offer of $21,400.00 approved by Mr. McIver July 3, 1958.

R-27588 - Archie Germond, et ux. 0.25 acre for right of way purposes. Offer of $125.00 approved by Mr. McIver July 3, 1958.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26712 - W. C. Holloway, et al. 2.07 acres for right of way purposes. Offer of $16,200.00 approved by Mr. McIver July 16, 1958.

R-26713 - Joe M. Bassett, et ux. 1.68 acres for right of way purposes. Offer of $6,000.00 approved by Mr. McIver July 11, 1958.

R-26729 - T. L. McKinney, et al. 0.38 acre for right of way purposes. Offer of $4,300.00 approved by Mr. McIver July 16, 1958.

R-26731 - Carl Mc D. Roe, et al. Parcel No. 1: 10.8 acres for right of way purposes; and Parcel No. 2: 0.65 acre for right of way purposes. Offer of $16,745.00 approved by Mr. McIver July 22, 1958.

R-26732 - Julia Westfall Mendazona, et al. Parcel No. 1: 8.59 acres for right of way purposes; and Parcel No. 2: 0.36 acre for right of way purposes. Offer of $6,000.00 approved by Mr. McIver June 27, 1958.

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway

R-23349 - Standard Oil Company of California. Parcel No. 1: 0.12 acre for right of way purposes; and Parcel No. 2: 0.06 acre for right of way purposes. Offer of $540.00 approved by Mr. Chessman July 23, 1958.

R-23372 - Roy E. Heckard, et ux. 0.11 acre for right of way purposes. Offer of $4,200.00 approved by Mr. McIver July 18, 1958.

R-23385 - Fred Otto Like, et al. 0.3 acre for right of way purposes. Offer of $9,200.00 approved by Mr. Chessman July 28, 1958.

R-23386 - W. B. Hollenbeck, et al. 0.45 acre for right of way purposes. Offer of $8,655.00 approved by Mr. McIver July 18, 1958.

R-23387 - Verner D. Sanders, et ux. 0.07 acre for right of way purposes. Offer of $8,150.00 approved by Mr. McIver July 18, 1958.

R-27802 - David F. DeTar, et al. 6,500 square feet for right of way purposes. Offer of $1,800.00 approved by Mr. Chessman July 28, 1958.

R-27804 - William Wells Woodworth, et al. 125 square feet for right of way purposes. Offer of $40.00 approved by Mr. McIver July 18, 1958.

R-27805 - Daisy D. Teevin, et al. 1,500 square feet for right of way purposes. Offer of $325.00 approved by Mr. McIver July 18, 1958.

R-27806 - Jacob Krieger, Jr., et al. 425 square feet for right of way purposes. Offer of $125.00 approved by Mr. McIver July 18, 1958.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27795 - S. A. Agnew, et al. Parcel No. 1: 12.25 acres for right of way purposes; and Parcel No. 2: 4.1 acres for an easement. Offer of $3,200.00 approved by Mr. Chessman June 20, 1958.

R-27877 - Lou Guinn Davison, et al. Parcel No. 1: 3.5 acres for right of way purposes; and Parcel No. 2: 3.17 acres for an easement. Offer of $650.00 approved by Mr. Chessman June 30, 1958.

Sunset Highway (Murray Road Interchange)

R-28202 - Chris W. Schindler, et al. 2,800 square feet for right of way purposes. Offer of $100.00 approved by Mr. McIver July 28, 1958.

Salem By-Pass Section of the Pacific Highway

R-26695 - Aubrey L. Grayson, et al. Parcel No. 1: 0.18 acre for right of way purposes; and Parcel No. 2: 0.27 acre for an easement. Offer of $150.00 approved by Mr. McIver July 15, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25281 - Raymond L. Briggs, et al. 9.27 acres for right of way purposes. Offer of $3,250.00 approved by Mr. McIver June 18, 1958.

R-25283 - E. G. McKenzie, et al. 19.97 acres for right of way purposes. Offer of $5,000.00 approved by Mr. McIver July 7, 1958. An offer of $4,650.00 was previously authorized by Mr. McIver February 6, 1958. This amount was increased by reason of reappraisal of the property being acquired.

R-25671 - Madeline Jo Lynch, et al. Parcel No. 1: 44.35 acres for right of way purposes; and Parcel No. 2: 0.18 acre for haul road. Offer of $25,000.00 approved by Mr. McIver July 8, 1958.

McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway

R-23410 - Martha J. Fruit, et al. 7.75 acres for right of way purposes. Offer of $6,800.00 approved by Mr. McIver July 16, 1958.

R-23411 - J. J. Ewen, et ux. 6.1 acres for right of way purposes. Offer of $4,800.00 approved by Mr. McIver July 16, 1958.

R-23412 - Ross Cruickshank, et ux. 5.79 acres for right of way purposes. Offer of $5,200.00 approved by Mr. McIver July 16, 1958.

R-23413 - R. Kenneth Nissen, et ux. 6.7 acres for right of way purposes. Offer of $2,300.00 approved by Mr. McIver July 9, 1958.

McMinnville Airport-Dayton Junction Section (Cont.)

R-28005 - Carl H. Wahl, et al. 1.15 acres for right of way purposes. Offer of $3,600.00 approved by Mr. McIver July 11, 1958.

Post-Paulina Section of the Paulina Highway

R-27755 - J. C. Shoun, et al. 1.86 acres for right of way purposes. Offer of $350.00 approved by Mr. McIver July 9, 1958.

R-27757 - Don W. Brummer, et ux. 6.33 acres for right of way purposes. Offer of $1,400.00 approved by Mr. McIver July 8, 1958.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-23662 - Louis Adler, et al. Parcel No. 1: 5,000 square feet for right of way purposes; Parcel No. 2: 4,400 square feet for right of way purposes; and Parcel No. 3: 0.59 acre for right of way purposes. Offer of $13,000.00 approved by Mr. McIver June 30, 1958.

R-23663 - Filomena Scioly, et al. Parcel No. 1: 1.85 acres for right of way purposes; and Parcel No. 2: 0.30 acre for right of way purposes. Offer of $45,050.00 approved by Mr. McIver July 19, 1958.

R-27082 and R-27083 - Mike M. DeCicco, et al. Parcel No. 1: 6,234 square feet for right of way purposes; Parcel No. 2: 5,530 square feet for right of way purposes; and Parcel No. 3: 2,100 square feet for right of way purposes. Offer of $45,000.00 approved by Mr. McIver June 24, 1958. An offer of $41,500.00 was previously authorized by Mr. McIver May 27, 1958. This amount was increased by reason of revaluation of the appraisals of the property being acquired.

R-27090 - Charles C. Grant, et al. 5,000 square feet for right of way purposes. Offer of $1,720.00 approved by Mr. McIver July 3, 1958.

R-27890 - Samuel K. Azar, et ux. 0.08 acre for right of way purposes. Offer of $25.00 approved by Mr. McIver July 9, 1958.

R-28040 - F. S. Wilhelm, et ux. 1,250 square feet for right of way purposes. Offer of $800.00 approved by Mr. Chessman July 28, 1958.

R-28270 - A. F. Winter. 0.54 acre for a maintenance site. Offer of $1,100.00 approved by Mr. McIver July 18, 1958.

The Commission considered and accepted a report submitted by the Chief Counsel concerning orders which have been issued by the Public Utilities Commissioner regarding railroad crossing matters in which the State Highway Commission has been made a party, summarized as follows:

July 31 and August 1, 1958

PUX 243: Application of the City of Grants Pass for relocation, installation, and maintenance of automatic warning signals at the crossing of the tracks of Southern Pacific Company at Sixth and Seventh Streets in the City of Grants Pass. The order provided that the installation of new signals on Seventh Street should be borne one-half by Southern Pacific Company and one-half by the City of Grants Pass and the Highway Commission. The cost of relocating the signal on Sixth Street is to be done without railroad cooperation. Maintenance of the signals on Sixth and Seventh Streets is to be borne by Southern Pacific Company.

PUX 255: Aumsville grade crossing of the tracks of Southern Pacific Company on the North Santiam Secondary Highway near Aumsville. The order authorizes crossing at grade and the installation of automatic electric signals. Southern Pacific Company is to install the signals and be reimbursed for the cost by the State Highway Commission. The State also is to pay the railroad company for its necessary expenditures in connection with the construction of the crossing.

PUX 258: Application of Southern Pacific Company for authority to construct an industrial track under the Coos Bay Bridge at North Bend. This track is to be constructed and maintained by Southern Pacific Company without cost to the State.

PUX 261: Application of Lakeview Logging Company for a private road crossing at grade of the Fremont Highway, north of Lakeview. The Logging Company is to bear the expense of the installation of the crossing and necessary warning signs, and is to provide flagmen and a $1,000 bond.

PUX 263: Application of Lane County for authority to alter a crossing at grade of the tracks of Southern Pacific Company on the Natron Cutoff near Jasper. This crossing is on a county road and no objection was made to the issuance of a proper order.

PUX 264: Application of Lane County for authority to alter a crossing at grade of the tracks of Southern Pacific Company on the Hills Creek Road crossing near Jasper. This crossing is on a county road and no objection was made to the issuance of a proper order.

PUX 265: Application of Lane County for authority to alter a crossing at grade of the tracks of Southern Pacific Company on the southerly Mt. Vernon Cemetery Road near Jasper. No objection was made to the issuance of a proper order.

PUX 266: Application of Lane County to alter a crossing at grade of the tracks of Southern Pacific Company on the northerly Mt. Vernon Cemetery Road near Jasper. This crossing is on a county road and no objection was made to the issuance of a proper order.

PUX 279: Application of Southern Pacific Company for authority to relocate industrial spur tracks across Fir Street in Reedsport. The tracks do not affect any street under the jurisdiction of the Highway Commission and no objection was made to the issuance of a proper order.

The matter of disposition of a check received from Hoffman Construction Company, Portland, in the amount of $36,024.60 was presented by the Chief Counsel. He explained that the check represents the amount of the bid bond that was deposited by Hoffman Construction Company on March 27, 1958, in connection with its proposal to construct the Ontario Bridges over the Snake River in Malheur County. He recalled that Hoffman Construction Company alleged that they made a mistake in their bidding and accordingly refused to accept the award of the contract and tendered their check in forfeiture of the contract as provided by the proposal. The State of Idaho, he said, is cooperating with the State of Oregon on a 50-50 basis in the cost of contructing these bridges and therefor is entitled to one half of the default payment. He requested authority to pay to the State of Idaho one half the sum of $36,024.60, or $18,012.30. The Commission granted the authority.

A written report was presented by the Chief Counsel showing property damage claims collected during the period of April, May, and June, 1958, covering 179 cases, in the amount of $16,569.09. The Commission accepted the report. These claims, the Chief Counsel explained, are principally from insurance companies whose clients have damaged state highway facilities, such as guardrails, bridges, signals, etc.

A quitclaim deed from the State of Oregon to School District No. 25 in Gilliam County, conveying a parcel of land which is to be used for park purposes, was presented by the Chief Counsel. This matter, he stated, was presented by a delegation several months ago and the quitclaim deed has been prepared transferring the state's interest in a vacated lot on which a swimming pool has been constructed in the City of Condon. The Commission approved the deed.

The Chief Counsel brought up for discussion the matter of restricting types of outside employment by right of way agents. He presented a resolution covering the subject and explained that it prohibits right of way agents from accepting outside employment involving appraisals, selling, purchasing, advising, or in any other manner dealing with real property within the State of Oregon. He pointed out that attorneys are now precluded from accepting outside employment and that it would be in the best interests of the State to restrict outside employment by right of way agents as provided in the resolution. Commissioner Fridley inquired if there are other employees in the Highway Department who should be similarly restricted as to employment. The Engineer replied that a ruling has been in effect for many years that precludes engineers from accepting outside engineering work. Chairman McIver observed that he appreciates the need for such a regulation pertaining to right of way employees and engineers but he felt that the application of restricting employment to other work classifications might be an infringement upon the rights of the employees and stifle their earning capacity. The Engineer stated that the matter had been considered at considerable length and it was his opinion that the resolution should not cover all State Highway employees but should pertain only to those employees whose outside activities would interfere or conflict with their state employment. Commissioner Fridley stated that in his opinion a policy should be worked out to control outside employment by all State Highway employees, which employment would conflict with their state employment. The Commission

approved the suggested restrictions as they pertain to right of way agents by adopting the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel and the Engineer were instructed to investigate thoroughly the matter of extending the restrictions to other highway employees and to submit a report later.

The resignation of Frank Morgan from the Trial Section of the Legal Division was reported by the Chief Counsel. He explained that Mr. Morgan, who has been with the Highway Department for seven years, is transferring to private employment. He further stated that Mr. W. A. Mansfield, an attorney in the Office Section, is being transferred to take Mr. Morgan's place. He requested authority to employ a new man, Mr. Richard C. Bemis, in Mr. Mansfield's place as a Class II Attorney at a starting salary of $460.00 per month. The Commission approved the hiring of Mr. Bemis. The Chief Counsel also reported that one of his attorneys, Leslie B. Hampton, has completed his first year of employment and, in line with past policy, is entitled to a change of classification from Class III to Class IV Attorney, involving an increase in salary from $625.00 to $655.00 per month, effective August 1, 1958. This change, he stated, has been approved by the Attorney General. The Commission approved the promotion.

The Commission considered adoption of a resolution dealing with a revision of policy in the granting and reserving of access rights to state highways. The Chief Counsel advised that the resolution as prepared determines conditions under which a land owner whose land abuts upon a state highway other than an interstate highway may apply for and receive the conversion of a limited use access to an unlimited access when there is no other public road, street, or highway affording land service to the area which the requested access purports to serve and when the conversion of said limited use to unlimited use will not constitute a hazard to the traveling public. Also, the Chief Counsel continued, the resolution sets out certain provisions in which the property owner will convey to the state, without cost, the necessary right of way needed for acceleration and deceleration lanes and that the property owner shall pay the cost of construction of such acceleration and deceleration lanes, signs, and other facilities as are needed to provide for the safety of the traveling public. Action on this matter was deferred for study. (On the following day the resolution was adopted by the Commission as presented).

Attention was given to a claim in the amount of $1,000.00, presented by Crater Lake Motors of Medford, for damage to cars parked on their lot and for loss of the use of a portion of their lot during the wrecking of a building by a state highway contractor. The Chief Counsel stated that during the wrecking of the building by the state contractor, plaster, nails, and other debris fell on the lot and damaged cars to the amount of approximately $250.00; also, that for a period of from 60 to 80 days cars had to be kept off the portion of the lot near the building which was being wrecked. The claim, he stated, has been carefully investigated and payment of the same appears to be well justified. Upon his favorable recommendation, the Com-

mission approved the payment of $1,000.00 to Crater Lake Motors.

The Chief Counsel inquired as to the Commission's desire concerning the nature and number of reports that are transmitted to the Commission in advance of Commission meetings. This matter, he stated, was brought to his attention by Commissioner Chessman who inquired as to the necessity of sending to the Commissioners lengthy reports concerning routine matters. He suggested that reports should be sent to the Commission in advance of the meeting only if they are unusual or if they cover particularly important matters, and that reports on necessary or routine matters be presented to the Commission at the meeting. Action on the matter was deferred at this time. (On the following day the Commission instructed the Chief Counsel to submit prior to the Commission meeting reports concerning out-of-the ordinary events and to submit to the Commission at its meetings summaries of other reports).

The Engineer reported that under authority previously granted him he has awarded contracts referred to him by the Commission to award when certain conditions have been satisfied. These conditions, he stated, have been met with respect to the following projects and the contracts have been awarded:

(1) Grading the Coleman Creek-Short Creek Section of Cape Meares Loop Road, Tillamook County. Bids received May 8, 1958. Contract awarded June 20, 1958, to Don Greene Construction Company, Salem, low bidder.

(2) Construction of Luckiamute River Bridge on County Road 502, Benton County. Bids received June 17, 1958. Contract awarded June 24, 1958, to Tom Lillebo Construction Company, Reedsport, low bidder.

(3) Paving and stone shoulders on Albany Canal-Lebanon Junction Section of Albany-Brownsville County Road, Linn County. Bids received June 17, 1958. Contract awarded June 24, 1958, to Morse Brothers, Lebanon, low bidder.

(4) Oiling on twelve county roads in vicinity of Terrebonne, Redmond, Bend, Alfalfa, Tumalo, and Sisters, Deschutes County. Bids received June 17, 1958. Contract awarded June 25, 1958, to Babler Brothers, Inc., Portland, low bidder.

(5) Stone base and oiling on North Powder-Davis Ranch Section of North Powder River Road, Union County. Bids received June 17, 1958. Contract awarded June 25, 1958, to C. E. Leseberg, Nyssa, low bidder.

(6) Construction of Cooper Bridge over North Fork of Coquille River near Myrtle Point, Coos County. Bids received June 17, 1958. Contract awarded June 26, 1958, to Sig Anderson, North Bend, low bidder.

(7) Paving on Bybee Bridge-Gregory Road Section of Table Rock County Road, Jackson County. Bids received June 17, 1958. Contract awarded June 26, 1958, to Rogue River Paving Company, Medford, low bidder.

(8) Construction of Fanno Creek Bridge on Oleson Road, Washington County. Bids received June 17, 1958. Contract awarded June 30, 1958, to Central Paving Company, Independence, low bidder.

(9) Grading, paving, and structure on Trail Creek Bridge Section of Crater Lake Highway, Jackson County; also, crushed material in stock piles. Bids received May 29, 1958. Contract awarded July 2, 1958, to Durbin Brothers, Eugene, low bidder.

(10) Grading and paving Airport-Alberta Street Section of 82nd Avenue and Cascade Highway, Multnomah County. Bids received May 29, 1958. Contract awarded July 2, 1958, to Warren Northwest, Inc., Portland, low bidder.

(11) Construction of Milton Creek Bridge on Columbia Boulevard in St. Helens, Columbia County. Bids received June 17, 1958. Contract awarded July 3, 1958 to Erick Enquist, Troutdale, low bidder.

(12) Oiling Flora Spur Section of Flora Spur County Road, Wallowa County. Bids received June 17, 1958. Contract awarded July 7, 1958, to J. F. Konen Construction Co., Inc., Lewiston, Idaho, low bidder.

(13) Grading Hooskanaden Creek-Thomas Creek Section of Oregon Coast Highway, Curry County. Bids received May 29, 1958. Contract awarded July 8, 1958, to Morrison-Knudsen Company, Inc., Seattle, Washington, low bidder.

(14) Stone base and paving West Idaho Avenue in city of Ontario, Malheur County. Bids received May 29, 1958. Contract awarded July 11, 1958, to Russell Olson Construction Co., Inc., Pendleton, low bidder.

(15) Grading and paving Browning Avenue-Rosedale Section of Liberty County Road, Marion County. Bids received June 17, 1958. Contract awarded July 18, 1958, to Central Paving Company, Independence, low bidder.

(16) Grading, paving, and three concrete slab span structures on Jonesboro-Tunnel Section of Central Oregon Highway, Malheur County. Bids received May 29, 1958. Contract awarded July 24, 1958, to Central Paving Company, Independence, low bidder.

(17) Grading and oiling West Unit, Post-Camp Creek Section of Paulina Secondary Highway, Crook County. Bids received June 17, 1958. Contract awarded July 24, 1958, to Keystone Construction Company, Inc., Prineville, low bidder.

(18) Grading on Lancaster Drive-Sublimity Gun Club Section of North Santiam Highway, Marion County. Bids received May 29, 1958. Contract awarded July 25, 1958, to C. R. O'Neil, Creswell, low bidder.

(19) Grading, paving, and structure on Emigrant Reservoir Section of Green Springs Highway, Jackson County. Bids received June 17, 1958. Contract awarded July 29, 1958, to Babler Brothers, Inc., Portland, low bidder.

The Commission confirmed the awards as reported.

The establishment of temporary construction speed zones on four state highway sections where construction is underway was reported by the Engineer. He stated that such reduced speed zones are necessary in order to protect the traveling public. The Commission confirmed the establishment of reduced speed zones placed by the Engineer as follows:

1. 35 miles per hour on the Perry-Oro Dell Section of the Old Oregon Trail Highway between MP 255.54 and MP 258.33, effective 10:00 a.m. June 24, 1958.

2. 35 miles per hour on the Jumpoff Joe-Louse Creek Section of the Pacific Highway from north end Station 715 to LC Station 783, and from south end Station F2-1063+74 to where Louse Creek intersects the existing highway, effective 1:30 p.m., July 8, 1958.

3. 35 miles per hour on the Sunset Highway near the Murray Road Interchange between MP 66.75 and MP 67.75, effective 1:30 p.m., July 8, 1958.

4. 35 miles per hour on the Missouri Bottom-Ford Bridge Unit of the Pacific Highway between MP 215.24 and MP 216.24, effective 11:00 a.m., July 18, 1958.

A report was submitted by the Engineer on a request made by P. N. Shown for state cooperation in repairing the east wall of his service station in Mitchell and the building of a ring dike at the rear of his property. The Engineer recalled that Mr. Shown had been awarded $5,000 in the Circuit Court of Wheeler County for flood damage to his property in view of which, in his opinion, the State has no further obligation to Mr. Shown in this regard. He further stated that subsequent to the submission of Mr. Shown's

claim, Mr. Owen Tanner, Shown's attorney, advised that the claim is being withdrawn and that they would take no further action until further damage occurs. The Commission took no action on this matter other than to accept the Engineer's report.

The Engineer reported the results of receiving bids in Salem on July 10 and on July 29 for 50 highway construction projects. He pointed out that no action has been taken on the bids other than to open them, determine the low bidder, and inform the contractors that the bids would be referred to the Commission at this meeting for awards. He also asked the Commission to confirm its telephonic approval of the award of the contract for remodeling the Howard Cooper Building in Portland on which bids were received July 10. The Commission confirmed the award of the contract for remodeling the Howard Cooper Building to Monson and Sivers Company on July 11, 1958, and announced that award of contracts for the remaining projects would be made at 2:00 p.m. this afternoon.

The Engineer reported that test runs with 60 foot truck and full trailer combinations have been made over a section of the Oregon Caves Highway and over a portion of the Amity-Dayton Highway, and it was found that such truck and trailer combinations can negotiate the route without crossing the center line at any point so he has reclassified them from a group II status to a group I status. He asked the Commission to confirm the action. The Commission confirmed reclassification from group II to group I status the following state highway sections:

1. Oregon Caves Highway between the Holland Loop Road (MP 6.16) to the Sucker Creek Road (MP 11.77), effective July 10, 1958.

2. Amity-Dayton Highway from its junction with the Three Mile Lane Highway to the junction with the Salem-Dayton Highway, effective July 30, 1958.

A report was presented by the Engineer concerning a public hearing that was held in Pendleton on July 15, 1958, concerning the rerouting of Interstate Highway No. 80N (Old Oregon Trail Highway) between Deadman's Pass and Meacham in Umatilla County. He said that no opposition was presented at the meeting. He exhibited a map of the proposed relocation and recommended that the survey be adopted so that acquisition of right of way could start in the near future. He advised that if plans proceed according to schedule, it is expected that the project will be advertised for bids in about two months. The Commission approved the survey as presented by adopting the attached resolution relative thereto marked EXHIBIT "K- ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported on a public hearing that was held in the city of Baker on July 16, 1958, regarding rerouting of Interstate Highway No. 80N (Old Oregon Trail Highway) between a point about two miles southeasterly of Baker and a point about a mile easterly of Pleasant Valley. Opposition to the proposed relocation, he said, was voiced principally by property owners who objected to the taking of right of way across their

fields. He pointed out that Interstate Highway Routes must be planned and built to the highest feasible standards and it was his opinion that the route selected is the proper one. Some property owners, he stated, will suffer damage, but they will be compensated when their property is acquired. He recommended that the Commission approve the survey for the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Commission approved the survey by adopting the attached resolution relative thereto marked EXHIBIT "K- ", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, Commissioner Fridley stated that the Troys, who own property in this section, had talked to him about the highway relocation. He inquired if the amount of land that was left after right of way needs are taken care of will be sufficient to warrant its continued use. The Engineer replied that provision has been made in the plans for the installation of stock passes and machinery passes so that machinery and stock can be moved from one side of the highway to the other. It was his opinion that all damages would be compensated in the acquisition of the right of way. The remaining lands, he stated, can be utilized for the same purposes for which they are used at the present time.

The Commission considered another request from Willard L. Archer for construction of an interchange at the Norwood Road Crossing of the R. H. Baldock Freeway. The volume of traffic at this interchange, the Engineer stated, has been re-studied and it was found that there is no change in the traffic pattern. He pointed out that Norwood Road traffic now has access to the Freeway by two interchanges, one of which is two miles in one direction and the other one mile in the other direction. It was his opinion that the facts disclosed in the study indicate that an interchange is in no wise justified and he recommended that the request be again denied. The Commission deferred action pending the appearance of a delegation on the following day. (The delegation did not appear as scheduled).

The Commission considered a report rendered by the Engineer on the request of a delegation from Milton-Freewater for improvement of the Oregon-Washington Highway. The Engineer recalled that the delegation appeared before the Commission meeting on February 28 and that he had been instructed to take traffic counts during pea harvest. The traffic count was taken and little effect was shown because of the pea harvest at the Washington State line and at Pendleton. Between Adams and Milton-Freewater an increase of about 25% was shown. A particularly dangerous situation was disclosed at the Lamb-Weston plant where normal traffic is about 200 vehicles per day, but during pea harvest increases to 2,500 vehicles daily. The traffic count also disclosed that the highway carries at least 50% more traffic than its rated capacity and justifies reconstruction. Action was deferred by the Commission pending consideration of a construction program later in the day. (See construction program ahead.)

A report was presented by the Engineer concerning a request made by a delegation from the city of Hillsboro for construction of a highway extending easterly from Hillsboro to a connection with the Sunset Highway near Portland. This matter, the Engineer recalled, has been before the

Commission several times in the past. The most recent investigation discloses that the road is six miles long and if constructed should be built to a four-lane standard at a total cost of approximately $2,400,000. The section is not on the state highway system and as no funds are available for construction, he recommended that the group be told that it will be given consideration at some future time. The Commission approved his recommendation and ordered that the Hillsboro people be advised of the facts disclosed in the investigation and of the Commission's action.

The meeting recessed for luncheon at 11:45 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Engineer presented a report on the request of a delegation from the Madras-Jefferson County Chamber of Commerce for improvement of The Dalles-California Highway between Lyle Gap and Madras in Jefferson County. The Engineer stated that reconstruction is needed on two sections: one north of Madras in Jefferson County and the other near Kent in Sherman County. The projects, he said, are approximately equal in priority except that the project north of Madras carries the heavier volume of traffic. The Engineer called attention to a construction program to replace funds allocated under the "crash" program which will be considered later in the day. In this program the sum $450,000 is included for one of the two sections. The Commission deferred action on the two projects pending consideration of the construction program later in the day. The Commission also instructed that the delegation be advised that their request is being studied and they will be advised by letter when action has been taken. (See additional entry ahead showing approval of the Madras - north project).

The Engineer presented and the Commission accepted a report on the weighmasters operations during the three month period from April through June for the years 1954 to 1958 inclusive. Chairman McIver commented that the number of violations is decreasing.

The Engineer reported a successful test run with a truck and full trailer combination 60 foot over all length over the Three Mile Lane Highway #152 from its junction with the Pacific Highway #1W at McMinnville to its junction with the Amity-Dayton Highway #155; also, a successful test run was made with the same equipment over the Amity-Dayton Highway #155 from its junction with the Pacific Highway #1W near Amity to a junction with the Three Mile Lane Highway #152. As the test equipment was able to negotiate these sections without encroaching on the opposing traffic lane, he recommended that they be reclassified from group III to group I status. The Commission approved such reclassification, effective July 28, 1958.

The Commission considered items of unfinished business as shown on the Secretary's summary dated June 20, 1958, as follows:

1. Request of Representative Fred Meek that a museum building be constructed at Champoeg State Park: A report was presented on this matter earlier in the day by the Parks Superintendent and the Com-

mission instructed that Mr. Meek be advised of the plans that are being considered and that they have been referred to the Oregon Historical Society and to the Parks Advisory Committee for study. This item is to remain on the list of unfinished business.

2. Request of Tillamook County Court and others that the State take over as a state park the Bayocean area between Tillamook Bay and the Pacific Ocean: The Parks Superintendent stated that his report on this subject is not yet ready, but he anticipated that it could be presented at the next Commission meeting. This item is to remain on the list of unfinished business.

3. Resolution adopted by the Legislative Highway Interim Committee recommending establishment of a state park at Unity Reservoir in Baker County and an expenditure of $25,000 for development in 1958: The Parks Superintendent advised that his report on this subject is not complete, but will most probably be presented at the next meeting. The Commission instructed that the item be retained on the list of unfinished business.

4. Nonparticipation of the Bureau of Public Roads in the payment of attorneys' fees in connection with right of way condemnation suits and settlements: The Engineer advised that official information has now been received from the Bureau of Public Roads indicating that they will allow attorneys' fees in these cases.

5. Proposed borrowing of funds from other state agencies to set up a revolving fund for acquisition of right of way: Under the present federal-aid plan for interstate highways, the Engineer stated, the Federal Government will participate up to 90% of the cost of the right of way for property which is acquired for highway construction that is commenced within five years. Right of way acquired and not utilized for construction within five years, he continued, must be paid with state funds. Concerning the "East Bank Freeway" Route of the Pacific Highway in Portland, he pointed out that as soon as the actual construction line is determined, negotiations for right of way can begin, and being a part of the Interstate System the Federal Government will participate in approximately 90% of the cost of the right of way. He also pointed out that federal participation in the acquisition of right of way is also applicable to other types of highways in lesser amounts. The Commission accepted the report and ordered the item deleted from the list of unfinished business.

6. Request by the city of Springfield that Second and Third Streets in that city be designated as a couplet and added to the federal-aid secondary highway system: The Engineer advised that an investigation is being made but the report is not yet complete. The Commission instructed that the Springfield officials be advised of the progress that has been made. This item is to remain on the list of unfinished business.

7. Request of the Hillsboro City Council for a direct highway route extending easterly from Hillsboro to a connection with the Sunset Highway near Portland: The Engineer presented a report on this matter earlier in the day so the Commission ordered the item deleted from the list of

unfinished business. The Secretary was instructed to inform the Hillsboro officials by letter of the Commission's action.

8. Request of Mt. Angel delegation for improvement of the Hillsboro-Silverton Highway near Henjum's Corner south of Mt. Angel: The Engineer reported that in investigating this request, it was found that approximately 65% of the traffic on the highway is between Silverton and Mt. Angel, and that the road should be relocated on a line approximately 1.3 miles shorter than the existing highway. The Commission instructed that the delegation be advised of the Engineer's findings to date. The item is to be removed from the list of unfinished business.

9. Request of Madras and Central Oregon Chambers of Commerce for completion of Highway 97 from the newly constructed section to a connection with Highway 26 south of Madras. A report was presented on this matter by the Engineer earlier in the day and the Commission ordered the item deleted from the list of unfinished business.

Illumination of intersections where left turn slots are provided at Shattuck Road and S. W. 42nd Avenue on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway was considered. The Engineer reported that grading and paving have been finished and the conditions are such that illumination is advisable. Upon his favorable recommendation, the Commission approved the expenditure of $2,700 to illuminate the intersections, the work to be performed by State forces.

The Commission gave attention to a program for additional 1959 Federal Forest Highway funds. The Engineer explained that this program had been presented tentatively to the Commission at its June, 1958, meeting, at which time it had not yet been approved by the Bureau of Public Roads and the Forest Service. Their approval has now been secured in substantially the same form as it was presented to the Commission. He also pointed out that the proposed program is aimed primarily at completion of projects which are already underway. Based upon his favorable recommendation, the Commission approved the following forest highway program:

June 23, 1958

Federal Highway Administrator
Chief, Forest Service
Washington 25, D. C.

Dear Sirs:

In accordance with the Rules and Regulations for Administering Forest Highways, the following revision of the existing Oregon Forest Highway program, approved January 30, 1958, is recommended by the Regional Forester, Region 6, the Oregon State Highway Commission, and the Regional Engineer of the Bureau of Public Roads.

Letter (Cont.)

Previous unprogrammed balance (lapsing)	$ 332,083.15
1959 F.Y. supplemental apportionment (lapsing)	619,896.00
Total unprogrammed balance (lapsing)	$ 951,979.15

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
	Withdraw previously approved projects and lump fund survey to increase allocations.		
FH 26-C5 (L3530-00)	Wapinitia Highway Grad., Surf., and Bit. Pav.	2.4	$ 320,000.00
FH 35-E3 (L3531-00)	John Day-Burns Highway Grading and Surfacing	2.0	275,000.00
FH 49-B3, D (L3535-00)	Mt. Hood Highway Grading and Bridge	6.5	480,000.00
SURVEYS			
FH Routes (L3538-00)	1, 3, 5, 8, 25, 26, 31, 32, 35, 46, 47, 49, 51, 52		100,000.00
	Substitute the following projects and lump fund survey		
FH 26-C5 (L3530-00)	Wapinitia Highway Grad., Surf., and Bit. Pav.	2.4	424,000.00
FH 35-E3 (L3531-00)	John Day-Burns Highway Grading and Surfacing	4.0	375,000.00
FH 49-B3, D (L3535-00)	Mt. Hood Highway Grading and Bridge	8.3	530,000.00
SURVEYS			
FH Routes (L3538-00)	1, 3, 6, 7, 8, 23, 24, 25, 26, 31, 32, 35, 43, 46, 47, 49, 51, 52 and Reconnaissance Surveys of Lake of the Woods Route and Rogue River and Illinois River Route (Gold Beach to Selma) to determine desirability of addition to system.		200,000.00

30279

Letter (Cont.)

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
NEW PROJECT			
FH 3-A4 (L3586-00)	Oregon Coast Highway Grading and Selected Slide Removal	0.64	465,000.00
Revised unprogrammed balance (lapsing)			132,979.15

Very truly yours,

B. M. FRENCH, Regional Engineer

U. S. FOREST SERVICE, REGION 6

The Engineer requested authority to purchase 10,000 cubic yards of quarry-reject material to widen the shoulders of the Siuslaw Highway between Mapleton and Cushman, M.P. 3 to M.P. 14. He stated that the shoulders in this section have been considerably eroded by highway water and traffic to a point where they are dangerous to the traveling public. The material can be acquired at 10 cents per cubic yard from a quarry owned by George Chicha Company, Spokane, Washington. To transport the material it will also be necessary to secure an agreement with Southern Pacific Company covering construction of a crossing of their tracks. He estimated at $520 the cost of reimbursing Southern Pacific Company for the crossing. The Commission approved purchase of materials as recommended by the Engineer and also approved reimbursement of Southern Pacific Company for the cost of the railroad crossing.

The Commission considered a petition from residents and property owners along the Woodburn-Estacada Secondary Highway in Estacada for widening of the pavement on the westerly side of the highway between N. E. Second Avenue and an intersection with a county road. The Engineer in his report pointed out that projects of this nature are of benefit to the adjoining property owners as well as to the traveling public and he suggested that the petitioners be referred to the Estacada city officials to determine if the city would be willing to cooperate in the cost of the project to the extent of 25%. If the city is willing and officially makes such a request, the improvement could be considered along with other requests of this nature. The Commission approved the suggestion.

Consideration was given to the Engineer's recommendation that excess excavation material from the Redwood Interchange project in Grants

Pass be used to rebuild a 1.8 mile section of the Redwood Highway immediately south and west of Grants Pass. The project, he stated, can be financed from reserves in the Division III Primary Funds. The excess material from the Redwood Interchange project which is scheduled for letting in the near future can be wasted or it can be used to construct embankments and shoulders on the Applegate River-Grants Pass Section of the Redwood Highway. Rehandling of the material if wasted, he estimated, would cost approximately $30,000. He recommended that the material be used for embankment purposes on the Redwood Highway and that the necessary drainage and surfacing be incorporated to provide a complete job at an estimated cost of $100,000. The Commission approved his recommendation.

Construction of wayside rest facilities on the Baldock Freeway was discussed. The Engineer commented that standards being formulated for construction of interstate highways favor the installation of rest facilities at intervals of from 10 to 40 miles. In line with these studies it is planned to install a rest area on the Pacific Interstate Highway between Eugene and Albany and between Albany and Salem. A location for a suitable site on the Baldock Freeway between Portland and Salem has been found at approximate M.P. 20, 1.5 miles southerly from the Willamette River. At this point there is a wooded area on both sides of the highway. Construction of the necessary facilities he estimated at $102,000 including right of way, acceleration and deceleration lanes as well as the required rest station facilities. He remarked that projects of this nature are reimbursed by the Federal Government on the 90%-10% basis applicable to other interstate work. The Commission approved his recommendation that right of way be acquired and the facilities constructed near M.P. 20 on the Baldock Freeway if concurrence is received from the Bureau of Public Roads.

The Commission considered a petition from Milwaukie Grange No. 268 requesting immediate consideration for construction of a bridge over the Willamette River between Oswego and Oak Grove as a part of the Laurelhurst Freeway. The Engineer stated that although the project is worthy it cannot be undertaken for several years because of the development of plans for the Interstate System in the Portland area. He pointed out that it will take several years to build the main interstate routing known as the East Bank Freeway, and construction of the Laurelhurst Freeway, of which the requested bridge is a part, would have to be considered at a later date. The Commission approved his statement.

A resolution from the Wasco County Court was considered requesting construction of an interchange on US30 westerly from The Dalles at Hostetler Way. This resolution, the Engineer stated, was investigated and it was found that the area is served by a frontage road on either side of the freeway and there is a partial interchange at the northerly end and in interchange at the southeasterly end. Construction of an interchange at Hostetler Way would not shorten the distance for most traffic movements in the area. He recommended that the request for the interchange be denied and that additional signs be located in the interchange areas indicating that gas, food, and lodging are available on the frontage roads. The Commission approved his recommendation.

Attention was given to a letter from the Lane County Chamber of Commerce requesting improvement of the Richardson-Eugene Highway (Route F) from Austa to Walton, and for improvement of the Siuslaw Highway from Mapleton to Florence. The Engineer pointed out that during the past few years much money has been spent on Route F, and while it would be desirable to complete the route from Mapleton to Florence, necessary funds are not immediately available. He recommended that the Lane County Chamber of Commerce be advised of work which has been done and is now underway between Austa and Walton, and that consideration will be given to completion when funds are available. Concerning improvement of the Siuslaw Highway between Mapleton and Florence, he recommended that the Chamber of Commerce be advised that no funds are available at this time. The Commission accepted his recommendations.

A letter was considered from the Prospect Parent-Teachers Association requesting straightening of the Crater Lake Highway from an intersection with Ulrich Road easterly to a point near Wildwood. The section referred to, the Engineer stated, is 1.5 miles in length and lies approximately five miles westerly from Prospect. The average daily traffic is near 900 vehicles per day, and he estimated that the improvement would cost about $500,000. The Commission accepted his recommendation that the Parent-Teachers Association be advised that it is not possible to undertake the improvement at this time due to lack of funds.

The Commission considered a letter from Mrs. Hugh M. Amsberry, Chairman of the Camp Sherman Road Improvement Committee requesting surfacing of approximately four miles of the road between Camp Sherman and the Suttle Lake area, and also surfacing between Camp Sherman and the head of the Metolius River. The Engineer pointed out that although improvement of the roads is most likely needed they are not state highways and cannot be improved by the State. He suggested that the people concerned be advised to contact the agency that has jurisdiction over these particular roads. The Commission approved the suggestion.

The Commission gave attention to a petition from the Lorane Parent Teachers Club requesting completion of the Territorial Highway between Lorane and Anlauf. This section of highway, the Engineer stated, is now a gravel road and improvement would cost approximately $1,000,000. He pointed out that Lane County officials have indicated a preference for completion of the Route F Highway and much of the money available in Lane County has been allocated for completion of that road. It was his recommendation, approved by the Commission, that the petitioners be advised that although the project has merit it is not possible to finance it at this time.

Attention was also given to a request from the Upper Willamette Soil Conservation District and the Creswell Water Control District for State participation to eliminate a flooding condition on old US99 near the south limits of Creswell. The Engineer in his report pointed out that the creek parallels the highway on the upper side for more than three miles and between 1953 and 1956 flooded the highway nine times. Construction of a double-barrel box culvert to carry the Lynx Hollow Creek water he estimated would cost $10,000 and would be of considerable advantage to the

highway. He recommended that the State participate by constructing the culvert but without joining the District or incurring any responsibility for the drainage work. The Commission approved his recommendation.

Purchase of IBM tabulating and bookkeeping machines was brought up by the Engineer. These machines have been leased from the IBM Company for a number of years, but the Company has now offered to sell them outright and maintain them for specified monthly maintenance charges. The total purchase price plus maintenance costs over the remaining life of the equipment is $175,566. Rental costs for the same period of time on the same equipment would amount to $250,080, showing a net saving by purchase in the amount of $74,514. He pointed out that to take advantage of this offer it had been necessary to telephone the Commission for approval, which he had done, and he requested that the Commission confirm previous telephonic approval. The Commission confirmed its previous action. (For further details see the Engineer's letter dated July 21, 1958, in the General Files).

Attention was given to requests from citizens from La Grande and vicinity for construction of a guardrail on the Wallowa Lake Highway on the 3.85 mile section adjacent to Wallowa Lake. These requests, the Engineer stated, had been investigated and while there is some question as to whether the guardrail is warranted, there is no question that five fatal accidents have occurred due to cars running off the road and into the Lake. He therefore recommended that a guardrail be constructed by contract on those portions of the highway adjacent to the Lake at an estimated cost of $65,000 subject to approval of the Bureau of Public Roads. The project, he continued, can be financed from savings from underruns on other contract jobs in this division. The Commission approved the project.

The Engineer reported that under authority previously granted by the Commission, he had conducted surveys on the Hunters Creek-Myers Creek Section of the Oregon Coast Highway in Curry County and on the Siuslaw River-Wildcat Creek Section of the Richardson-Eugene Highway in Lane County. On both sections, he said, careful engineering attention had been given to provide the best possible facility for the traveling public commensurate with the cost. He recommended that the following surveys be approved:

1. Hunters Creek-Myers Creek Section of the Oregon Coast Highway in Curry County.

2. Siuslaw River-Wildcat Creek Section of the Richardson-Eugene Highway in Lane County.

The Commission approved the surveys by adopting the attached resolutions relative thereto marked EXHIBIT "K- " and EXHIBIT "K- ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Based on the recommendation of the Engineer, the Commission took action as noted in the following request from a contractor for an extension

of time within which to complete a state highway contract. Reimbursement for engineering expenses and other expenses incurred by the state in connection with the work during the period of these extensions was waived by the Commission except as noted:

1. Berry Creek Construction Company, Contract #5071, for overnight camp expansion construction in Jessie M. Honeyman State Park, on the Oregon Coast Highway in Lane County, requested an increase from 30 to 34 work days within which to complete the project without assessment of penalty. The additional time required was not the fault of the contractor, the Engineer stated, and upon his favorable recommendation the Commission approved the extension of time as requested.

FOOTNOTE: The action taken by the Highway Commission upon the extension of time within which to complete the highway contract listed above was based upon the recommendation of the Engineer which considered but did not necessarily adopt either or any of the reasons given by the contractor in his request for such extension of time. For details regarding this extension, see copy of the contractor's request and the Engineer's recommendation on file in the respective contract in the Secretary's office.

The Engineer reported that contract numbers as follows: 4653, 4802, 4915, 4992, 4996, 5032, 5041, 5042, 5048, 5063, 5065, 5066, 5068, 5071, 5073, 5075, 5093, 5099, 5116, 5120, 5126, 5129, 5133, 5134, 5142, 5145, 5146, 5148, 5151, 5154, 5158, 5171, 5174, 5177, 5184, 5192, 5197, 5203, and 5217 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer a construction program in the amount of $5,980,000 to replace projects which were advanced from the 1960 program when crash funds were made available. This sum, the Engineer stated, is available for assignment to other projects for the 1960 year. He reviewed in detail the proposed projects. He also presented a proposed program for expenditure of an additional $3,000,000 on interstate highways for the year 1959 and $17,300,000 for the year 1960 made available by the 1958 Federal Highway Act. He briefly reviewed each project. The Commission deferred action at this time pending further study. (Upon the following day the Commission approved the programs as presented).

The Commission considered a letter from the Coos County Chamber of Commerce requesting that Highway 42 be improved so that it will form a link in the "Winnemucca to the Sea" route. After some discussion the Commission instructed that the Chamber of Commerce be advised that the

subject is being considered but it may be several years before enough information is available to determine the route.

The Commission also considered a request from Clatsop County that the State install three tide gates on the Wauna-Westport Section of the Columbia River Highway to prevent flooding the old section of this highway. The Engineer reported that the County has agreed to furnish the gates and maintain them and the installation of the flood gates is a fair proposal. Upon his favorable recommendation, the Commission approved installation of the flood gates at a cost of $1,600 to be covered by written agreement.

The Engineer presented a resolution providing for distribution to Oregon cities State Tax Street Funds accrued during the first half of 1958. Allocations to the cities, he continued, is determined by law and he recommended that the allocations as shown in the resolution be approved. The Commission accepted his recommendation by adopting the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for consideration three projects in Clatsop, Morrow, and Wallowa Counties covering "D" funds on county secondary systems. He explained that the project in Clatsop County is a transfer only of funds previously approved for the Blind Slough Bridge in Clatsop County. The project in Wallowa County represents savings by reason of the low bid on the Flora Spur Section. Upon his favorable recommendation, the Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount
Clatsop	755	Bear Creek Bridge, 0.2 mile. G. S. O. and Structure. (NOTE: This is a transfer of $29,000 of DS funds originally approved 5/8/58 for a portion of the cost of the Blind Slough Bridges, FAS 757. The Blind Slough Bridges will be constructed entirely with regular FAS funds).	$ --
Morrow	829	North Unit, Bomber Range Road Section. S. & O., 8 miles (part).	23,000
Wallowa	485	Prairie Creek Bridge. Structure only.	6,000
		Total.....	$ 29,000

The Engineer also presented two projects requested by Benton and Linn Counties using county FAS funds. These projects, he continued, have been investigated and he recommended that they be approved. The Commis-

sion approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only.	$ 18,000
Linn	214	Willow Creek Bridge. Structure only.	16,000
		Total.....	$ 34,000

Summary:

Available Funds	$ 8,033,000	
Previously approved	7,642,000	
Unprogrammed Balance		391,000
Proposed Projects 7/22/58		34,000
Unprogrammed Balance	$	357,000

Three projects totalling $595,000 were presented by the Engineer to be financed with crash funds made available due to inclusion of right-of-way costs in the original construction estimates. When the projects were first outlined, he explained, it was not clearly understood that purchase of right of way is to be prohibited in these crash projects. Therefor, the additional funds are available. The Commission deferred action on these projects for further study. (See entry ahead, August 1, for approval of these projects.

The Commission considered an easement agreement providing for a drain ditch across the Thomas Michos property at M.P. 42.43 on the Heppner Highway in Morrow County. The Engineer explained that the ditch is needed to dispose of surface waters during the rainy season and provides that the State will install approximately 100 feet of six inch galvanized pipe, the total cost of the project being estimated at $745.00. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission discussed with the Engineer bids received in Salem on July 10 and July 29, 1958, and at 2:00 p.m. Commissioner Chessman and Chairman McIver announced the award of contracts as follows:

BIDS RECEIVED JULY 10, 1958

"Grading and paving "H" Street-Broadway Avenue Section of the Old Oregon

Trail Highway in Baker in Baker County. The Commission rejected the lone bid as being too high.

"Construct Plympton Creek Bridge on Wauna-Westport Section of Columbia River Highway at Westport in Clatsop County. The Commission elects to accept the low bid of R. H. Jones, Hillsboro, in the sum of $24,825.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct Coon Creek and Pebble Creek Bridges on Pebble Creek County Road near Vernonia in Columbia County. The Commission awarded the contract to the low bidder, Richard L. Martin, Oswego, at $53,666.90.

"Paving and furnishing crushed materials in stock pile on the Oak Ranch Creek Section of the Apiary Road in Columbia County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $98,401.00.

"Grading and oiling Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County. The Commission rejected all bids and elects to readvertise the project under revised specifications calling for alternate bids.

"Construct Fahy Avenue Undercrossing on the Oregon Coast Highway in the city of Bandon in Coos County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $29,841.00.

"Grading Middle Unit, Paulina-Trout Creek and Trout Creek Sections of the Paulina-Logdell Road in Crook County. The Commission awarded the contract to the low bidder, George E. Blaisdell and Son, Portland, at $23,307.00.

"Construct Lonerock Creek and Eight Mile Canyon Bridges in Gilliam County. The Commission awarded the contract to the low bidder, Marshall Construction Company, Hermiston, at $47,486.00.

"Oiling on three Hood River County Roads near Hood River and Odell in Hood River County. The Commission awarded the contract to the low bidder, Horton Construction Company, Portland, at $18,615.50.

"Stone base and oiling on Juniper Lane-Fir Lane Section of the Adams Drive County Road in Jefferson County. The Commission awarded the contract to the only bidder, Porter W. Yett, Oregon Limited, Portland, at $63,019.00.

"Construct Rogue River Bridge on Pacific Highway at Grants Pass in Josephine County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Vancouver, Washington, at $349,305.00.

"Construct shop addition to Chemult Maintenance Building in Klamath County. The Commission awarded the contract to the low bidder, Enoch I.

Maerz, Salem, at $15,987.00.

"Oiling and furnishing crushed rock in stock pile on Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Newport Construction Company, Portland, at $161,084.00.

"Grading and paving the Klamath Falls Section of The Dalles-California Highway in Klamath Falls in Klamath County. The Commission elects to accept the low bid of Rogers Construction Company, Portland, in the sum of $683,158.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading Twin Buttes-Belts Road Section of the Pacific Highway in Linn County. The Commission elects to accept the low bid of Earl L. McNutt Company, Eugene, in the sum of $436,491.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct Calapooya River Bridge on Linn West Road near Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, Hamilton and Thoms, Inc., Eugene, at $23,276.00.

"Construct five North Albany Interchange Structures at Knox Butte Road intersection with the Pacific Highway in Linn County. The Commission elects to accept the low bid of S & D Construction Company, Portland, at the sum of $211,221.50, and directs the State Highway Engineer to award the contract to said bidder as soon as concurrence in change of plans is received from said bidder.

"Construct South Santiam Interchange Undercrossing with 70 foot roadway over the Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, S & D Construction Company, Portland, at $176,461.00.

"Grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway at Ontario in Malheur County. The Commission elects to accept the low bid of Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, Salem, in the sum of $652,075.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling "D" Street-Center Street Section on Rose Avenue east of Salem in Marion County. The Commission awarded the contract to the low bidder, M. J. Brassfield Company, Salem, at $12,660.00.

"Grading and paving the Oregon Centennial Grounds access roads near the P-I Building in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $64,083.50.

"Remodel East Portland Office Building (existing Howard Cooper Building at N.E. 58th Avenue and N.E. Glisan Street, Portland) in Multnomah County. The Commission awarded the contract to the low bidder, Monson & Sivers Company, Portland, at $39,940.00.

"Illumination project on Interstate Bridge on Pacific Highway-Oregon Slough Section in Multnomah County. The Commission awarded the contract to Ace Electric Company, Portland, at $13,826.00.

"Construct median barrier on 42nd Avenue-122nd Avenue and Willamette River Bridge Sections on the Columbia River and Pacific Highways in Multnomah and Clackamas Counties. The Commission awarded the contract to the low bidder, Hannan Brothers Company, Portland, at $130,839.60.

"Paving Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County. The Commission awarded the contract to Warren Northwest, Inc., Portland, at $325,161.00.

"Stone base and paving Cherry Avenue and James Street Section in the city of Willamina in Polk County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $11,030.50.

"Grading and oiling McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County. The Commission elects to accept the low bid of Dolan Construction Company, Tillamook, in the sum of $12,130.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, stone base, and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County. The Commission elects to accept the low bid of Morrison-Knudsen Company, Inc., Boise, Idaho, in the sum of $1,416,815.30. and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Oiling the Iowa School-Island City Section of the Hunter Lane Road in Union County. The Commission awarded the contract to the low bidder, Russell Olson Construction Company, Pendleton, at $18,926.00.

"Paving Lombard Street Section in the city of Beaverton in Washington County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $18,707.00.

"Install and revise traffic signals at 10 intersections on Pacific and 19th Avenues in the city of Forest Grove in Washington County. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at $28,895.22.

"Stone surfacing the North Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County. The Commission awarded the contract to the low bidder, Silver Falls Construction Company, Silverton, at $76,477.00.

July 31 and August 1, 1958

"Construct Salt Creek (Whiteson) Bridge in Yamhill County. The Commission awarded the contract to the low bidder, Valley Construction Company, Portland, at $74,134.00.

BIDS RECEIVED JULY 29, 1958

"Grading and paving "H" Street-Broadway Avenue Section of the Old Oregon Trail Highway in Baker in Baker County. The Commission awarded the contract to the low bidder, Bechtel Brothers, La Grande, at $139,982.50.

"Construct Blind Slough Bridge at M.P. 3.7 on Brownsmead Loop Road (FAS 757) in Clatsop County. The Commission elects to accept the low bid of Richard L. Martin, Oswego, in the sum of $40,129.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $9,000.00 is deposited by the County.

"Construct Gravelford Bridge over North Fork Coquille River in Coos County. The Commission elects to accept the low bid of Sig Andersson, Coos Bay, in the sum of $128,803.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of $31,700.00 is deposited by the County.

"Grading, paving, and construction of a bridge on the North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. The Commission elects to accept the low bid of F. L. Somers, Medford, in the sum of $631,055.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Fairgrounds Interchange Roadside Improvement on the Pacific Highway at Roseburg in Douglas County. The Commission awarded the contract to the low bidder, Rich and Sons Nursery, Hillsboro, at $13,865.00.

"Grading South Fork, John Day River Section of the Paulina-Logdell Road in Grant County. The Commission elects to accept the low bid of Earl L. McNutt Company, Eugene, in the sum of $131,771.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Grant County is received and the sum of $31,700.00 is deposited by the County.

"Grading and oiling Burns Junction-West Fork, Silvies River Section of the Frenchglen Highway in Harney County. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $138,372.50.

"Grading and surfacing Catherine Street-Yaquina River Section of the Butler Bridge County Road at Toledo in Lincoln County. The Commission elects to accept the low bid of Ross Motors, Newport, in the sum of $29,782.58, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $34,400.00 is deposited by the County.

"Construct Logsden Bridge over Siletz River at Logsden on the Siletz-Logsden County Road in Lincoln County. The Commission elects to accept the low bid of Workman and Wilson, Canby, in the sum of $128,470.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $28,900.00 is deposited by the County.

"Paving West Scio-Scio Section of the Scio-Greens Bridge Road at Scio in Linn County. The Commission elects to accept the low bid of Morse Brothers, Lebanon, in the sum of $20,910.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $1,175.00 is deposited by the County.

"Grading and oiling Vale Unit, Vale-Grand Avenue Section and West Unit, Foothills Drive Section of Lytle Boulevard and Foothills Drive, respectively, near Vale in Malheur County. The Commission elects to accept the low bid of C. E. Leseberg in the sum of $81,463.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $11,750.00 is deposited by the County.

"Washington Street-Morrison Street Roadside Improvement on the Pacific Highway West (Harbor Drive) in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Aichele Landscaping, Portland, at $8,801.84.

"Grading and stone base on the Bethel-Zena Section of the Byerly Corner-West Salem Road in Polk County. The Commission elects to accept the low bid of D. F. McKenzie, Salem, in the sum of $81,208.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $18,380.00 is deposited by the County.

"Construct Greenwood Bridge over Rickreall Creek on the Greenwood County Road in Polk County. The Commission elects to accept the low bid of Orlando C. Bennard, Portland, in the sum of $40,043.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $8,000.00 is deposited by the County.

"Grading and paving Tigard-Bonita Road Section of the Beaverton-Tualatin Highway in Washington County. The Commission elects to accept the lone bid of Oregon Asphaltic Paving Company, Portland, in the sum of $67,472.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construct bridge to carry county road (FAS 837) over Gales Creek near Forest Grove in Washington County. The Commission elects to accept the low bid of R. H. Jones, Hillsboro, in the sum of $51,505.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of $2,950.00 is deposited by the County.

"Stone base and oiling Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County. The Commission elects to accept the lone bid of O. C. Yocom Company, McMinnville, in the sum of $31,665.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of $1,800.00 is deposited by the County.

The Engineer stated that in response to requests and as a result of traffic engineering investigations it had been deemed advisable to establish a number of reduced speed zones. In each instance, he stated, a careful investigation had been made and a reduced speed zone is needed to provide safety for the traveling public and for others who use the highways. Upon his favorable recommendation, the Commission approved the following reduced speed zones by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" through "J-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. 45 miles per hour speed zone on the Redwood Highway between the Williams Highway Junction at M.P. 0.22 and Willow Lane and Helm Road at M.P. 2.44, except that between a point 50 feet west from Annabelle Lane and a point 500 feet west of Leonard and Dowell Road the indicated speed shall be 20 miles per hour during the hours of school crossings. (This amends speed Zone Resolution No. 100 by inserting the 20 mile per hour provision at the school crossings). See EXHIBIT "J-1".

2. 50 miles per hour speed zone on the Pacific Highway West from the Multnomah-Washington County Line at M.P. 7.61 to a point 250 feet north of S. W. Lacey Avenue at M.P. 8.64. See EXHIBIT "J-2".

3. Rescind Speed Zone Resolution No. 97, dated January 1, 1953, and establish a 45 miles per hour speed zone on the Oregon Coast Highway between a point 450 feet north of Goodspeed Road at M.P. 64.65 and a point 0.10 mile north of the north city limits of Tillamook at M.P. 65.40. See EXHIBIT "J-3".

4. 45 miles per hour speed zone on the Oregon Coast Highway between the west city limits of Warrenton at M.P. 9.73 and a point 0.57 mile south of the railroad grade crossing at Skipanon at M.P. 10.64, except that between a point 0.13 mile north of the railroad grade crossing at Skipanon at M.P. 9.94 and a point 0.11 mile south of the railroad grade crossing at Skipanon at M.P. 10.18 the indicated speed shall be 20 miles per hour during the hours of school crossings. See Exhibit "J-4".

5. 40 miles per hour speed zone on the Old Oregon Trail Highway in the community of Durkee between a point 50 feet east of Durkee Creek at M.P. 361.72 and a point 0.13 mile east of the Durkee Post Office, M.P. 362.09, except that between a point 400 feet west of the school cross-

walk and a point 150 feet east of the post office the indicated speed shall be 20 miles per hour during the hours of school crossings. See EXHIBIT "J-5".

The Engineer recommended and the Commission approved out-of-state travel expenses for the following highway personnel:

Forrest Cooper, Deputy State Highway Engineer, to attend the National Highway Users Conference at Hermosa, South Dakota, September 7 through 13, 1958, at an estimated cost of $300.00.

G. S. Paxson, Assistant State Highway Engineer, to attend a meeting of AASHO Road Test Bridge Panel at LaSalle, Illinois, September 4 and 5, 1958, all expenses to be paid by the AASHO Road Test.

Gene Huntley, Director of Personnel and Public Relations, to attend the National Conference of the Public Personnel Association in Chicago, Illinois, from September 29 through October 2, 1958, and a meeting of the Association of Highway and Public Works Personnel Directors in Chicago, October 3, at an estimated cost of $340.00.

Carl W. Jordan, Director of Travel Information Division, to attend the annual convention of the Pacific Northwest Travel Association at Dickinson, North Dakota, September 11 through 13, 1958, at an estimated cost of $222.25.

The Engineer reported that Lon E. Smith, a State Highway Department employee, was operating a pavement breaker on the Tualatin Valley Highway near M.P. 0.53 on June 19, 1958. In breaking the pavement a piece of concrete struck the windshield of a car driven by L. M. Keen, Portland, who submitted a bill in the amount of $81.50 for repairing the windshield. The Engineer commented that the comprehensive liability insurance covering this type of accident was cancelled on June 6, 1958, by the surety so there is no insurance to cover the damage. It was his feeling that the claim is legitimate and he recommended that it be paid. The Commission accepted his recommendation.

A recommendation was made by the Engineer and approved by the Commission that the commercial fire insurance policy be cancelled October 1, 1958, on construction equipment. He explained that the insurance had been secured for protection at a time when the state restoration fund was at a very low level. The fund has now increased to slightly in excess of $2,000,000 which he felt is adequate to cover possible losses.

The matter of setting a date for a highway inspection trip through Eastern Oregon was brought up but no action was taken at this time.

Consideration was given to a request made by J. C. Winslow, Jr., Commander of Pendleton Commandery No. 7, Knights Templar of Oregon, for permission to erect at their own cost a historical marker on Highway 30 at the site of the first court sessions and the old emigrant trail camp site location. The Engineer commented briefly that the marker will not be

detrimental to the highway and that the Commandery has agreed to erect a marker conforming to State standards. The Commission approved erection of the marker.

Extension to June 30, 1959, of an existing agreement with the Corps of Army Engineers covering certain engineering studies in connection with construction of the John Day Dam was presented by the Engineer. The Army Engineers, he stated, have asked for a one year extension in order to complete their studies as to relocation of US30 in this area. Commissioner Fridley inquired if the study encompasses the location of a proposed bridge across the Columbia River Highway near Biggs Junction, and also if the study covers relocation of the Union Pacific railroad tracks. The Engineer replied that the study being made by the Army Engineers is a complete study and does include relocation of the highway, the railroad, and the possibility of a bridge across the Columbia River in that vicinity. The Commission approved the extension of the agreement to June 30, 1959.

The Engineer requested renewal of the subscription to the Highway Research Correlation Service for a one year period from July 1, 1958, to June 30, 1959, at a cost of $2,747.00. The Research Service, he explained, assembles engineering and legal information from all 48 states and publishes the findings which are of considerable value to the State. The pamphlets published provide research information on legal and right of way problems as well as on engineering problems. Based on his favorable recommendation, the Commission approved the annual subscription and granted the Engineer authority to sign it.

The Commission considered a proposal made by the Engineer that a booth be leased from the Oregon State Fair Commission for a highway display during the period of the State Fair in Salem from August 28 through September 6, 1958. He stated that during the 1957 Fair a booth was operated and was very favorably received. It is planned that the 1958 booth will be a joint venture with the Travel Information Department, the State Parks Department, and the Traffic Engineering Department. Cost of the booth is $150.00 and he recommended that it be leased. The Commission approved his recommendation.

The Commission discussed with the Engineer a letter from James F. Johnson, Director of the Department of Motor Vehicles, concerning arrangements to house Motor Vehicle Department offices and Highway Field offices under one roof. The Engineer remarked that savings which might be effected in rentals would provide additional funds for highway purposes, and the housing of the Department of Motor Vehicles, the State Police, the Highway Department, and the PUC offices under one roof or in the same vicinity would be of considerable value to the public in saving of time. It was his thought that consideration should be given to including approximately $100,000 in the 1959 budget for construction of buildings for consolidation of the offices mentioned in areas where they are most urgently needed. It was his opinion that in four to six years most of the existing offices outside of Salem could thus be established at a central location. The Commission instructed that provision be made in the 1959 budget as suggested by the Engineer.

A request from Weyerhaeuser Timber Company was considered for permission to haul loads of logs having an over all length of 55 feet, over the Coos River Secondary Highway. Sections of this highway, the Engineer stated, are only 14 to 15 feet in width and to allow hauling of loads as requested it will be necessary to add the Coos River Secondary Highway to the list of highways on which the hauling of logs, poles, or piling is prohibited except by permit under Schedule "B". Under such permit, he continued, hauling can be permitted provided that the loads are flagged by a pilot vehicle to protect the traveling public. He recommended that the section of highway between M.P. 14.16 and M.P. 19.15 be added to the list of restricted highways under Schedule "B" log hauling authority issued by the Public Utilities Commissioner. The Commission accepted his recommendation.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period of June 16 through July 25, 1958.

The next regular Commission meeting date was set for September 11 and 12, 1958, in the conference room of the State Highway Building in Salem. A tentative date for the following meeting was set for October 23 and 24, 1958.

Consdieration was given to a modification of an agreement previously entered into with the U.S. Geological Survey for measurement of floods in small drainage structures. Under the existing agreement, the Engineer explained, the Geological Survey matches the contribution of the State, which for the current year ending June 30, 1959, provided for $7500.00 from each of the agencies. Salaries of federal employees have since been increased and to provide the amount of work contemplated in the agreement the Geological Survey has requested that the State contribute an additional sum of $562.50 to be matched by the Geological Survey. It was his opinion that the data provided by the Survey has been well worth while and he recommended that the additional contribution be approved. The Commission accepted his recommendation.

Consideration was also given to a request made by the U.S. Army Engineers to install five signs on the right of way of the Columbia River Highway and the Umatilla-Stanfield Highway calling attention to McNary Dam and pointing out a view point location. The Engineer commented that the signs are attractive and will do no harm on the right of way and he recommended that a permit be granted for their installation. The Commission granted the permit.

The Engineer presented an abandonment resolution transferring to Yamhill County a section of the Three Mile Lane Highway No. 152 replaced by construction of the McMinnville Airport-Dayton Junction Section of this highway. The new highway section has been completed and is now open for public travel, he stated, and adoption of the resolution is a formality in accord with an agreement previously entered into with Yamhill County. On his favorable recommendation, the Commission adopted the attached resolution relative thereto marked EXHIBIT "I",

which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a request from the Columbia County Court that the State turn over to the County the old steel truss over the Nehalem River at M.P. 58.16 which structure is now being replaced. The Engineer commented briefly that the old 123 foot steel truss is only 16 feet wide and cannot be used on state highways. As the structure is of no value to the State, it was his recommendation approved by the Commission that the span be transferred to the County without charge.

Attention was given to a special agreement with Lincoln County covering the Catherine Street-Yaquina River Section of the Butler Bridge County Road. The agreement provides, the Engineer stated, that the State perform engineering services for the County on the construction project and that the County reimburse the State for such services. The agreement was approved by the Commission.

The Commission considered reimbursing California Oregon Power Company in the amount of $2,492.00 to cover the cost of relocating their power line to by pass the Smith Hill slide area on the Pacific Highway south of Wolf Creek in Josephine County. The Engineer explained that when the highway was improved in 1945 the power line was on private right of way. When the Highway Department acquired the power company right of way an agreement was made with the power company permitting it to remain on highway right of way. It is now necessary that the power line be moved to by pass the slide area. The matter, he continued, was referred to the Legal Department and it was their opinion that the cost of the power line realignment is an obligation of the Highway Department. The Commission accepted his recommendation that the power company be reimbursed in the amount of $2,492.00 for the cost of moving their line.

The Commission discussed with the Engineer problems that are to be presented by delegations scheduled to appear on the following day. No action was taken pending the appearance of the delegations.

A request from the Hood River County Court was presented by the Engineer concerning state help in the removal of snow from two abandoned sections of the Mt. Hood Highway. He explained that in reconstructing the Mt. Hood Highway from Polallie Creek to Parkdale Road, the Hood River County Court had agreed to take over and maintain the old sections of highway. Their request now is that the State aid them in plowing snow from these two abandoned sections whenever the county equipment is unable to perform the work. The County has agreed to reimburse the State for the cost of the snow plowing work and he recommended that the Commission approve the request. His recommendation was accepted.

The Engineer reported briefly that he had presented to the Highway Interim Legislative Committee facts pertaining to the need for additional highway revenues in order to match federal funds for highway construction. He presented to the Commission charts showing the future status of high-

way income. He pointed out that the present surplus will be exhausted and that there will be an approximate deficit of $11,000,000 by September of 1960. Under the present schedule of highway revenues the deficit will continue to increase during the following years. By deficit is meant the inability of the State to match available Federal funds for highway construction. Four million dollars a year additional highway revenues, he stated, would enable the State to match the Federal allocations. To emphasize the need for State funds to match Federal monies he pointed out that $1.00 of State funds will provide approximately $4.00 of Federal monies. The Interim Committee, he continued, had discussed the possibility of an additional one-half cent gax tax, an additional one cent gas tax, and an increase in fees for license plates of $5.00.

An agreement with the US Reclamation Service was presented by the Engineer concerning State cooperation in reconstructing the Green Springs Highway around the Emigrant Reservoir in Jackson County. He recalled that this matter had been discussed at previous Commission meetings and it had been finally agreed that the State would cooperate for the extra width of the new roadway amounting to $50,000. The agreement, he stated, incorporates the features previously agreed upon and upon his favorable recommendation the Commission approved it.

The Chief Counsel requested and the Commission granted authority to take necessary action to evict James Hunsucker who has been renting state property at 5220 East Idaho Street in Ontario. Mr. Hunsucker, the Chief Counsel stated, is over 60 days delinquent in his rent and has refused to move.

Purchase of a house and land owned by Lulu Tucker and Lee Malone needed for highway construction on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Portland was presented by the Chief Counsel. In negotiating for the property it was found that the house was moved to its present location by the city of Portland approximately 50 years ago. Inadvertently the house was moved on to a portion of S. W. Wood Street. The owners, who originally demanded $3,000, have now agreed to accept the sum of $2,000. It was his opinion that a condemnation suit would be difficult because of the location of the house and title problems and as the asking price represents reasonable value he recommended that it be accepted. The Commission approved the acquisition for the property.

The Commission signed the following agreements, deeds and other papers:

"Contract" with Central Lincoln Peoples' Utility District to furnish power to Beverly Beach State Park.

"Indentures of Access" on the following properties:

(a) Garcia property on Tigard-Newberg Section of Pacific Highway West, Washington County.

30297

"Indentures of Access" (Cont.)

(b) Bozeman-Moore property on Sheridan-Deer Creek Section of Salmon River Highway, Yamhill County.

(c) Moore property on Sheridan-Deer Creek Section of Salmon River Highway, Yamhill County.

(d) Jacobs property on Pleasant Hill-Lost Creek Section of Willamette Highway, Lane County.

(e) Anderson property on Sandy-Alder Creek Section of Mt. Hood Highway, Clackamas County.

"Agreement" with Coos-Curry Electric Cooperative, Inc., covering relocation and acquisition of new right of way for a power line adjustment on Myers Creek-Brookings Section of Oregon Coast Highway, Curry County.

"Grant of Access" covering the Jones property on Peach-Jonesboro Unit of Juntura-Vale Section of Central Oregon Highway, Malheur County.

"Agreement" with Portland General Electric Company involving the Burlingame Substation.

"Quitclaim Deed" of the State of Oregon to School District No. 25, Gilliam County, quitclaiming a parcel of land for park purposes.

"Private Roadway Agreement" authorizing entering into a crossing agreement with Southern Pacific Company.

"Supplemental Agreement" with the Corps of Engineers covering certain engineering studies in connection with the construction of the John Day Dam on Columbia River Highway.

"Permit" with Corps of Engineers allowing them to erect signs in the vicinity of McNary Dam entrance.

"Bargain & Sale Deed" to city of Nyssa for a parcel of land lying in southwest quarter of the southwest quarter of Section 29, Township 19 South, Range 47 East, W. M., Malheur County.

"Finance & Maintenance Agreement" with Polk County covering the Bethel-Zena Section of FAS 744 in Polk County.

"Finance & Maintenance Agreement" with Lincoln County covering the Siletz River (Logsden) Bridge on FAS 150 in Lincoln County.;

"Finance & Maintenance Agreement" with Coos County covering the Gravelford Bridge-North Fork Coquille River Bridge on FAS 252 in Coos County.

"Finance & Maintenance Agreement" with Columbia County covering the Oak Ranch Creek Section of FAS 567.

"Finance & Maintenance Agreement" with Polk County covering the Rickreall Creek Bridge on FAS 747 in Polk County.

"Finance & Maintenance Agreement" with Hood River County covering Hood River County Roads Project on FAS 871, 872, and 873.

"Finance & Maintenance Agreement" with Clatsop County covering the Blind Slough Bridge on FAS 757 in Clatsop County.

"Finance & Maintenance Agreement" with Washington County covering the Gales Creek Bridge on FAS 837 in Washington County.

"Finance & Maintenance Agreement" with Linn County covering the West Scio-Scio Section of FAS 126 in Linn County.

"Agreement" with U.S. Forest Service re furnishing electrical energy to Hogback Mountain radio facilities in Klamath County.

"Agreement" with city of Forest Grove covering installation of traffic signals on the Tualatin Valley Highway in Forest Grove.

"Finance Agreement" with Yamhill County covering the Lafayette-Three Mile Section of FAS 586 in Yamhill County.

"Agreement" with city of Reedsport covering the installation of overhead "School Crossing" signs with flashing amber beacons on Oregon Coast Highway.

"Agreement" with Grant County covering the South Fork John Day River Section of FAS 453 in Grant County.

"Agreement" with city of Portland covering installation of luminaire units at the Highlands Interchange on S. W. Canyon Road.

"Agreement" with Malheur County covering regular FAS funds project, Vale-Grand Avenue Section of FAS 515 and West Unit, Foothills Drive Section of FAS 825.

"Agreement" with Malheur County covering the DS funds portion of the West Unit, Foothills Drive Section of FAS 825.

"Agreement" with Lincoln County covering the Catherine Street-Yaquina River Section of Butler Bridge County Road.

"Quitclaim Deed" to Weyerhauser Timber Company covering stock pile site in Klamath County.

"Agreement" with Thomas Michos covering an easement for a drain ditch across his property on the Heppner Highway.

July 31 and August 1, 1958

The meeting was adjourned at 3:35 p.m. to be reconvened on the following day at 9:00 a.m.

Salem, Oregon
August 1, 1958

The meeting of the Oregon State Highway Commission reconvened at 9:00 a.m. in Hearing Room No. 6 of the State Capitol Building. The following people were present:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The State Highway Engineer brought to the Commission's attention a study that is being made jointly with the U.S. Bureau of Public Roads and the U.S. Forest Service at the request of the United States Congress covering a long-range program for the forest highway system in Oregon as to the needs and additions which appear necessary over a 20 year period. He advised that the State has had certain instructions from the Bureau of Public Roads which it has carried out and is now ready to submit, but it will be necessary that all three agencies decide on the additions to be made to the forest system. He pointed out that an addition of 500 miles of roads to the forest highway system is involved --- 319 miles in the forest and 181 miles outside of the forest --- which will connect those forest roads to the other highways. He discussed in detail the tentative list of roads to be added to the system; however, the Commission took no action other than to advise the Engineer to study the recommendations submitted by the other two agencies so that the State will be prepared to adopt the necessary routes when requested to do so.

The Chief Counsel presented to the Commission for their information an annual report of the cases tried by the Commission's legal staff. He pointed out that the report covered 98 condemnation actions in which the State's offer of settlement totaled $733,758.99. The defendants' lowest demands, excluding attorney fees and interest, were $2,342,086. The total verdicts were $814,183 plus $19,267.60 for interest and $76,962.50 for attorneys' fees. The total verdicts were 10.96% in excess of the total offers made by the state; however, they were 65.24% less than the total demands. The

Commission accepted the report.

The Commission again considered the proposed condemnations submitted by the Chief Counsel on the previous day at which time he requested authority to acquire by condemnation certain properties that are needed for right of way in connection with various highway improvements or other highway purposes. After careful consideration of the proposed condemnations and in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the Chief Counsel to condemn the properties by adopting the attached resolutions relative thereto marked EXHIBITS "L-1" through "L-22", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was again given to the adoption of a resolution covering a revision of policy in the granting and reserving of access rights to state highways. This matter had been presented on the previous day, but action was deferred until today. The Commission after study and careful consideration adopted a resolution setting forth a policy of access rights marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel brought up for Commission action the matter of reports to be made to the Commission between its meetings which matter had been deferred on the previous day. After some discussion the Commission instructed the Chief Counsel to submit prior to the Commission meetings reports on which there may be protracted discussion at the meeting and reports that are not of a routine nature. On all routine reports he was instructed to submit summaries of these reports to the Commission at its meetings.

The Chief Counsel advised that since the advent of the new Interstate Highway Act the trial schedule for the department has increased almost one hundred percent and to keep up with the work load it will be necessary to employ an additional trial attorney. The Commission authorized the employment of the attorney as requested by the Chief Counsel.

A delegation from Morrow and Gilliam Counties appeared before the Commission regarding construction of a highway between Ione and Arlington. Present were: Oscar Peterson, County Judge of Morrow County, Heppner; Garland Swanson, Chairman of the Planning Committee on Roads, Ione; Earl Hoag, Port Commission and County Planning Committee, Don Laird, Chamber of Commerce, John Krebs, Gilliam County Planning Committee, and Foster Odom, representing city of Arlington, all from Arlington. Judge Peterson introduced the group. He pointed out that Highway 74 (Heppner Highway) was built some 40 years ago and was an excellent road in its day; however, it is somewhat inadequate now. He stated that Morrow County has no bus service and the outlet for the transportation of products is not good; also, that they would like to have a state highway tapping the center of their county. He asked that the Heppner Highway be improved down Willow Creek, a distance of 28 miles north of Ione, or that a more direct route be constructed across Four Mile Canyon from Horseshoe

Bend near Morgan so as to intersect the John Day Highway about four miles south of Arlington. He advised that the six mile section from the John Day Highway to Eightmile Canyon is paved and that the twelve mile section from there to Willow Creek is a gravel road. He requested that the twelve mile section be improved now and the additional six miles be taken care of at a later date. Mr. Swanson advised the Commission that this road is Morrow County's main project and is endorsed by agricultural and stock growers interests. He added that he believed this section would be cheaper to rebuild than the lower part of Globe Creek Road which is a rather narrow and crooked road. It was his opinion that Arlington would be a main terminal for water shipments which will make this road very important for the shipment of grain. Mr. Laird added that this road is a natural tributary from Morrow County into Arlington and would be used to transport at least one and one-half million bushels of grain. Chairman McIver advised the delegation that when the next construction program is made up the Commission would give their project very careful consideration.

Mr. Carl M. Felker, City Attorney for Winston, and William Snell, President of the Winston Chamber of Commerce, appeared before the Commission concerning a drainage problem in Winston. Mr. Felker pointed out that the City of Winston was incorporated some five years ago and has a population of some 2,500 people. The town is divided north and south by Highway 99 and east and west by Highway 42. He exhibited a map of the city and called upon Mr. Shell to explain the problem. Mr. Shell stated that the main problem confronting the City at this time is surface water along Highway 99 and Highway 42. He presented pictures showing surface water in the city and advised that the area has been built up within the past fifteen years so that the existing catch basins are not sufficient to handle the water. The citizens of Winston, he said, have hired an engineer to study the problem and have authorized a tax levy to combat the water problem within the city but need state cooperation to take care of water along the two state highways. Because of business establishments an open ditch would not suffice. The City, he added, cannot undertake the job without permission of the Highway Department. Mr. Felker requested Commission aid in a plan for elimination of surface water within the city, particularly along Highways 99 and 42. He advised that the City will assume the cost of taking care of surface water along city streets. The City, he stated is willing to cooperate financially and in any other way possible.

Mr. Felker told the Commission that recently the speed zone on Highway 42 in the westerly part of the city had been raised from 25 miles per hour to 40 miles per hour. Because a large number of grade and high school students walk along the narrow shoulders on this highway section it is the belief of the city council that a hazard will be created as a result of the increased speed. He requested that the speed zone be reduced to 30 miles per hour.

Another matter which Mr. Felker brought to the Commission's attention was the city of Winston's application for a portion of the $250,000 special State Tax Street Fund allocated to the cities each year. The city application, he continued, was not given consideration because it did not

qualify. He requested that their application be given additional consideration. Chairman McIver advised the city officials that the problems presented will be investigated and that they will be advised by letter when the Commission has reached a decision in the matter.

A delegation headed by Judge D. R. Cook, Umatilla County, appeared before the Commission regarding establishment of a sanitary landfill near Athena along the Athena-Holdman Highway and particularly the granting of a lease to the town of Athena for such use of state highway property. Others in the group were Don Parker, County Sanitarian, Pendleton; LaVerne S. Miller, Supervisory Sanitarian, and Douglas Pike, Sanitarian, both from the Oregon State Board of Health, Portland. Judge Cook stated that Umatilla County has been selected as the only county in the United States where such a program is being carried out and it is to be used as a demonstration county for the entire northwest. He pointed out that Umatilla County Court might be able to trade with the Commission for a rock site to be used for the proposed state highway between Adams and Milton. He assured the Commission that if the landfill is established the County will be responsible for keeping it cleaned up. Chairman McIver told the group that the Commission appreciates their problem and it appears that an exchange of land may be arranged. He suggested that the County contact the State Highway Engineer to arrange details.

The Chief Counsel presented to the Commission a proposed settlement with Helen Clark, File No. L-2724, for purchase of 0.063 acre of land to be used as right of way for the Klamath Falls Bypass Section of The Dalles-California Highway, Klamath County. He advised that Mrs. Clark was previously offered $260, the State's high appraisal, but refused such amount; however, she is willing to settle for $425. He recommended approval of this settlement. The Commission adopted his recommendation.

The Commission considered adoption of the following programs which had been deferred on the previous day for study: (1) construction program in the amount of $5,980,000 to replace projects that were financed from the 1960 program when crash funds were made available; and (2) program for expenditure on interstate highways of an additional $3,000,000 for the year 1959 and $17,300,000 for the year 1960 made available by the 1958 Federal Highway Act. After some discussion of the individual projects involved, the Commission adopted the programs as follows: (See program on following pages)

July 31 and August 1, 1958

PROGRAM IV
JULY 23, 1958

FUNDS FOR REPLACEMENT PROGRAM
FOR PROGRAM III (D FUNDS)

DIVISION I

HIGHWAY	SECTION	TYPE OF WORK	ESTIMATED COST R/W	ESTIMATED COST CONSTRUCTION	ESTIMATED COST TOTAL	DIVISION COST
		URBAN				
Lower Columbia	Linnton North	Right of Way	$480,000		$480,000	
Cascade	Hilda Street-Gaffney Lane (Oregon City)	Widen, Pave	------	$120,000	120,000	
			$480,000	$120,000	$600,000	$ 600,000
		PRIMARY				
Pacific West	Middleton- West Slope Rex Hill	Structure	------	$270,000	$270,000	
Lower Columbia	Goble Section (Division I Part)	Grade, Pave	$ 20,000	100,000	120,000	
			$ 20,000	$370,000	$390,000	$ 390,000
		SECONDARY				
Beaverton--Tualatin	Beaverton-Tigard	Grade, Pave 2 Lane	$ 15,000	$180,000	$195,000	
			$ 15,000	$180,000	$195,000	$ 195,000
					TOTAL	$ 1,185,000

July 31 and August 1, 1958

DIVISION II

HIGHWAY	SECTION	TYPE OF WORK	ESTIMATED COST R/W	ESTIMATED COST CONSTRUCTION	ESTIMATED COST TOTAL	DIVISION COST
		URBAN				
Reserve			$172,000		$172,000	
Santiam	Lebanon-Santiam Canal (Lebanon)	Structure	------	$ 25,000	25,000	
			$172,000	$ 25,000	$197,000	
						$197,000
		PRIMARY				
Lower Columbia	Goble Section (Division II Part)	Grade, Pave	$ 30,000	$ 260,000	$290,000	
Pacific West	Camp Adair-Lewisburg	Grade, Pave	25,000	363,000	388,000	
			$ 55,000	$ 623,000	$678,000	$ 678,000
		SECONDARY				
Little Nestucca	Coast Highway-East 2.5 Miles	Grade, Base, 0-11	$ 15,000	$ 65,000	$ 80,000	
Siletz	Dan's Point-Chitwood Creek Selected Section	Grade, 0-11	5,000	$ 145,000	$150,000	
			$ 20,000	$ 210,000	$230,000	
						$ 230,000
					TOTAL	$1,105,000

30304

DIVISION III

HIGHWAY	SECTION	TYPE OF WORK	ESTIMATED COST R/W	CONSTRUCTION	TOTAL	DIVISION COST
URBAN						
Pacific	Seventh Street (Grants Pass)	Grade, Pave	$------	$375,000	$375,000	$375,000
PRIMARY						
Oregon Coast	Shingle House Slough	Structure	$------	$ 70,000	$ 70,000	
Redwood	E. Unit, Applegate River-Grants Pass	Right of Way	$150,000	-----	150,000	
			$150,000	$ 70,000	$220,000	$220,000
SECONDARY						
Richardson-Eugene	Siuslaw River Wildcat Creek	Grade	$------	$150,000	$150,000	
Powers	Grants Creek--Yellow Creek	Grade, Pave	20,000	230,000	250,000	
			$ 20,000	$380,000	$400,000	$400,000
					TOTAL	$995,000

DIVISION IV

HIGHWAY	SECTION	TYPE OF WORK	ESTIMATED COST R/W	CONSTRUCTION	TOTAL	DIVISION COST
		URBAN				
The Dalles-California	Klamath Falls By-Pass (North Interchange)	Grade	$ -----	$110,000	$110,000	$ 110,000
		PRIMARY				
The Dalles-California	Madras-North	Grade, 0-11	$ 30,000	$420,000	$450,000	
The Dalles-California	Klamath Falls By-Pass (S.P. RR O'Xing)	Structure	-----	90,000	90,000	
McKenzie	Deep Canyon-Deschutes River	Grade, 0-11	10,000	365,000	375,000	
			$ 40,000	$875,000	$915,000	$ 915,000
		SECONDARY				
Wasco-Heppner	Wasco-Hay Canyon	Grade, 0-11	$ ----	$270,000	$270,000	$ 270,000
					TOTAL	$1,295,000

30306

DIVISION V

HIGHWAY	SECTION	TYPE OF WORK	ESTIMATED COST R/W	ESTIMATED COST CONSTRUCTION	ESTIMATED COST TOTAL	DIVISION COST
		PRIMARY				
Oregon-Washington	Milton-Blue Mountain (Part)	Grade, 0-11	$ 10,000	$610,000	$620,000	$ 620,000
		SECONDARY				
Ukiah-Hilgard	Mile Point 3.6-Forest Boundary	Base, Surface, 0--11	$ -------	$160,000	$160,000	
Sumpter Valley	Mile Point 4 - West	Grade, 0-11	$ -------	160,000	160,000	
Umatilla-Mission	North Mission Road	Grade, Pave, Structure	20,000	230,000	250,000	
Wasco-Heppner	John Day River Bridge	Structure, Approaches	----	210,000	210,000	
			$ 20,000	$760,000	$780,000	$ 780,000
					TOTAL	$ 1,400,000

Program I-A

FUNDS TO BE ADDED TO 1959 INTERSTATE PROGRAM

July 22, 1958

July 31 and August 1, 1958

HIGHWAY	SECTION	LENGTH	TYPE OF WORK	ESTIMATED COST R/W	ESTIMATED COST CONSTRUCTION	ESTIMATED COST TOTAL	DIVISION TOTAL
			DIVISION I				
T.H. Banfield	42nd Ave.—122nd Ave.	---	Median Barrier	$---	$ 170,000	$ 170,000	
R. H. Baldock	Willamette River Section	---	Median Barrier	---	40,000	40,000	
Columbia River	Corbett Inter-Change	---	Structure	---	280,000	280,000	
Columbia River	Bridal Veil Interchange	---	Structure	---	120,000	120,000	
				---	$ 610,000	$ 610,000	$ 610,000
			DIVISION II				
Pacific	Twin Butte-Belts Road	3.73	Grading	---	$ 700,000	$ 700,000	
				---	$ 700,000	$ 700,000	$ 700,000
			DIVISION III				
Pacific	Comstock-Curtin	1.37	Grading, Paving & Structure	---	$ 340,000	$ 340,000	
Pacific	Calapooya Creek Section	1.74	Grading, Paving & Structure	$10,000	490,000	500,000	
Pacific	Sutherlin Junction Section	0.68	Grading, Paving	10,000	90,000	100,000	
				$20,000	$ 920,000	$ 940,000	$ 940,000

30308

Program I-A (Cont.)

HIGHWAY	SECTION	LENGTH	TYPE OF WORK	ESTIMATED COST R/W	CONSTRUCTION	TOTAL	DIVISION TOTAL
			DIVISION IV				
Columbia River	Rowena-Chenowith Creek	5.55	Grading	$ ----	$ 450,000	$ 450,000	
				----	$ 450,000	$ 450,000	$ 450,000
			DIVISION V				
Old Oregon Trail	Glover-Perry (Grande Ronde River at Upper Perry)	----	Structure	----	$ 300,000 $ 300,000	$ 300,000 $ 300,000	$ 300,000
						TOTAL	$ 3,000,000

30309

Program II-A

HIGHWAY	SECTION	LENGTH	TYPE OF WORK	ESTIMATED COST R/W	CONSTRUCTION	TOTAL	DIVISION TOTAL
			DIVISION I				
Columbia River	Multnomah Falls-Dodson	3.30	Grading, Paving Structure	----	$1,230,000	$1,230,000	
Columbia River	Cascade Locks ByPass-Herman Creek Road	2.57	Grading	---	565,000	565,000	
Columbia River	Herman Creek Road--Wyeth	3.24	Grading	$25,000 $25,000	1,450,000 $3,245,000	1,475,000 $3,270,000	$3,270,000

Program II-A (Cont.)

HIGHWAY	SECTION	LENGTH	TYPE OF WORK	ESTIMATED COST R/W	CONSTRUCTION	TOTAL	DIVISION TOTAL
			DIVISION II				
Pacific	Albany-Lebanon Road	7.1	Paving	$----	$2,160,000	$2,160,000	
Pacific	Plainview Road-Lane County Line		Structure	---	1,600,000	1,600,000	
				$----	$3,760,000	$3,760,000	$ 3,760,000
			DIVISION III				
Pacific	Jackson County Line-Rogue River	3.3	Grading	$ 380,000	$ 685,000	$1,065,000	
Pacific	Seven Oaks-Medford (North Interchange)	8.16	Grading & Structure	900,000	2,380,000	3,280,000	
				$ 1,280,000	$ 3,065,000	$4,345,000	$ 4,345,000
			DIVISION IV				
Columbia River	Hood River-Shogren	6.40	Grading	$ 5,000	$ 2,470,000	$2,475,000	
				5,000	$ 2,470,000	$2,475,000	$ 2,475,000
			DIVISION V				
Old Oregon Trail	Baker-Pleasant Valley	11.78	Grading	$----	$ 2,350,000	$2,350,000	
Old Oregon Trail	Baker-Pleasant Valley	----	Structure	---	550,000	550,000	
Old Oregon Trail	Glover-Perry	10.33	Paving	---	550,000	550,000	
				---	$ 3,450,000	$3,450,000 TOTAL	$ 3,450,000
							$ 17,300,000

30310

Consideration was also given by the Commission to three projects totaling $595,000 which are to be financed with crash funds made available due to inclusion of right-of-way costs in the original construction estimates. These projects are:

(1) Ukiah-Hilgard Secondary Highway - surface and oil from M.P. 0.0 to M.P. 3.6 - $50,000

(2) Ukiah-Hilgard Secondary Highway - surface and oil from the forest boundary to Hilgard, M.P. 30.0 to M.P. 46.7- $170,000.

(3) Elkton-Sutherlin Secondary Highway - grading from Elkton to Smith Crossing, a distance of 4.2 miles - $375,000.

The Engineer recommended approval of these projects. The Commission approved the projects as recommended.

The Engineer brought to the Commission's attention the matter of the overload of the electrical capacity in the State Highway Building, Salem. He explained that due to the installation of electronic and mechanical computers, IBM equipment, certain air conditioning and additional lighting the electrical use has far exceeded the safe capacity of the electrical system. A study has been made and it has been determined that to install the new electrical system plus the additional watts to take care of future needs will cost approximately $20,000. In addition to this sum it will be necessary for the state highway electricians to perform certain work estimated to cost $5,000. The Commission authorized the expenditures as presented.

Mr. Willard L. Archer who was scheduled to appear before the Commission at 9:00 a.m. today concerning access to the Baldock Freeway at Norwood Road did not appear. The Commission deferred any further action in this matter until the next meeting at which time Mr. Archer may be present.

There being no further business to come before the Commission at this time, the meeting adjourned at 10:20 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

July 31 and August 1, 1958

EXHIBITS "A" through "M"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

July 31 and August 1, 1958

EXHIBIT "A"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27271 Chandler Building Company CORRECTION REPORT (Scott)
Right of Way, Sta. 226
Option expires December 18, 1958
0.16 acre at $465+ per acre $75.00
Waiver of access to S. W. 6th Ave. 50.00
Amount to be paid owner - chrg to Right of Way $125.00
Supersedes and cancels previous approval of $50 waiver of access of December 5, 1957.

Complete restriction of access -

EXHIBIT "A"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

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HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27271 Chandler Building Company CORRECTION REPORT (Scott)
Right of Way, Sta. 226
Option expires December 18, 1958
0.16 acre at $465+ per acre $75.00
Waiver of access to S. W. 6th Ave. 50.00
Amount to be paid owner - chrg to Right of Way $125.00
Supersedes and cancels previous approval of $50 waiver of access of December 5, 1957.

Complete restriction of access -

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27332 Schnitzer-Wolf Investment Company (Smith)
Right of Way, Sta. 68
Option expires January 14, 1959

2,178 sq.ft. at $0.45+ per sq.ft.	$1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00
State to assume 1958-59 taxes. Estimate		20.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,020.00

State to have possession on or before September 1, 1958.

Entire taking -

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA STREET SECTION - CASCADE HIGHWAY

27165 Parkrose School District #3 (Grothaus)
Right of Way, Sta. 100+50
Option expires January 10, 1959

6,009 sq.ft. at $0.08 per sq.ft.	$480.72	
Allow. to move backstop and fence	569.28	
Amount to be paid owner - chrg to Right of Way		$1,050.00

Fence and gate to be removed within 30 days after notice or become property of State.

THINGS TO BE DONE BY THE STATE

Provide 15' approach, N., at existing access on N.E. Killingsworth.

Complete restriction of access -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27609 Silkworth, Jesse L. and Bertha T. (Grothaus)
Right of Way, Sta. 523+25
Option expires December 24, 1958

0.26 acre at $1,000 per acre	$260.00	
Apple tree	25.00	
Amount to be paid owners - chrg to Right of Way		$285.00
State to assume 1958-59 taxes. Estimate		3.00
GRAND TOTAL (Estimate) chrg to Right of Way		$288.00

Rights of access to Brookman Rd. and to Pacific Hwy. W. unchanged.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line 15' in width, at no expense to Grantors.

Access not controlled -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27611 Rupprecht, George, Jr. (Grothaus)
Right of Way, Sta. 523+80
Option expires December 19, 1958

0.26 acre at $1,000 per acre	$260.00	
Amount to be paid owner - chrg to Right of Way		$260.00
State to assume 1958-59 taxes. Estimate		3.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$263.00

Rights of access to Brookman Rd. and to Pacific Hwy. W. unchanged.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line 15' in width, at no expense to Grantor.

Access not controlled -

27604 Kelley, William F. and Elaine (Grothaus)
Right of Way, Stas. 506-510
Option expires January 6, 1959

0.78 acre at $1,000 per acre	$ 780.00	
House	6,700.00	
Garage, shop, well hse., pump, fence, lawn, trees, etc.	1,750.00	
Damages	270.00	
Amount to be paid owners - chrg to Right of Way		$9,500.00
State to assume 1958-59 taxes. Estimate		95.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$9,595.00

Grantors to give possession 30 days after notice.

THINGS TO BE DONE BY THE STATE

Provide 15' approach to r/w line at access location: 507+10, W., residential and agricultural.

Access controlled -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27646 Brink, Mervin W. and Ruth S. (Grant)
Right of Way, Stas. 94-97
Option expires January 8, 1958

0.06 acre at $1,500 per acre	$ 90.00	
14 trees, 370 sq. ft. blacktop paving and damage	310.00	
Amount to be paid owners - chrg to Right of Way		$400.00
State to assume 1958-59 taxes. Estimate		4.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$404.00

THINGS TO BE DONE BY THE STATE

Relocate the N. property corner stake.

Access not controlled -

EXHIBIT "A" (Cont)

WAUNA-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27939 Robinson, Robert L. and Geraldine M. (Friess)
Right of Way, Stas. 326-328
Option expires December 24, 1958

800 sq. ft. at $0.15 per sq. ft.	$120.00	
Lawn and landscaping	25.00	
Moving fencing	35.00	
Encroachment damage	320.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Grantors to move fencing from r/w by August 25 or prior to construction, whichever date is sooner.

THINGS TO BE DONE BY THE STATE

Construct 20' wide approach, N., at 327+30.

Access not controlled -

27940 Reeves, Lester and Addie (Friess)
Right of Way, Stas. 327-328
Option expires December 25, 1958

430 sq. ft. at $0.15+ per sq. ft.	$ 65.00	
Lawn	50.00	
Damage	885.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Grantors have right to remove trees, shrubs and fencing prior to construction.

THINGS TO BE DONE BY THE STATE

Construct 20' approach, N., at 327+80.

Access not controlled -

27941 Barhan, Nellie E. (Friess)
Right of Way, Stas. 327-329
Option expires December 19, 1958

350 sq. ft. at $0.15 per sq. ft.	$ 52.50	
Lawn, landscaping, concrete block fence	197.50	
Encroachment damage	500.00	
Amount to be paid owner - chrg to Right of Way		$750.00

THINGS TO BE DONE BY THE STATE

Construct 20' wide approach, N., at 328+45.

Access not controlled -

EXHIBIT "A" (Cont)

WAUNA-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27943 Jogtich, Mike and Vera B. (Friess)
Right of Way, Stas. 328-331
Option expires December 18, 1958
20 sq. ft. $40.00
Amount to be paid owners - chrg to Right of Way $40.00

THINGS TO BE DONE BY THE STATE

Construct 60' approach, N., at 328+88 and replace approach at 329+63.

Access not controlled -

28071 Schmidli, Emil et al (Henry)
Right of Way, Sta. 234+50
Option expires January 1, 1959
0.23 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Complete restriction of access -

27932 Clatsop County (Henry)
R/W and Channel Ch. Easements, Stas. 248-269
Option expires January 1, 1959
9.5 acres + 1.20 A., Channel Change Easements $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Complete restriction of access -

27942 Wize, George, Jr. and Ruth L. (Friess)
Right of Way, Stas. 328-329
Option expires December 18, 1958
70 sq. ft. $50.00
Moving neon sign from r/w 75.00
Amount to be paid owners - chrg to Right of Way $125.00
Grantors to remove sign 30 days after notice of acceptance.

THINGS TO BE DONE BY THE STATE

Construct 60' approach, N., at 328+88.

Access not controlled -

27998 Community Church of Westport, Inc. (Henry)
Right of Way, Sta. 328+64
Option expires December 31, 1958

EXHIBIT "A" (Cont)

WAUNA-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27998 Community Church of Westport, Inc. (Cont)

80 sq. ft.	$75.00	
Moving sign	25.00	
Amount to be paid owner - chrg to Right of Way		$100.00

Grantor to move sign 15 days after notice of acceptance.

Access not controlled -

27999 School District No. 7 (Henry)
Right of Way, Stas. 328-334+50
Option expires December 22, 1958

0.44 acre at $1,000 per acre	$440.00	
2 rods cyclone fence	20.00	
Amount to be paid owner - chrg to Right of Way		$460.00

THINGS TO BE DONE BY THE STATE

Construct rd. approaches at 332+75 and 328+80, S.

Access not controlled -

27935 McMath, Kenneth I. and Marie (Henry)
R/W and Channel Change Ease., Stas. 313-323+50
Option expires January 2, 1959

3.37 acres at $300- per acre	$1,000.00	
Ch. change Ease., 0.3 acre, including timber	100.00	
House, 937 sq. ft. at $3- per sq. ft.	2,800.00	
Allow. to move 10 rods fence at $2.50 per rod	25.00	
Allow. to move milk house	125.00	
Damages	600.00	
Amount to be paid owners - chrg to Right of Way		$4,650.00

Grantors to have until August 15 to remove fence and milk hse. from right of way, and vacate hse. by 7-15-58.

THINGS TO BE DONE BY THE STATE

Construct road approach, N., at 320+80.
Access: 320+80, N., residential and agricultural.

Access controlled -

27931 Berglund, Elin A. (Henry)
Right of Way, Stas. 236-239
Option expires January 11, 1959

EXHIBIT "A" (Cont)

WAUNA-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27931 Berglund, Elin A. (Cont)

6.37 acres at $100+ per acre	$640.00	
Timber	10.00	
Damages	310.00	
Amount to be paid owners - chrg to Right of Way		$960.00

Complete restriction of access -

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

27813 Schultz, William R. and Katy (Mudd)
Right of Way, Stas. 594-595
Option expires December 10, 1958

563 sq.ft. at $0.62+ per sq.ft.	$350.00	
Amount to be paid owners - chrg to Right of Way		$350.00

Access not controlled -

23373 Evans, Earl E. and Leona (Mudd)
Right of Way, Stas. 604-606
Option expires December 20, 1958

7,550 sq.ft. at $0.15+ per sq.ft.	$1,150.50	
House, 700 sq.ft. at $4 per sq.ft.	2,800.00	
Damage	400.00	
Amount to be paid owners - chrg to Right of Way		$4,350.50

Entire taking -

23376 Brown, Carl E. and Gretchen (Mudd)
Right of Way, 809 Ave. F., Stas. 606-607
Option expires December 20, 1958

900 sq.ft. at $0.16+ per sq.ft.	$150.00	
Encroachment damage	600.00	
Amount to be paid owners - chrg to Right of Way		$750.00

Access not controlled -

23379 Jensen, Harvey et al (Mudd)
Right of Way, 775 Ave. I, Stas. 612-613
Option expires December 20, 1958

5,515 sq.ft. at $0.12+ per sq.ft.	$ 675.00	
House, 510 sq.ft. at $7.50 per sq.ft.	3,825.00	
Garage	200.00	
Yard, trees and lawn	350.00	
Amount to be paid owners - chrg to Right of Way		$5,050.00

Entire taking -

EXHIBIT "A" (Cont)

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

27946 -Clatsop County (Mudd)
Right of Way, Stas. 625-627
Option expires December 24, 1958
1,150 sq. ft. $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Entire taking -

27882 Seaside Laundry (Mudd)
Right of Way, 745 A Avenue, Sta. 597
Option expires January 1, 1959
375 sq. ft. at $0.53+ per sq. ft. $200.00
Amount to be paid owner - chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE

Re-establish approach at 597+80, N. side of B Ave.
Re-establish guy wire on r/w near 599+40, if necessary, at place mutually agreeable.

Access not controlled -

25675 Brown, Howard F. and Grace (Mudd)
Right of Way, Stas. 606-607
Option expires January 10, 1958
6,150 sq. ft. at $0.12+ per sq. ft. $750.00
Damage 250.00
Amount to be paid owners - chrg to Right of Way $1,000.00

Access not controlled -

28363 Gerritse, Sr., Leonard, and Katherine (Boehmer)
Right of Way, Stas. 600-602
Option expires January 14, 1959
0.01 acre, quitclaim deed $10.00
Amount to be paid owners - chrg to Right of Way $10.00

Entire taking

NEHALEM RIVER BRIDGE (M.P. 62.5) - NEHALEM HIGHWAY

28036 Barton, Don and Carrie (Mudd)
Right of Way, Stas. 17-25
Option expires November 30, 1958
0.4 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Replace fencing N. of Henalem River on W. right of way.

Access not controlled -

EXHIBIT "A" (Cont)

BRIGHTON-WHEELER SECTION - OREGON COAST HIGHWAY

28151 Reese, Andrew and Ellen (Friess)
Right of Way, Stas. 1044-1045
Option expires December 19, 1958
80 sq. ft. $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26326 Everest, Walter M. et al (Henry)
Right of Way, Stas. 33+78-42
Option expires December 23, 1958
1.63 acres at $430+ per acre $700.00
Damage 450.00
Amount to be paid owners - chrg to Right of Way $1,150.00
State to assume 1958-59 taxes. Estimate 12.00
GRAND TOTAL (Estimate) - chrg to Right of Way $1,162.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at 38+00, both sides of hwy.
Farm crossing: 38+00.
Access: 38+00, S. W., residential.

Access controlled -

LANCASTER DRIVE - SUBLIMITY GUN CLUB UNIT, SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

22229 McKillop, Archie W. et al (Henry)
Right of Way, Stas. 373-376+25
Option expires December 29, 1958
1.72 acres at $300 per acre $516.00
Damage: Loss of frontage and irregular shape 384.00
Crop damage 100.00
Amount to be paid McKillops $900.00
Amount to be paid Clarence Goffin (crop damage) 100.00
Total Amount to be paid owners - chrg to Right of Way $1,000.00
State to assume 1958-59 taxes. Estimate 10.00
GRAND TOTAL (Estimate) chrg to Right of Way $1,010.00
Parcel 2 will not be fenced and access to County Road will not be restricted.

Complete restriction of access -

LANCASTER DRIVE-SUBLIMITY GUN CLUB UNIT, SALEM-STOUT CREEK SECTION - NORTH SANTIAM HIGHWAY

25620 Mercer, Harriet R. (Boehmer)
Right of Way, Stas. 266-276
Option expires January 1, 1959
0.19 acre at $400 per acre $ 80.00
Damage 120.00
Amount to be paid owner - chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

AUSTA STATION SECTION - RICHARDSON-EUGENE HIGHWAY

28503 Southern Pacific Company (Holt)
Right of Way, Stas. 634-638
Quitclaim deed signed June 17, 1958
0.34 acre $100.00
Amount to be paid owner - chrg to Right of Way $100.00

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28072 Carpenters Union 2698 Lumber & Sawmill Workers (Riley)
Right of Way, Stas. 1222-1226
Option expires December 22, 1958
257 sq. ft. $100.00
Amount to be paid owner - chrg to Right of Way $100.00

Access not controlled -

28073 Davidson, Lillie (Riley)
Right of Way, Stas. 1222-1226
Option expires January 6, 1959
200 sq. ft. $ 50.00
Severance damage 150.00
Amount to be paid owner - chrg to Right of Way $200.00

Access not controlled -

28075 McDonnell, J. P. and Helen K. (Riley)
Right of Way, Stas. 1222-1226
Option expires December 22, 1958
407 sq. ft. $ 50.00
Severance damage 250.00
Amount to be paid owners - chrg to Right of Way $300.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

EXHIBIT "A" (Cont)

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28078 Harris, Marion L. and Joseph R. (Riley)
Right of Way, Stas. 1222-1226
Option expires December 18, 1958
1,400 sq. ft. $110.00
To move fence 15.00
Severance damage 150.00
Amount to be paid owners - chrg to Right of Way $275.00
Grantors reserve right to salvage fence within 60 days of date.

Access not controlled -

28079 Panter, T. W. and Clara F. (Riley)
Right of Way, Stas. 1222-1226
Option expires December 22, 1958
550 sq. ft. $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

28080 Todd, Mary F. (Riley)
Right of Way, Stas. 1222-1226
Option expires December 23, 1958
938 sq. ft. $75.00
Severance damage 75.00
Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach.

Access not controlled -

28099 Will, James A. and Lu Ella (Riley)
Right of Way, Stas. 1222-1226
Option expires December 18, 1958
200 sq. ft. $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

30323

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

(Riley)

28076 Sharp, William H. and Ruth M.
Right of Way, Sta. 1224
Option expires December 25, 1958

3,136 sq. ft.	$ 250.00	
Severance damage	1,250.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway on parcel 1.

Restriction of access to parcel 2 only.

(Riley)

28090 Heaton, Earl and Ola M.
Right of Way, Sta. 1224
Option expires December 17, 1958

113 sq. ft.	$100.00	
Allow. for drain tile	63.00	
Amount to be paid owners - chrg to Right of Way		$163.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Access not controlled -

(Curfman)

26986 Port of Bandon
Right of Way, Stas. 1123-1130
Option expires December 10, 1958

0.9 acre at $300+ per acre	$275.00	
Amount to be paid owner - chrg to Right of Way		$275.00

THINGS TO BE DONE BY THE STATE

Provide W. frontage road.
Access: 1146+65, W., unrestricted.

Access controlled -

GOLD BEACH-BROOKINGS SECTION - OREGON COAST HIGHWAY

(Riley)

14754 Patrick, Marian A. Dunning
Rel. of timber, grazing rights, etc., Stas. 894-932
Bargain and Sale Deed signed July 1, 1958

Timber on 47.57 acres	$ 269.00	
Timber on 22.65 acres	239.00	
Grazing rights	210.00	
Access rights	1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,718.00

EXHIBIT "A" (Cont)

GOLD BEACH BROOKINGS SECTION - OREGON COAST HIGHWAY

14754 Patrick, Marian A. Dunning (Cont)

State to grant owner 16' r/w easement for his construction.
Access: 912+00, 25' E., residential, agricultural and timber.

Access controlled -

GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27117 Pratt, Elmer E. and Vera E. (Morgan)
Right of Way, 1710 Beacon Dr., Stas. 78-78+58
Option expires September 11, 1958

480 sq.ft.	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

State to fence.

Complete restriction of access -

27137 Hoylman, Robert L. et al (Curfman)
Right of Way, 1925 Tokay Heights, Stas. 124-126
Option expires January 7, 1959

0.12 acre at $750 per acre	$ 90.00	
Chicken hse., 768 sq.ft. at $0.50+ per sq.ft.	385.00	
Damage	325.00	
Amount to be paid owners - chrg to Right of Way		$800.00

THINGS TO BE DONE BY THE STATE

Fence r/w before disturbing cross-fencing.

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27842 Grants Pass Irrigation District (Morgan)
Right of Way, Stas. LR 1360-LM 1362
Option expires December 18, 1958

0.09 acre at $3,500 per acre	$ 315.00	
Lumber shed and saw shop, 1,600 sq.ft.	3,230.00	
Severance damage	230.00	
Amount to be paid owner - chrg to Right of Way		$3,775.00

Access rights to Fruitdale Drive unchanged.

Complete restriction of access to Redwood Interchange only -

30325

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27845 Heydenburk, Philip G. (Allen)
Right of Way, Stas. LM 1368-LM 1370
Option expires December 16, 1958

0.1 acre	$ 500.00	
House, 578 sq. ft. at $8.50+ per sq. ft.	4,920.00	
Shop, 192 sq. ft. at $1.60+ per sq. ft.	310.00	
Carport, 216 sq. ft. at $1+per sq. ft.	220.00	
Landscaping	400.00	
Damage	450.00	
Amount to be paid owner - chrg to Right of Way		$6,800.00
State to assume 1958-59 taxes. Estimate		140.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,940.00

Grantor to vacate 30 days after notice.

Complete restriction of access -

27832 Nunn, Garnet A. et al (Curfman)
Right of Way, Stas. LP 1355+40-LP 1351
Option expires December 8, 1958

1.3 acres at $1,000 per acre	$1,300.00	
House, 1,612 sq. ft. at $4.50 per sq. ft.	7,254.00	
Garage and shop, 960 sq. ft. at $1.15- per sq. ft.	1,100.00	
Storage shed	346.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

Grantors not to be charged rent on bldgs. Grantors to vacate by January 1, 1959, but State's contractors may move equip. over E. part of r/w, but not to disturb buildings.

Complete restriction of access -

27846 Smith, Hugh A. and Jennie L. (Morgan)
Right of Way, Stas. LM 1367-LM 1371
Option expires December 25, 1958

0.04 acre at $3,500 per acre	$ 140.00	
4 lg. shade trees at $100 each	400.00	
Damage	1,800.00	
Amount to be paid owners - chrg to Right of Way		$2,340.00

Grantors to move fence to new r/w before construction.
Access; 9+50, E., unrestricted.

Access controlled -

27835 Vertin, Joseph E. and Clara O. (Curfman)
Right of Way, Stas. 1354-1355
Option expires December 15, 1958

0.04 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Complete restriction of access -

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27850 Driscoll, Clifford J. and Mary E. (Allen)
R/W for Sl. Ease., 205 Hwy. 199, Grants Pass, Stas. 11-13
Option expires December 18, 1958

0.5 acre	$1,089.00	
Move 2 motel signs	150.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$1,439.00
State to assume 1958-59 taxes. Estimate		30.00

Grantors to move signs within 5 days after notice from State that construction is to begin.

THINGS TO BE DONE BY THE STATE

Reconstruct two driveways, the N. one to be 20 ft. in width, and the S. one to be 30 ft. in width.

Access not controlled -

27836 Thiele, Amelia et al (Curfman)
Right of Way, Stas. 1355-1356+15
Option expires December 23, 1958

14,810 sq.ft. at $0.10- per sq.ft.	$1,480.00	
House, 532 sq.ft. at $4.50 per sq.ft.	2,394.00	
Garage, 264 sq.ft. at $1.50+ per sq.ft.	395.00	
Carport, 266 sq.ft. at $1 per sq.ft.	266.00	
Fence, 150 feet	150.00	
Severance damage	65.00	
Amount to be paid owners - chrg to Right of Way		$4,750.00
State to assume 1958-59 taxes. Estimate		95.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,845.00

Grantors to vacate 30 days after acceptance.

Complete restriction of access -

WEST FORK OF THE ILLINOIS RIVER SECTION - REDWOOD HIGHWAY

28028 Gohde, Fred R. and Lena M. (Morgan)
Right of Way, Stas. 265-268+23
Option expires December 25, 1958

0.26 acre at $600 per acre	$156.00	
Encroachment damage	144.00	
Amount to be paid owners - chrg to Right of Way		$300.00

THINGS TO BE DONE BY THE STATE

Reconnect the Grantors' driveways.
Stake out the new r/w line.

Access not controlled -

30327

EXHIBIT "A" (Cont)

ELK CREEK SECTION - REDWOOD HIGHWAY

28131 Alcorn, George E. and Augusta B. (Allen)
Right of Way, Stas. 72-76+13
Option expires January 7, 1959

0.34 acre at $1,000 per acre	$ 340.00	
Cafe, 1,868 sq. ft. at $1.25 per sq. ft.	2,335.00	
Cabin, 480 sq. ft. at $0.26+ per sq. ft.	125.00	
Amount to be paid owners - chrg to Right of Way		$2,800.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway. Pay taxes and deduct.

Access not controlled -

28135 Garvin, J. E. and Laura Grace (Allen)
Right of Way, Sta. 76
Option expires January 6, 1959

0.42 acre at $400 per acre	$168.00	
Severance damage	32.00	
Amount to be paid owners - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE

Relocate irrigation ditch.

Access not controlled -

28136 Breckenridge, Frederick K. and Mabel B. (Allen)
Right of Way, Stas. 76-78
Option expires December 24, 1958

2,000 sq. ft. at $0.10 per sq. ft.	$200.00	
500 sq. ft. at $0.05 per sq. ft.	25.00	
0.5 acre at $320 per acre	160.00	
Well	465.00	
Encroachment damage	100.00	
Amount to be paid owners - chrg to Right of Way		$950.00

Grantors to remove pump and pump hse. 60 days after notice.

THINGS TO BE DONE BY THE STATE

Reconstruct driveways.

Access not controlled -

EXHIBIT "A" (Cont)

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

27024 Dawson, Carl L. and Christine (Curfman)
Right of Way, Stas. 38-48
Option expires December 17, 1958

1.7 acres at $100 per acre	$170.00	
58 rods fencing at $4 per rod	232.00	
Amount to be paid owners - chrg to Right of Way		$402.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach if damaged by construction.
Protect water pipe under present road.

Access not controlled -

POST-LOST CREEK SECTION - PAULINA HIGHWAY

27754 Oregon State Grange (Bucknum)
Right of Way, Stas. 1309-1317
Option expires December 22, 1958

0.55 acre	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Re-establish approx. 12 rods fence, estimated cost	42.00
GRAND TOTAL (Estimate)	$142.00

Permit bldg. to encroach on R/W south of 1312+35. If damaged by fire, etc., to extent of 75% or more, Grantor will rebuild outside of r/w, and State to have right to remove same, if necessary, and at State expense.

Access not controlled -

27751 Hudspeth Land and Livestock Company (Bucknum)
Right of Way, Stas. 1302-1339
Option expires January 6, 1959

1.7 acres	$100.00	
176 rods fencing at $3.50 per rod	616.00	
Amount to be paid owner - chrg to Right of Way		$716.00

Access not controlled -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

(Bucknum)

23074 Runft, Everett L. and Ida
Right of Way, 11 W. Oregon Ave., Stas. 50-52
Option expires December 4, 1958

10,019 sq.ft. at $0.10- per sq.ft.	$1,000.00	
House, 900 sq.ft. at $10 per sq.ft.	9,000.00	
Garage, 500 sq.ft. at $4 per sq.ft.	2,000.00	
Bedroom in garage	500.00	
Lawn, shrubs, trees, ret. walls, walks, etc.	1,200.00	
Amount to be paid owners - chrg to Right of Way		$13,700.00
State to assume 1958-59 taxes. Estimate		275.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,975.00

Grantors to retain possession for 30 days after notice.

Entire taking -

Confirmation of phone approval by Mr. McIver July 8, 1958.

(Bucknum)

27949 Mott, Genevieve Gustin and Harry J.
Right of Way, Stas. 27-30
Option expires December 12, 1958

0.18 acre at $1,000 per acre	$ 180.00	
House, 640 sq.ft.	3,200.00	
Septic tank and yard improvements	120.00	
Amount to be paid owners - chrg to Right of Way		$3,500.00
State to assume 1958-59 taxes. Estimate		70.00
GRAND TOTAL (Estimate) chrg to Right of Way		$3,570.00

Complete restriction of access -

Confirmation of phone approval by Mr. McIver July 8, 1958.

(Chatwood)

27953 Hunt, Robert W. et al
Right of Way, Stas. 35-37+25
Option expires December 22, 1958

0.1 acre	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Complete restriction of access -

(Chatwood)

27955 Graham Bros. Oregon Ltd.
Right of Way, Stas. 33-37+50
Option expires December 19, 1958

0.18 acre	$150.00	
Amount to be paid owner - chrg to Right of Way		$150.00

Complete restriction of access -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27959 Klamath County et al (Chatwood)
Right of Way, Stas. 38-40+25
Option expires December 23, 1958
3,825 sq. ft. (Bargain and Sale Deed) $225.00
Amount to be paid owners - chrg to Right of Way $225.00

THINGS TO BE DONE BY THE STATE

Protect sewer lines where disturbed.

Complete restriction of access -

27961 Cusimano, Joseph F. and Martha L. (Bucknum)
Right of Way, Stas. 43-47
Option expires January 1, 1959
13,974 sq. ft. at $0.10- per sq. ft. $1,370.00
Damage 130.00
Amount to be paid owners - chrg to Right of Way $1,500.00

Complete restriction of access -

27977 Weaver, Robert W. and Joyce I. (Bucknum)
Right of Way, 2465 Oregon Ave., Stas. 51-53
Option expires December 4, 1958
11,761 sq. ft. at $0.10+ per sq. ft. $ 1,200.00
House, 1,000 sq. ft. at $10 per sq. ft. 10,000.00
Garage, 330 sq. ft. at $3.50- per sq. ft. 1,150.00
Lawn, trees, shrubs, walks, etc. 500.00
Amount to be paid owners - chrg to Right of Way $12,850.00
State to assume 1958-59 taxes. Estimate 260.00
GRAND TOTAL (Estimate) - chrg to Right of Way $13,110.00
Grantors to have possession for 5 days after payment received.

Entire taking -

Confirmation of phone approval by Mr. McIver July 8, 1958.

27978 Hutton, M. L. and Kathryn (Bucknum)
Right of Way, Stas. 48-49+40
Option expires January 2, 1959
3,485 sq. ft. at $0.10+ per sq. ft. $350.00
Damage 350.00
Amount to be paid owners - chrg to Right of Way $700.00

Complete restriction of access -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27979 Estate of R. H. Dunbar et al (Bucknum)
Right of Way, Stas. 49-50+30
Option expires January 2, 1959

4,792 sq. ft. at $0.10+ per sq. ft.	$ 500.00	
House, 675 sq. ft. at $6 per sq. ft.	4,050.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$4,650.00

Grantors to vacate 30 days after notice or 5 days after payment, whichever is earlier.

Complete restriction of access -

27991 First Fed. Savings & Loan Assn. of Klamath Falls et al (Chatwood)
Right of Way, 225 Doty St., Stas. 88-89+50
Option expires December 25, 1958

1,200 sq. ft.	$370.00	
Amount to be paid owners - chrg to Right of Way		$370.00

Complete restriction of access -

27990 Strid, Louis H. et al (Chatwood)
Right of Way, 210 Cook St., Stas 87-89
Option expires December 25, 1958

3,850 sq. ft.	$ 700.00	
House, 650 sq. ft. at $5+ per sq. ft.	3,300.00	
Landscaping	300.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$4,800.00
State to assume 1958-59 taxes. Estimate		100.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,900.00

Grantors to vacate 30 days after notice or 5 days after payment, whichever is earlier.

Complete restriction of access -

27994 Kellstrom, Lyle and Betty (Chatwood)
Right of Way, Stas. 107-108+50
Option expires December 29, 1958

0.03 acre	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

Complete restriction of access -

27995 Royse, Len H. and Amy B. (Bucknum)
Right of Way, 615 California Ave., Stas. 113-115
Option expires December 4, 1958

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27995 Royse, Len H. and Amy B. (Cont)

2,178 sq.ft. at $0.10+ per sq.ft.	$ 225.00	
House, 1,200 sq.ft. at $5.75 per sq.ft.	6,900.00	
Yard, improvements, lawn, trees, shrubs	400.00	
Damage	275.00	
Amount to be paid owners - chrg to Right of Way		$7,800.00
State to assume 1958-59 taxes. Estimate		170.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$7,970.00

State to have possession of house 30 days after notice.

Complete restriction of access -

Confirmation of phone approval by Mr. McIver July 8, 1958.

27996 Fleet, Frank E. and Anna-Belle (Chatwood)
Right of Way, Sta. 114+70
Option expires December 24, 1958

250 sq.ft.	$ 50.00	
Damages	522.00	
Amount to be paid owners - chrg to Right of Way		$572.00

Complete restriction of access -

28006 Fleet, Frank E. and Anna-Belle (Chatwood)
Right of Way, Stas. 125-126
Option expires December 24, 1958

0.03 acre	$25.00	
Amount to be paid owners - chrg to Right of Way		$25.00

By quitclaim deed.

Entire taking -

27966 Engelking, Pearl E. (Bucknum)
Right of Way, 2114 Tunnel, Stas. 47-48
Option expires December 12, 1958

8,704 sq.ft., 2 lots at $500 and $700 each	$1,200.00	
House, 600 sq.ft. at $7 per sq.ft.	4,200.00	
Garage, 240 sq.ft. at $2 per sq.ft.	480.00	
Fence, lawn, trees, and shrubs	320.00	
Amount to be paid owner - chrg to Right of Way		$6,200.00
State to assume 1958-59 taxes. Estimate		125.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$6,325.00

Grantor to have possession for 30 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

(Bucknum)

27970 DeWitt, Earl H. and Nellie R.
Right of Way, Stas. 51-53
Option expires December 16, 1958

8,400 sq.ft. at $0.15- per sq.ft.	$1,200.00	
Amount to be paid owners - chrg to Right of Way		$1,200.00
State to assume 1958-59 taxes. Estimate		24.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,224.00

Entire taking -

(Bucknum)

27986 Nash, Kenneth H. and Nettie E.
Right of Way, 2458 Oregon Ave., Stas. 53-55
Option expires December 19, 1958

6,969 sq.ft. at $0.10+ per sq.ft.	$ 700.00	
House, 800 sq.ft. at $4 per sq.ft.	3,200.00	
Lawn, trees, shrubs, and fence	100.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00
State to assume 1958-59 taxes. Estimate		80.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,080.00

Grantors to vacate 30 days after notice.

Entire taking -

(Bucknum)

27964 Long, C. D. and Gladys E.
Right of Way, 2468 Oregon Ave., Stas. 49-55
Option expires December 23, 1958

10,404 sq.ft.	$1,500.00	
15,652 sq.ft. at $0.10- per sq.ft.	1,560.00	
House, 1,100 sq.ft. at $8 per sq.ft.	8,800.00	
Workshop, 400 sq.ft. at $2.50 per sq.ft.	1,000.00	
Greenhouse, trees, lawn, shrubs, fence, berries	620.00	
Damage	120.00	
Amount to be paid owners - chrg to Right of Way		$13,600.00
State to assume 1958-59 taxes. Estimate		280.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,880.00

Grantors to vacate 30 days after notice.

Complete restriction of access -

(Bucknum)

28322 Cochrane, Herbert A. et al
Right of Way, 21 W. Oregon Ave., Stas. 49-51
Option expires December 4, 1958

0.36 acre, 2 lots at $700 per lot	$1,400.00	
House, 900 sq.ft. at $8.75 per sq.ft.	7,875.00	
Garage, 500 sq.ft. at $3.50 per sq.ft.	1,750.00	
Fireplace, lawn, fence, patio, walks, trees, shrubs	1,975.00	
Amount to be paid owners - chrg to Right of Way		$13,000.00

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

28322 Cochrane, Herbert A. et al (Cont)

State to assume 1958-59 taxes. Estimate	$ 360.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$13,360.00

Grantors to have possession for 30 days following receipt of notice.

Entire taking -

Confirmation of phone approval by Mr. McIver July 8, 1958

27975 Cleek, Grace et al (Chatwood)
Right of Way, Stas. 45-47+50
Option expires December 27, 1958

7,500 sq.ft. at $0.02 per sq.ft.	$150.00	
Damages	650.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Complete restriction of access -

27960 Klamath County (Bucknum)
Right of Way, Stas. 40-41, 46-48
Option expires December 26, 1958

4,101 sq.ft. at $0.10- per sq.ft.	$400.00	
Amount to be paid owner - chrg to Right of Way		$400.00

To be conveyed by Bargain and Sale deed.

Complete restriction of access -

27951 Gustin, Donald F. and Velma E. (Bucknum)
Right of Way, 2551 Montelius, Stas. 31-33
Option expires January 9, 1959

0.16 acre at $1,000 per acre	$160.00	
Lawn, shrubs, clothes line, trees	40.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Complete restriction of access -

27984 Knighten, Beulah and Wiley E. (Bucknum)
Right of Way, 61 Nevada Ave., Sta. 51
Option expires January 9, 1959

1,050 sq.ft. at $0.15- per sq.ft.	$150.00	
Trees, lawn, shrubs	75.00	
Allow. to repair ret. walls and provide parking area	300.00	
Encroachment damage	100.00	
Amount to be paid owners - chrg to Right of Way		$625.00

Complete restriction of access -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27980 Knighten, Jesse D. and Elizabeth A. (Bucknum)
Right of Way, 4 West Oregon, Stas. 50-51+50
Option expires December 23, 1958

7,841 sq.ft. at $0.10+ per sq.ft.	$ 800.00	
House, 960 sq.ft. at $4.20- per sq.ft.	4,020.00	
Garage	200.00	
Fruit trees, fence and shrubs	230.00	
Amount to be paid owners - chrg to Right of Way		$5,250.00
State to assume 1958-59 taxes. Estimate		105.00
GRAND TOTAL (Estimate) chrg to Right of Way		$5,355.00

Grantors to vacate 30 days after notice.

Entire taking -

27981 Robertson, Lionel R. and Lucille M. (Bucknum)
Right of Way, 21 Nevada Ave., Stas. 50-51+50
Option expires December 24, 1958

7,100 sq.ft. at $0.12- per sq.ft.	$ 850.00	
House, 600 sq.ft. at $7.50 per sq.ft.	4,500.00	
Garage	350.00	
8 fr. trees at $20 ea., sh. trees, lawn, shrubs etc.	300.00	
Amount to be paid owners - chrg to Right of Way		$6,000.00
State to assume 1958-59 taxes. Estimate		120.00
GRAND TOTAL (Estimate) chrg to Right of Way		$6,120.00

Grantors to vacate 30 days after notice.

Entire taking -

27948 Palmer, Earle W. L. (Chatwood)
Right of Way, Stas. 25-27+50
Option expires December 29, 1958

0.06 acre	$75.00	
Amount to be paid owner - chrg to Right of Way		$75.00

Complete restriction of access -

28323 Grimsley, Cage W. and Theo M. (Bucknum)
Right of Way, 198 Gage Rd., Stas. 29-30+45
Option expires December 23, 1958

Approx. 0.06 acre	$ 100.00	
New double garage	1,400.00	
Amount to be paid owners - chrg to Right of Way		$1,500.00
State to assume 1958-59 taxes. Estimate		30.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,530.00

Grantors to vacate bldg. 30 days after notice.

Complete restriction of access -

EXHIBIT "A" (Cont)

B. P. R. PROJECT

CHAPEN CREEK SECTION - HEPPNER-SPRAY HIGHWAY

26756 Batty, Kenneth G. Supplemental (Bucknum)
Right of Way, Stas. 191-231
Letter received July 11, 1958
Re-establish fence in lieu of State,
474 rods at $3.50 per rod, estimated $1,659.00
Re-establish cattle guard in lieu of State 400.00
Additional amount to be paid Batty-chrg to Right of Way Est. $2,059.00
Previous approval of August 8, 1957, obligated State
to do these on Forest Road Project.

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

28536 Oregon Feeding Company (Brainerd)
Roadway Easement, Sta. 1248
Option expires December 29, 1958
0.16 acre, easement $150.00
Amount to be paid owner - chrg to Right of Way $150.00

THINGS TO BE DONE BY THE STATE

Protect sewer line during construction.
Fence E. side of roadway with type three fence.
Estimated cost 17 rods at $15 per rod 255.00
GRAND TOTAL - (Estimated) $405.00

Access not controlled -

ROOSTER ROCK-MULTNOMAH FALLS SECTION - COLUMBIA RIVER HIGHWAY

27710 Stebco, Incorporated (Mayhew)
Quarry
Option expires January 17, 1959
73 acres at $49.50 per acre $3,613.50
Timber 1,386.50
Amount to be paid owner - chrg to Quarry Site $5,000.00
State to assume 1958-59 taxes. Estimate 100.00
GRAND TOTAL (Estimate) - chrg to Quarry Site $5,100.00

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27972 Estate of Dale A. Sorenson (Bucknum)
Right of Way, 2325 Oregon Ave., Sta. 53
Option expires January 14, 1959

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27972 Estate of Dale A. Sorenson (Cont)

1,000 sq.ft. at $0.15 per sq.ft.	$ 150.00	
House, 550 sq.ft. at $4 per sq.ft.	2,200.00	
Garage	150.00	
Lawn, trees, fence, shrubs	100.00	
Damage	200.00	
Amount to be paid owner - chrg to Right of Way		$2,800.00
State to assume 1958-59 taxes. Estimate		60.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,860.00

Complete restriction of access -

27973 Cornelius, R. E. et al (Bucknum)
Right of Way, 2319 Oregon Ave., Sta. 52
Option expires January 13, 1959

375 sq.ft. at $0.14- per sq.ft.	$ 50.00	
3 trees at $25 ea., fence, lawn and shrubs	150.00	
Damage	400.00	
Amount to be paid owners - chrg to Right of Way		$600.00

THINGS TO BE DONE BY THE STATE

Construct approach to Grantors' driveway.

Complete restriction of access -

27976 Swinney, Elwin C. and Ruby M. (Bucknum)
Right of Way, 3 Lytton St., Stas. 46-49
Option expires December 17, 1958

40,510 sq.ft. at $0.07½- per sq.ft.	$3,000.00	
House	7,225.00	
Garage and barn	425.00	
Lawn, trees, shrubs	200.00	
Amount to be paid owners - chrg to Right of Way		$10,850.00
State to assume 1958-59 taxes. Estimate		220.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,070.00

Grantors to vacate 30 days after notice.

Entire taking -

27958 Wilson Title & Abstract Co. (Bucknum)
Right of Way, Sta. 38
Option expires January 16, 1959

0.02 acre	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

By Bargain & Sale deed.

Complete restriction of access -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27602 Wilson, Wm. C. (Grothaus)
Right of Way, Stas. 500-502
Option expires January 14, 1959

0.39 acre at $600 per acre	$234.00	
0.63 acre Excess	100.00	
Cabin	300.00	
Trees, etc.	100.00	
Damage	216.00	
Amount to be paid owner - chrg to Right of Way		$950.00
State to assume 1958-59 taxes. Estimate		10.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$960.00

State to have possession 30 days after notice.

Entire taking -

27621 Jones, Miles S. and Charlene W. (Grothaus)
Right of Way, Stas. 594-597
Option expires September 5, 1958

0.78 acre	$ 500.00	
2 houses at $1,500 and $1,360	2,860.00	
Garden and improvements	590.00	
Amount to be paid owners - chrg to Right of Way		$3,950.00
State to assume 1958-59 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,990.00

Possession to be on or before 45 days after notice.

Entire taking -

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY

28064 Davison, C. H. (Riley)
Materials Source and Ease. for Haul Rd.
Option expires October 10, 1958

4 acres at $400 per acre	$1,600.00	
16 acres possible quarry site at $200 per acre	3,200.00	
1.8 acre Haul road easement	200.00	
Barn	500.00	
Amount to be paid owner - chrg to Quarry Site		$5,500.00

Grantor reserves easement across parcels for stock crossing and right to use barn until April 1, 1959.
Exploratory option to be exercised only upon notice from Div. Eng.

EXHIBIT "A" (Cont)

GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27186 Lawless, Thomas M. and Grace (Allen)
Right of Way, 2735 Foothill Blvd., Stas. 189-196
Option expires January 20, 1959

0.6 acre at $1,500 per acre	$ 900.00	
2.0 acres at $700 per acre	1,400.00	
House, 1,028 sq. ft. at $3.85- per sq. ft.	3,950.00	
Service station, 4 sheds and fruit storage	635.00	
Damage	115.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00

Grantors to vacate 30 days after notice.

Complete restriction of access -

DEVILS LAKE SECTION - OREGON COAST HIGHWAY

26148 Thayer, Helen (Reeder)
Park
Option expires December 24, 1958

12 acres at $600 per acre	$7,200.00	
10.6 acres at $500 per acre	5,300.00	
Amount to be paid owner - chrg to Park		$12,500.00

THINGS TO BE DONE BY THE STATE
Promptly fence E. line and maintain.
In event of sale of any part made, notice to be given to Grantor six months in advance.
Approval subject to conditions being satisfactory to title department.

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27989 Bowman, Harvey H. and Edna (Bucknum)
Right of Way, 18 Nevada Ave., Stas. 52-54
Option expires January 15, 1959

8,750 sq. ft. at $0.15- per sq. ft.	$1,300.00	
Store bldg., 1,000 sq. ft. at $6 per sq. ft.	6,000.00	
Dwelling portion, 1,000 sq. ft. at $8 per sq. ft.	8,000.00	
Attached storage rm. and garage, 300 sq. ft. at $5/	1,500.00	
Lawn, fence, trees, shrubs	300.00	
Trade fixtures	4,000.00	
Damage	1,200.00	
Amount to be paid owners - chrg to Right of Way		$22,300.00
State to assume 3/4 of 1958-59 taxes. Estimate		335.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$22,635.00

Complete restriction of access -

Confirmation of phone approval by Mr. McIver July 25, 1958.

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27969 Szopieray, Frank (Bucknum)
Right of Way, 2421 Oregon Ave., Stas. 51-53
Option expires January 23, 1959

23,540 sq. ft. at $0.07½+ per sq. ft.	$1,800.00	
House, 400 sq. ft. at $10 per sq. ft.	4,000.00	
Attached brick garage	1,500.00	
Shed, cellar, fruit trees, sprinkler system	700.00	
Amount to be paid owner - chrg to Right of Way		$8,000.00

Grantor to vacate 30 days after notice.

Entire taking -

27987 The First Christian Church of Klamath Falls (Bucknum)
Right of Way, 60 Nevada Ave., Stas. 51-52
Option expires January 22, 1959

500 sq. ft. at $0.12 per sq. ft.	$ 60.00	
Lawn, trees, shrubs	140.00	
Damage	800.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Complete restriction of access -

27982 Linman, J. P. and Greta D. (Bucknum)
Right of Way, 39 Nevada Ave., Stas. 50-51
Option expires October 16, 1958

9,700 sq. ft.	$ 700.00	
House, 1,000 sq. ft. at $6/ and 416 sq. ft. at $8/	9,300.00	
Chinchilla hse., lawn, trees, shrubs, etc.	750.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$11,250.00
State to assume 3/4 of 1958-59 taxes on lots 9 and 10 Est.		170.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$11,420.00

Grantors to vacate 30 days after acceptance.

Complete restriction of access -
Confirmation of phone approval by Mr. McIver July 25, 1958.

B. P. R. PROJECT

POLALIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28195 Goetz, Berta and Edward (Henry)
Right of Way, Stas. 1193-1248
Option expires January 21, 1959

0.4 acre at $1,000 per acre	$ 400.00
9.99 acres at $100+ per acre	1,000.00
9.50 acres at $50 per acre	475.00
34 rods fencing at $5+ per rod	175.00
Timber	1,020.00
Damages	695.00

EXHIBIT "A" (Cont)

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28195 Goetz, Berta and Edward (Cont)

Amount to be paid owners - chrg to Right of Way $3,765.00
Grantors to have until September 1, 1958 to move fence.

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1202+00 and 1232+00, E. and 1203+85 and 1234+75, W. Install 12" conduit and re-est. irr. pipe at 1234+40.
Access: 1202+00 and 1232+00, E.; 1203+85 and 1234+75, W.; and 1216+50, E. and W., residential, timber and agricultural.

Access controlled -

28196 Bibb, Dorothy A. and Arthur M. (Henry)
Right of Way, Stas. 1248-1261
Option expires January 20, 1959

3 acres at $400 per acre	$1,200.00
1.59 acres at $50+ per acre	80.00
Timber	73.00
Amount to be paid owners - chrg to Right of Way	$1,353.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1259+00, E., and 1261+00, W. Install 12" pipe at 1255+10.
Access: 1261+00, W., residential and timber; 1259+00, E., residential and agricultural.

Access controlled -

28198 Down, J. R. et al (Henry)
Right of Way, Stas. 1298-1301
Option expires January 20, 1959

0.42 acre at $300 per acre	$ 126.00
House, 880 sq.ft. at $3 per sq.ft.	2,640.00
Garage	350.00
Landscaping	200.00
Timber	16.00
Amount to be paid owners - chrg to Right of Way	$3,332.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1299+00 and 1301+00, E.
Access: 1299+00 and 1301+00, E., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

B. P. R. PROJECT

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28199 Prideaux, W. C. and Minnie (Henry)
Right of Way, Stas. 1301-1305
Option expires January 17, 1959

0.39 acre at $300 per acre	$ 117.00	
House, 816 sq.ft. at $5 per sq.ft.	4,080.00	
Garage	500.00	
Shrubbery, trees, garden and lawn	625.00	
Amount to be paid owners - chrg to Right of Way		$5,322.00

Grantors to vacate prior to August 25, 1958, or five days after payment, whichever is later.

THINGS TO BE DONE BY THE STATE

Construct road approach at 1303+60, E.
Access: 1303+60, residential.

Access controlled -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27623 Hansen, I. L. and Ann J. (Grothaus)
Right of Way, Stas. 605-610
Option expires September 4, 1958

1 acre at $600 per acre	$ 600.00	
Storage bldg. and improvements	150.00	
Damage	4,100.00	
Amount to be paid owners - chrg to Right of Way		$4,850.00

Grantors to give possession 30 days after notice.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line 15' in width at driveway.
Access: 609+20, W., residential and agricultural.

Access controlled -

27603 McDowell, Hugh (Grothaus)
Right of Way, Stas. 502-507
Option expires January 22, 1959

0.66 acre at $1,000 per acre	$ 660.00	
0.24 acre at $500 per acre	120.00	
Berries, flowers, hedge, etc.	700.00	
Fruit stand	330.00	
Damages	1,940.00	
Amount to be paid owner - chrg to Right of Way		$3,750.00

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27603 McDowell, Hugh (Cont)

Grantor to vacate and may salvage trees 30 days after notice.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line approx. 15' in width at 503+80, 504+35 and 506+50. If access at 503+10 ever constructed, Grantor to construct at no expense to State and to conform to State's specifications.
Access: 503+10, 503+80, 504+35, and 506+50, W., residential, agricultural, and roadside market activity, only.

Access controlled -

RICHARDSON-WALTON SECTION - RICHARDSON-EUGENE HIGHWAY

27583 State Board of Forestry (Benner)
Right of Way and Easement, Stas. 543-544
Easement signed July 2, 1958
1.28 acres; and 0.01 acre easement Gratis

Access not controlled -

WAUNA JUNCTION-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

28520 Pugh, Charles B. and Jean (Friess)
Easement for channel change, Stas. 323-325
Option expires January 3, 1959
Channel change and rel. of channel, 0.05 A. $50.00
Amount to be paid owners - chrg to Right of Way $50.00
Subject to final account approval in the estate of George Mosteller.

Access not controlled -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27827 Moody, Harold T. and Etta I. (Morgan)
Right of Way, Stas. LP 1356-1360
Option expires January 20, 1959

1.10 acres, improved	$ 7,500.00
House, 1,640 sq.ft. with basement at $9/sq.ft.	14,760.00
House, 910 sq.ft. at $5 per sq.ft.	4,550.00
House, 504 sq.ft. at $4.50- per sq.ft.	2,250.00
House, 588 sq.ft. at $4- per sq.ft.	2,350.00
House, 780 sq.ft. at $5.50 per sq.ft.	4,290.00
Shed, 320 sq.ft. at $1- per sq.ft.	300.00

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27827 Moody, Harold T. and Etta I. (Cont)

Amount to be paid owners - chrg to Right of Way	$36,000.00
Property to be vacated 30 days after acceptance.	

Entire taking -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27608 Gale, Thomas George by Helen O. Gale (Grothaus)
Right of Way, Stas. 517-524
Option expires January 27, 1959

0.9 acre at $1,000 per acre	$900.00	
0.3 acre at $600 per acre	180.00	
0.1 acre at $400 per acre	40.00	
Damage	760.00	
Amount to be paid owners - chrg to Right of Way		$1,880.00

THINGS TO BE DONE BY THE STATE

Provide surfaced approaches to r/w line 15' in width at access locations: 519+00, 520+90, and 522+65, W., residential and agricultural.
Rights of access to Chapman Co. Rd. unchanged.

Access controlled -

27615 Teufel, Joseph A. (Grothaus)
Right of Way, Stas. 559-573
Option expires January 23, 1959

8.51 acres (3.41 acres Excess) at $500 per acre	$4,255.00	
Damages	785.00	
Amount to be paid owner - chrg to Right of Way		$5,040.00
State to assume 1958-59 taxes. Estimate		50.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$5,090.00

Access to existing Pac. Hwy. W. and to Co. Rd. 500 unchanged.

Complete restriction of access -

27606 Washington County (Grothaus)
Right of Way, Sta. 510
Option expires January 28, 1959

0.09 acre	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

Access: 510+15, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27620 Gonce, Loral E. and Leta B. (Grothaus)
Right of Way, Stas. 591-594
Option expires January 22, 1959

1.96 acres at $450+ per acre	$ 900.00	
House	2,000.00	
Garage	100.00	
Pump house and improvements	560.00	
Amount to be paid owners - chrg to Right of Way		$3,560.00

State to have possession 45 days after notice.

Entire taking -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27651 Skuse, Hiram D. K. and Beatrice M. (Grant)
Right of Way, Stas. 108-115
Option expires January 28, 1959

0.20 acre at $375+ per acre	$ 80.00	
Trees and damage	270.00	
Amount to be paid owners - chrg to Right of Way		$350.00

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

20672 Marsh, Murray B., Sr. et al (Smith)
Right of Way, 1810 S.W. Harbor Dr., Sta. 30+50
Option expires August 27, 1958

6,080 sq.ft. at $2 per sq.ft.	$ 12,160.00	
Building	142,840.00	
Damages	15,000.00	
Amount to be paid owners - chrg to Right of Way		$170,000.00
State to assume last half of 1958-59 taxes. Estimate		1,700.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$171,700.00

Grantors may occupy bldg. for 4 months, after final payment, without payment of rent. If this time extends beyond January 1, 1959 taxes to be prorated to run concurrently with period of free rent.
Supersedes previous rejected option for 21,000 sq.ft. and $192,000 approved subject to B.P.R. concurrence, 12-5-57.

Complete restriction of access -

EXHIBIT "B-1"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, Hat Rock State Park is a state park under the jurisdiction and control of the State Highway Commission; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission is authorized to make regulations and provisions for the use and administration of state parks; and

WHEREAS, the aforementioned Hat Rock State Park is not provided with overnight camping facilities; and

WHEREAS, on numerous occasions persons have used said state park for overnight camping contrary to the purpose for which said park was planned and established and that the use of said state park for overnight camping purposes creates conditions which are undesirable and not in the best interests of the public.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is hereby resolved and ordered by this Commission that all persons and individuals occupying Hat Rock State Park shall do so between the hours of 8:00 A.M. and 9:00 P.M. and no person or individual shall occupy, stay or camp within the limits of Hat Rock State Park after the hour of 9:00 P.M. or before the hour of 8:00 A.M.

IT IS FURTHER ORDERED that appropriate signs prohibiting the violation of the above order be posted within the main entrances of Hat Rock State Park and that said order shall become and remain effective upon the posting of such signs.

IT IS FURTHER ORDERED that the prohibitions contained in this resolution shall be and are regulations adopted under authority of ORS 366.350 and violations of the same shall be punishable as provided in ORS 366.990.

IT IS FURTHER ORDERED that a duly certified copy of this resolution be filed with the Secretary of State.

IT IS FURTHER ORDERED that this resolution be entered as State Parks Resolution No. 14, in the minutes and records of the Oregon State Highway Commission this 31st day of July, 1958.

30347

EXHIBIT "B-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, Rooster Rock State Park is a state park under the jurisdiction and control of the State Highway Commission; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission is authorized to make regulations and provisions for the use and administration of state parks; and

WHEREAS, the aforementioned Rooster Rock State Park is not provided with overnight camping facilities; and

WHEREAS, on numerous occasions persons have used said state park for overnight camping contrary to the purpose for which said park was planned and established and that the use of said state park for overnight camping purposes creates conditions which are undesirable and not in the best interests of the public.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is hereby resolved and ordered by this Commission that all persons and individuals occupying Rooster Rock State Park shall do so between the hours of 8:00 A.M. and 10:00 P.M. during the months of July and August of each year and between the hours of 8.00 A.M. and 9:00 P.M. for the balance of the months each year and that no person or individual shall occupy, stay or camp within the limits of said Rooster Rock State Park except during the hours hereinabove specified.

IT IS FURTHER ORDERED that appropriate signs prohibiting the violation of the above order be posted within the main entrances of Rooster Rock State Park and that said order shall become and remain effective upon the posting of such signs.

IT IS FURTHER ORDERED that the prohibitions contained in this resolution shall be and are regulations adopted under authority of ORS 366.350 and violations of the same shall be punishable as provided in ORS 366.990.

IT IS FURTHER ORDERED that a duly certified copy of this resolution be filed with the Secretary of State.

IT IS FURTHER ORDERED that this resolution be entered as State Parks Resolution No. 15, in the minutes and records of the Oregon State Highway Commission this 31st day of July, 1958.

EXHIBIT "C-1"

Minutes of May 8 and 9, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to acquire real property or any interest therein, for the development and maintenance of state parks by purchase, agreement, donation or by the exercise of the power of eminent domain; and

WHEREAS, the State Highway Commission has acquired certain real property hereinafter more fully described, from Lorraine Randall at Beaver Creek which is located between Waldport and Newport, Oregon, on the Oregon Coast Highway; and

WHEREAS, the aforementioned property is ideally situated for a state park because of its scenic beauty and geographical location and the establishing of a state park thereon will contribute to the general welfare of the people of the state and the members of the motoring public; and

WHEREAS, the Highway Commission in the past has officially listed all state parks by a prior resolution.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the real property located in Lincoln County, Oregon, and acquired by this Commission from Lorraine Randall, described as follows, to wit:

Parcel No. 1:

Beginning at a point on the southerly line of Beaver Creek that is north 325.85 feet and west 1670.80 feet from the quarter corner between Sections 18 and 19, T. 12S., R. 11W., W.M., said point being the point of beginning of the tract deeded to G. K. Litchfield and Frances Litchfield and recorded, as described in Book 180, Page 363 of Deed Records for Lincoln County, Oregon, thence along the notherly boundary line of said Litchfield tract N. 14° W 65 feet; thence N. 25° 31' W 69.7 feet; thence N. 58° 46' W 494.3 feet; more or less, to the northwest corner of said Litchfield tract; thence continuing N. 58° 46" W 160 feet, more or less, to the meander of the Pacific Ocean; thence N. 18° E. along said meander line 1094.4 feet thence continuing along said meander line in a northerly direction one-half mile, more or less, to the north boundary line of Government Lot 2, Section 18, T. 12 S., R. 11., W.M., thence east along said north boundary line 150 feet, more or less,

to the westerly right of way line of the Pacific Spruce Corporation Railway, deeded to the State of Oregon and recorded, as described in Book 38, Page 193 of Deed Records for Lincoln County, Oregon, ; thence southerly and easterly along said Pacific Spruce Corporation Railway right of way line to an intersection with the westerly right of way line of the Oregon Coast Highway; thence continuing in a southeasterly and southwesterly direction along said highway right of way line to the southeast corner of the Litchfield tract and as above referred to; thence along the easterly boundary line of said tract N.49° W 125 feet; thence continuing along said boundary line N. 41° E 176.3 feet; thence N. 64° 06' W 139.4 feet; thence N. 49° W 195.45 feet to the point of beginning. Containing 47 acres, more or less.

Parcel No. 2:

Beginning at a point on the north bank of Beaver Creek, said point being North 424.10 feet and West 794.03 feet from the quarter section corner between Sections 18 and 19, T. 12 S., R. 11 W., W.M.; thence S. 5° 21' W. 620 feet to the north side of the pump house tract and the true point of beginning; thence N. 84° 39' W. 50 feet; thence S. 5. 21' W. 200 feet; thence S. 84° 39' E. 100 feet; thence N. 5° 21' E. 200 feet; thence N. 84° 39' W. 50 feet to the true point of beginning, containing 0.46 acres, more or less.

Together with an easement for a pipeline over and across the following described property to wit:

Beginning at a point on the north bank of Beaver Creek, said point being North 424.10 feet and 794.03 feet from the quarter section corner between Sections 18 and 19, T. 12 S., R. 11 W., W.M.; thence on the center line of a right of way 20 feet wide bearing S. 5° 21' W. 620 feet to the north side of the pump house site; together with the right to go upon said property for the purpose of constructing, reconstructing, repairing and maintaining a pipeline thereon. It is understood that Parcel 1 above conveys full fee title to a portion of this pipeline easement as described hereinabove.

is hereby designated as "Ona Beach State Park".

EXHIBIT "C-1"

2. Miscellaneous Resolution No. 125 recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of state parks therein, the "Ona Beach State Park".

3. This resolution be entered in the minutes and records of this Commission as of this 31st day of July, 1958.

30351

EXHIBIT "C-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to acquire real property or any interest therein for the development and maintenance of state parks by purchase, agreement, description or the exercise of the power of eminent domain; and

WHEREAS, the legislature of the State of Oregon enacted as law Chapter 75, Oregon Laws of 1955, authorizing the State Board of Forestry to transfer certain described property to any other state agency which has authority to establish, use and maintain such lands for public park purposes and specifically granted the State Board of Forestry such power and authority in respect to the area of land known as "Loeb Park" located in Curry County, Oregon, in the Southwest one-quarter (SW1/4) of the Northeast one-quarter (NE1/4), the North one-half (N$\frac{1}{2}$) of the Southeast one-quarter (SE1/4), and the Southwest one-quarter (SW1/4) of the Southeast one-quarter (SE1/4) of Section 13, Township 40 South, Range 13 West, W.M., containing approximately 160 acres; and

WHEREAS, the State Board of Forestry has requested that the State Highway Commission accept the above described real property known as "Loeb Park" and establish said area as a state park; and

WHEREAS, said Loeb Park area, located on the Chetco River in Curry County approximately nine miles east of the town of Brookings, Oregon, is ideally situated for a state park because of its scenic beauty and geographical location and establishing a state park therein will contribute to the general welfare of the people of the state and members of the motoring public; and

WHEREAS, the Highway Commission in the past, has officially listed all state parks by a prior resolution.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the real property, located in Curry County, Oregon, and donated to this Commission by the State Board of Forestry and described as follows, to wit:

> The Southwest one-quarter (SW1/4) of the Northeast one-quarter (NE1/4), the North one-half (N$\frac{1}{2}$) of the Southeast one-quarter (SE1/4), and the Southwest one-quarter (SW1/4) of the Southeast one-quarter (SE1/4) of Section 13, Township 40 South, Range 13 West. W.M., containing approximately 160 acres.

is hereby accepted by this Commission and designated as "Loeb State Park".

EXHIBIT "C-2"

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map of one page showing the above described land colored in yellow.*

2. Miscellaneous Resolution No. 125 recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to the list of state parks therein, the "Loeb State Park".

3. This resolution be entered in the minutes and records of this Commission as of this 31st day of July, 1958.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 125, under the heading "Miscellaneous Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30353

EXHIBIT "D-I"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Barbur Boulevard-Marion County Line Section of the Pacific Highway described as follows:

A parcel of land lying in the East half ($E\frac{1}{2}$) of Lot "C" Rosewood Acre Tracts, also lying in the Northeast quarter of Section 13, Township 2 South, Range 1 West, W. M., Washington County, Oregon. The said parcel being that portion of said East half of Lot "C" lying Westerly of a line which is parallel to and 100 feet Westerly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station L5143+15.1, said Station being 1499.3 feet North and 10.5 feet West of the Northeast corner of said Section 13; thence on an 11,459.16 foot radius curve right (the long chord of which bears South 7° 44' 15" West) 2983.34 feet to Station 172+98.44.

The parcel of land to which this description applies contains 2.16 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,400.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of the property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all right of ingress and egress to, from and between the said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 68 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

EXHIBIT "D-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Lots 5 and 6, Block 2, Reedville, also in Section 11, Township 1 South, Range 2 West, W.M., Washington County, Oregon. The said parcel being that portion of said Lots 5 & 6 lying northerly of a line which is parallel to and 45 feet northerly of the center line of the Tualatin Valley Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 195+71.05, said Station being South 17° 35' West 18 feet from Station 195+71.05 on the center line of the West bound traffic lane of said highway, said Station also being 1506.2 feet South and 222.5 feet West of the Northeast corner of the Nathan Robertson D. L. C. No. 45, Township 1 South, Range 2 West, W.M., thence North 72° 25' West, 174.22 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears North 77° 01' West) 230 feet to Engineer's center line Station 199+75.27 Back, equals 199+75.57 Ahead; thence North 81° 37' West 1298.19 feet to Station 212+73.76, which Station is South 8° 23' West 18 feet from Station 212+73.76 on the center line of said West bound traffic lane. The southerly line of said parcel crossing the East line of said Lot 6 and the West line of said Lot 5 approximately opposite Stations 208+82 and 209+82, respectively.

The parcel of land to which this description applies contains 7,110 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there

EXHIBIT "D-2" (Cont)

is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except one point of access unrestricted as to use will be allowed.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 69 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

EXHIBIT "D-3"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Blackwell Hill-Seven Oaks Section of the Pacific Highway described as follows:

A parcel of land lying in the Northeast quarter of the Northeast quarter of the Southeast Quarter (NE¼ NE¼ SE¼) of Section 29, Township 36 South, Range 2 West, W.M., Jackson County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 387, page 323 of Jackson County Records of Deeds, the said parcel being described as follows:

Beginning at the Southeast corner of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼); thence North along the East line of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼) 155 feet, more or less, to a line which is parallel to and 150 feet southerly of the center line of the relocated Pacific Highway as said center line is described in said State of Oregon deed; thence northwesterly, parallel to and 150 feet southerly of said center line, 750 feet, more or less, to the West line of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼); thence South along said West line 490 feet, more or less, to the Southwest corner of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼); thence East along the South line of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼) 660 feet, more or less, to the place of beginning.

Subject to that certain easement over the south 20 feet of said Northeast quarter of the Northeast quarter of the Southeast quarter (NE¼ NE¼ SE¼) which was granted to Arthur Daley by that certain easement dated October 30, 1953.

The parcel of land to which this description applies contains 4.92 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

EXHIBIT "D-3" (Cont)

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of the property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 70 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

30358

EXHIBIT "D-4"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Deady-Shady Section of the Pacific Highway described as follows:

A parcel of land lying in the Jeremiah Huntley DLC No. 56, also lying in Section 24, Township 27 South, Range 6 West., W. M., Douglas County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 216, Page 323, and in Book 213, Page 105 of Douglas County Records of Deeds; the said parcel being that portion of said property lying westerly of the following described line:

Beginning at the intersection of the North line of said property and a line which is parallel to and 250 feet westerly of the center line of the relocated Pacific Highway, said intersection being 402.78 feet North and 751.6 feet East of the southwesterly corner of said DLC No. 56; thence S 88° 50' 15" W along the South line of Harvard Avenue 14.28 feet to the true point of beginning; thence on a 20 foot radius curve right (the long chord of which bears S 55° 29' 52" E) 24.81 feet to a line which is parallel to and 250 feet westerly of said center line; thence S 20° 06' E parallel to said center line 180 feet more or less to the South line of said property.

The parcel of land to which this description applies contains 12,197 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be sum of $7,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Harvard Avenue and the off-leg of the Pacific Highway.

EXHIBIT "D-4" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 71 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

EXHIBIT "E"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway systems within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each

EXHIBIT "E" (Cont.)

year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificates the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period January 1 to June 30, inclusive, of the year 1958, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 6,021,224.37
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	$ 14,504,867.57
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	$ 5,495,561.66
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	$ 232,497.71
	$ 26,254,151.31

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,625,415.13, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1, to June 30, 1958, the sum of $2,500,415.13, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population	Amount
Adams	205	$ 596.64

EXHIBIT "E" (Cont.)

City	Population	Amount
Albany	12,800	$ 37,253.90
Amity	635	1,848.14
Antelope	60	174.63
Arlington	680	1,979.11
Ashland	8,750	25,466.54
Astoria	12,331	35,888.90
Athena	863	2,511.73
Aumsville	300	873.14
Aurora	242	704.33
Baker	9,529	27,733.78
Bandon	1,650	4,802.26
Banks	373	1,085.60
Barlow	100	291.05
Bay City	828	2,409.86
Beaverton	4,200	12,223.94
Bend	12,450	36,235.24
Boardman	134	390.00
Bonanza	259	753.81
Brookings	3,250	9,459.00
Brownsville	1,180	3,434.34
Burns	3,600	10,477.66
Butte Falls	362	1,053.59
Canby	2,117	6,161.45
Cannon Beach	516	1,501.80
Canyon City	642	1,868.52

EXHIBIT "E" (Cont.)

City	Population	Amount
Canyonville	1,150	$ 3,347.03
Carlton	1,050	3,055.98
Cascade Locks	800	2,328.37
Cave Junction	300	873.14
Central Point	2,050	5,966.45
Chiloquin	909	2,645.61
Clatskanie	888	2,584.49
Coburg	687	1,999.49
Columbia City	464	1,350.45
Condon	1,121	3,262.63
Coos Bay	7,450	21,682.94
Coquille	4,825	14,042.98
Cornelius	1,145	3,332.48
Corvallis	18,500	53,843.53
Cottage Grove	4,200	12,223.94
Cove	300	873.14
Creswell	780	2,270.16
Culver	350	1,018.66
Dallas	5,383	15,667.01
Dayton	680	1,979.11
Dayville	257	747.99
Delake	800	2,328.37
Detroit	274	797.47
Donald	212	617.02
Drain	1,290	3,754.49

EXHIBIT "E" (Cont.)

City	Population	Amount
Dufur	524	$ 1,525.08
Dundee	300	873.14
Eagle Point	711	2,069.34
Eastside	1,450	4,220.17
Echo	522	1,519.26
Elgin	1,400	4,074.65
Elkton	212	617.02
Empire	3,925	11,423.56
Enterprise	1,958	5,698.68
Estacada	914	2,660.16
Eugene	46,480	135,278.24
Fairview	464	1,350.45
Falls City	825	2,401.13
Florence	1,720	5,005.99
Forest Grove	5,409	15,742.69
Fossil	683	1,987.84
Garibaldi	1,249	3,635.17
Gaston	368	1,071.05
Gates	418	1,216.57
Gearhart	580	1,688.07
Gervais	467	1,359.19
Gladstone	3,592	10,454.38
Glendale	1,000	2,910.46
Gold Beach	1,900	5,529.88
Gold Hill	655	1,906.35
Granite	3	8.73

EXHIBIT "E" (Cont.)

City	Population	Amount
Grants Pass	9,986	$ 29,063.87
Grass Valley	198	576.27
Gresham	3,480	10,128.41
Haines	316	919.71
Halfway	393	1,143.81
Halsey	406	1,181.65
Hammond	520	1,513.44
Harrisburg	857	2,494.27
Helix	182	529.70
Heppner	1,648	4,796.44
Hermiston	4,495	13,082.52
Hillsboro	7,282	21,193.98
Hines	1,169	3,402.33
Hood River	4,100	11,932.89
Hubbard	493	1,434.86
Huntington	825	2,401.13
Idanha	309	899.33
Imbler	150	436.57
Independence	2,050	5,966.45
Ione	333	969.18
Irrigon	261	759.63
Island City	150	436.57
Jacksonville	1,166	3,393.60
Jefferson	653	1,900.53
John Day	1,625	4,729.50
Jordan Valley	264	768.36

EXHIBIT "E" (Cont.)

City	Population	Amount
Joseph	850	$ 2,473.89
Junction City	1,600	4,656.74
Juntura	119	346.34
Klamath Falls	19,000	55,298.76
Lafayette	600	1,746.28
La Grande	9,100	26,485.20
Lakeview	3,100	9,022.48
Lebanon	6,450	18,772.48
Lexington	266	774.18
Lonerock	34	98.96
Long Creek	345	1,004.11
Lostine	260	756.72
Lowell	575	1,673.52
Madras	1,604	4,668.38
Malin	592	1,722.99
Manzanita	465	1,353.36
Maupin	410	1,193.29
McMinnville	7,000	20,373.23
Medford	23,571	68,602.48
Merrill	993	2,890.09
Metolius	287	835.30
Mill City	1,642	4,778.98
Milton-Freewater	4,250	12,369.46
Milwaukie	6,190	18,015.76
Mitchell	415	1,207.84
Molalla	1,560	4,540.32

EXHIBIT "E" (Cont.)

City	Population	Amount
Monmouth	2,344	6,822.12
Monroe	370	1,076.87
Monument	230	669.41
Moro	371	1,079.78
Mosier	240	698.51
Mount Angel	1,434	4,173.60
Mount Vernon	475	1,382.47
Myrtle Creek	2,410	7,014.21
Myrtle Point	3,202	9,319.30
Nehalem	285	829.48
Newberg	4,000	11,641.85
Newport	4,800	13,970.21
North Bend	7,600	22,119.51
North Powder	412	1,199.11
Nyssa	2,830	8,236.61
Oakland	1,017	2,959.94
Oakridge	2,125	6,184.73
Oceanlake	1,333	3,879.64
Ontario	4,650	13,533.64
Oregon City	8,352	24,308.17
Oswego	4,670	13,591.85
Paisley	229	666.50
Pendleton	15,174	44,163.34
Philomath	1,390	4,045.54
Phoenix	731	2,127.55
Pilot Rock	1,750	5,093.31

EXHIBIT "E" (Cont.)

City	Population	Amount
Portland	274,733*	$ 799,599.76
Port Orford	1,300	3,783.60
Powers	1,300	3,783.60
Prairie City	840	2,444.79
Prescott	124	369.90
Prineville	3,700	10,768.71
Rainier	1,325	3,856.36
Redmond	3,750	10,914.23
Reedsport	3,500	10,186.61
Richland	275	800.38
Riddle	1,020	2,968.67
Rockaway	1,200	3,492.55
Rogue River	600	1,746.28
Roseburg	13,000	37,836.00
St. Helens	5,189	15,102.38
St. Paul	268	780.00
Salem	46,313	134,792.19
Sandy	1,260	3,667.18
Scappoose	890	2,590.31
Scio	460	1,338.81
Scotts Mills	163	474.41
Seaside	3,886	11,310.05
Shaniko	61	177.54
Sheridan	1,819	5,294.13
Sherwood	725	2,110.08

* 2/3 of 1957 census, as defined in ORS 366.785(3)

EXHIBIT "E" (Cont.)

City	Population	Amount
Siletz	600	$ 1,746.28
Silverton	3,116	9,069.00
Sisters	700	2,037.32
Sodaville	176	512.24
Spray	205	596.64
Springfield	13,500	39,291.23
Stanfield	850	2,473.89
Stayton	2,165	6,301.15
Sublimity	440	1,280.60
Summerville	54	157.16
Sumpter	130	378.36
Sutherlin	2,780	8,091.08
Sweet Home	4,150	12,078.41
Taft	475	1,382.47
Talent	895	2,604.86
The Dalles	11,250	32,742.69
Tillamook	4,271	12,430.58
Toledo	3,000	8,731.38
Troutdale	504	1,466.87
Tualatin	330	960.45
Turner	800	2,328.37
Umatilla	890	2,590.31
Union	1,367	3,978.60
Vale	1,335	3,885.47
Vernonia	1,521	4,426.81
Waldport	700	2,037.32

EXHIBIT "E" (Cont.)

City	Population	Amount
Wallowa	1,055	$ 3,070.54
Warrenton	1,920	5,588.09
Wasco	325	945.90
Waterloo	195	567.54
West Linn	3,700	10,768.71
Weston	745	2,168.29
Wheeler	290	844.03
Willamina	1,050	3,055.98
Winston	2,490	7,247.05
Woodburn	2,750	8,003.77
Wood Village	815	2,372.03
Yamhill	500	1,455.23
Yoncalla	710	2,066.43
Totals	859,113	$2,500,415.13

Population as determined by Oregon State Board of Census (July 1, 1957) or by official enumerations made subsequent to July 1, 1957.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of July 31, 1958.

EXHIBIT "F"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, ORS 366.205 provides that the Highway Commission shall determine and adopt the general policy and decide all questions relating to the administration of the Highway Department; and

WHEREAS, ORS 366.205 further provides that the Commission has full power to make such rules and regulations as it deems necessary for the accomplishment of the purposes of ORS Chapter 366; and

WHEREAS, in the judgment of the Commission, no full time right of way agent should accept, in addition to his position with the State, any other employment or work, part time or otherwise, involving the appraising, selling, purchasing, advising, or in any other manner dealing with real property within the State, since such employment or work would not be in the best interests of the public as it would bring about a division of loyalties and be in direct conflict with his full time employment by the State as a public servant.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that no full time right of way agent shall accept, in addition to his position with the State, any other employment or work, either part time or otherwise, invoving the appraising, selling, purchasing, advising or in any other manner dealing with real property within the State of Oregon.

2. The Commission does hereby adopt the following rule and regulation with respect to the acceptance of outside employment by full time right of way agents, to wit:

> "No full time right of way agent shall accept, in addition to his position with the State Highway Department, any other employment or work, part time or otherwise, involving the appraising, selling, purchasing, advising, or in any other manner dealing with real property within the State of Oregon."

3. That this resolution be entered in full in the books and records of the Commission this 31st day of July, 1958, as Miscellaneous Resolution No. 217.

EXHIBIT "G"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the Oregon highways which are a part of the National System of Interstate and Defense Highways, have as a primary purpose the safe movement of high speed traffic; and

WHEREAS, the roads in the various county road systems have as a general purpose the service of land near said roads; and

WHEREAS, the State Highway Commission has control and jurisdiction over many highways which occupy functional positions between the two above-described extremes; and

WHEREAS, it is the judgment of the State Highway Commission, after careful consideration, that the land service function of state highways not on the interstate highway system of highways, should, under certain circumstances, be increased in order to advance the economic interests of certain adjacent localities, but that said increase of land service functions should occur only where it will not unreasonably endanger the traveling public; and

WHEREAS, there now exists upon various state highways other than the interstate system of highways, use restrictions governing access to and from said state highways and abutting property; and

WHEREAS, said increase in land service can be effected by the establishment of policy whereby the State Highway Commission will, under circumstances described below, eliminate said existing access restrictions as to use.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

I.

That, subject to the limitations and requirements below, any landowner whose land abuts upon a state highway, other than the interstate system of highways, which abutting land has appurtenant thereto an easement or easements of direct access, limited as to use, may apply to the State Highway Commission for, and receive the privilege of converting said easement of limited use access to easements of unlimited access, when, in the opinion of said Commission:

a. There is no other public road, street or highway affording land service to the area which the requested unlimited access purports to serve.

b. The conversion of said easement of limited use to an easement of unlimited use will not constitute a hazard to the traveling public.

EXHIBIT "G" (Cont)

II.

That, prior to the conveyance to the applicant of any easement or easements of unlimited access the applicant shall convey, or cause to be conveyed to the Commission, by warranty deed, free and clear of all encumbrances, fee simple title to such real property as is determined by the Commission to be necessary for the construction of acceleration and deceleration lanes, needed to provide for the safety of the traveling public.

III.

Said applicant shall also pay the said Commission, in advance, the amount estimated by the Commission to be the cost of constructing such acceleration and deceleration lanes, signs and other facilities as are necessary to provide for the safety of the traveling public.

IV.

The instrument of conveyance of said easement or easements of unlimited access to said applicant shall be delivered after the conveyance by the applicant to the Commission of such property as may be necessary for right of way purposes and the deposit with said Commission of the full amount estimated by the Commission to be the cost for the construction of said project.

V.

The State Highway Commission may exercise the right to construct, or otherwise provide at any future time, a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of unlimited access conveyed to said applicant shall cease, but said applicant shall then have a right of unlimited access to the frontage road or roads thereafter constructed. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the said Commission may select.

VI.

That this Resolution be entered in full in the Minutes and Records of the Commission the 31st day of July, 1958, as Throughways and Rights of Access Resolution No. 4a.

EXHIBIT "H"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4653, with Guy F. Atkinson Company for constructing the Interstate and Oregon Slough Bridges on the Pacific Highway in Multnomah County and Clark County, Washington, in cooperation with the State of Washington and the Washington Toll Bridge Authority, completed July 9, 1958.

"Contract No. 4802, with Arthur Simonsen & Co. for stone base and oiling on the Iowa School-La Grande Section of the Mt. Glen Road in Union County, completed June 20, 1958.

"Contract No. 4915, with Rogers Construction Co. for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County, completed May 26, 1958.

"Contract No. 4992, with Tom Lillebo Construction Co. for constructing bridges on the N. Jefferson Junction-Santiam Junction Section of the Pacific Highway in Marion and Linn Counties, completed June 19, 1958.

"Contract No. 4996, with Cartwright Construction Co. for grading and oiling on the John Day (S. W. 2nd Avenue-South City Limits) Section of the John Day-Burns Highway in Grant County, completed June 28, 1958.

"Contract No. 5032, with Rex C. Ayers Construction Co. and Silver Falls Trucking & Construction Co. for oiling Hood River County Roads, completed June 25, 1958.

"Contract No. 5041, with Hamilton and Thoms for widening the Silverton Road, Garden Road, Sunnyview and State Street Overcrossings on the Pacific Highway in Marion County, completed June 17, 1958.

"Contract No. 5042, with H. G. Carl Construction Co. for widening the Turner Road, Market Road #56 and Boone Road Overcrossings on the Pacific Highway in Marion County, completed June 16, 1958.

"Contract No. 5048, with K. C. Dack Construction Co. for grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, completed July 6, 1958.

"Contract No. 5063, with Trowbridge Electric Co. for illumination on the Tillamook-Donaldson Creek Section of the Wilson River Highway, in Tillamook County, completed June 17, 1958.

EXHIBIT "H" (Cont)

"Contract No. 5065, with Lorentz Bruun Co. for constructing the State Police Building at Milwaukie in Clackamas County, completed June 16, 1958.

"Contract No. 5066, with Sig Andersson for overnight camp expansion in Sunset Bay State Park in Coos County, completed July 1, 1958.

"Contract No. 5068, with Silver Falls Trucking & Construction Co. for slide correction on the Anlauf Slide Section of the Pacific Highway in Douglas County, completed July 15, 1958.

"Contract No. 5071, with Berry Creek Construction Co. for overnight camp expansion in Jessie M. Honeyman State Park in Lane County, completed July 1, 1958.

"Contract No. 5073, with Tom Lillebo Construction Co. for widening of the Silverton Branch and Main Line S.P.R.R. structures on the Pacific Highway in Marion County, completed June 16, 1958.

"Contract No. 5075, with Inter City Sand & Gravel Co. for constructing the Thomas Creek Bridge and Channel Change on the Klamath Falls-Lakeview Highway in Klamath County, completed May 9, 1958.

"Contract No. 5093, with Steeck Electric Co. for traffic signals in the City of Ashland on the Pacific Highway in Jackson County, completed June 19, 1958.

"Contract No. 5099, with Woodward & Son and Barklow for furnishing crushed material in stockpiles on the Coquille Section of the Oregon Coast Highway, in Coos County, completed July 7, 1958.

"Contract No. 5116, with L. J. Plank for constructing park facilities in Detroit Lake State Park in Marion County, completed June 16, 1958.

"Contract No. 5120, with Russell Olson Construction Co., Inc. for oiling of the Lonerock Junction-Eightmile Section of the Wasco-Heppner Highway in Gilliam and Morrow Counties, completed June 4, 1958.

"Contract No. 5126, with Moyer Gravel Co. for furnishing crushed material in stockpile on the Murphy-Ruch Section of the Medford-Provolt and Williams Highways in Jackson and Josephine Counties, completed June 24, 1958.

"Contract No. 5129, with George W. Millett, Jr., for constructing park facilities in Devils Lake State Park in Lincoln County, completed June 16, 1958.

"Contract No. 5133, with Zuber Bros. for constructing park facilities in Rooster Rock State Park in Multnomah County, completed June 19, 1958.

"Contract No. 5134, with Cartwright Construction Co. for furnishing crushed material in stockpile on the Umatilla Section of Columbia River Highway in Umatilla County, completed July 15, 1958.

EXHIBIT "H" (Cont)

"Contract No. 5142, with E. H. Itschner Co. for crushed material in stockpile on the Spray-Fields Creek Section of the John Day Highway in Grant and Wheeler Counties, completed June 25, 1958.

"Contract No. 5145, with Lee Mortensen, Inc. for slide correction of the Winchester Slide Section of the Pacific Highway in Douglas County, completed July 11, 1958.

"Contract No. 5146, with Russell Olson Construction Co., Inc. for grading and oiling Lincoln Street in the City of Condon, in Gilliam County, completed June 4, 1958.

"Contract No. 5148, with Russell Olson Construction Co., Inc. for grading and paving Court Street in the City of Heppner in Morrow County, completed July 2, 1958.

"Contract No. 5151, with Enoch L Maerz for constructing park buildings in the Fort Stevens State Park in Clatsop County, completed July 11, 1958.

"Contract No. 5154, with Knight Pearcy for landscaping on the Stayton-Sublimity Interchange of the North Santiam Highway in Marion County, completed June 12, 1958.

"Contract No. 5158, with Warren Northwest, Inc. for grading and paving N. Kutch and E. Monroe Streets in the City of Carlton, in Yamhill County, completed July 8, 1958.

"Contract No. 5171, with Babler Bros., Inc. for oiling on the Alsea Junction-Beaver Creek School Section of the Alsea-Greenberry Road in Benton County, completed June 19, 1958.

"Contract No. 5174, with O & S Painters, Inc., for painting bridges on the Umpqua and Tiller-Trail Highways in Douglas County, completed June 23, 1958.

"Contract No. 5177, with The Central Heating Co., Oreg. Ltd. for paving of the Eugene Airport Junction on the Pacific West Highway in Lane County, completed June 16, 1958.

"Contract No. 5184, with K. C. Dack Construction Co. for stone base and paving of 2nd Street in the City of Athena in Umatilla County, completed June 25, 1958.

"Contract No. 5192, with Central Paving Co. for grading and paving of Bridge Street in the City of Sheridan, in Yamhill County, completed June 19, 1958.

"Contract No. 5197, with J. E. Brown Co. for painting the Hendricks Bridge on the McKenzie Highway, in Lane County, completed July 17, 1958.

EXHIBIT "H" (Cont)

"Contract No. 5203, with Russell Olson Construction Co., Inc. for stone base and paving of Orchard Avenue and Maple Avenue in the City of Hermiston, in Umatilla County, completed July 2, 1958.

"Contract No. 5217, with Fred J. Stubbert for constructing concrete curbs on the Knowles Creek Tunnel Section of the Mapleton-Richardson Road in Lane County, completed July 9, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 74 shall be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

EXHIBIT "I"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway, or any section thereof, and by reason of said relocation or realignment there is eliminated from the original route of the highway, any section thereof, the eliminated section shall:

(a) If needed for service of persons living thereon or for communities served thereby, be maintained by the Commission at state expense, or by the county or by state and county under terms and conditions agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners unless, in the judgment of the Commission, some of such sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated the East Unit of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, State Secondary Highway No. 152 in Yamhill County, the westerly terminus of which is at relocated Highway Engineer's Center Line Survey Station 243+00, and the easterly terminus of which is at relocated Highway Engineer's Center Line Survey Station 378+00 on the relocated highway, and said relocated unit of said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, State Secondary Highway No. 152, has now been completed and is opened for public travel; and

WHEREAS, due to the relocation of the aforesaid unit of said section of said Three Mile Lane Highway, a portion of the former right of way of the Amity-Dayton Highway, State Secondary Highway No. 155, is no longer needed for right of way purposes and may be eliminated as part of the said original Amity-Dayton Highway, State Secondary Highway No. 155, which said unit is hereafter designated as Unit "B", as shown colored in red on Exhibit "A" which is attached hereto and by this reference made a part hereof; and

WHEREAS, Yamhill County and the State Highway Commission entered into an agreement on the 4th day of November, 1955, relating to the disposition to be made of certain sections of the right of way of said original Amity-Dayton Highway, State Secondary Highway No. 155, and which are subject to elimination; and

WHEREAS, said agreement provided the State, by resolution, would formally eliminate said Unit "B" as part of the Amity-Dayton Highway, State Secondary Highway No. 155 and from the state highway system, and that all

EXHIBIT "I" (Cont)

right, title and interest which State had in said Unit "B" should pass to and vest in County and the County should accept all right, title and interest which the State had in said Unit "B" and should maintain said Unit "B" as a county road so long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, in the judgment of the Commission, certain other portions of the right of way of the former and of the relocated East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, State Secondary Highway 152, together with real property acquired by State for roadway and other public purposes, are needed and are valuable for public use and the title should be retained by the State, which said portions are shown colored in green on the map attached hereto and marked Exhibit "A".

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That by reason of the relocation of the East Unit of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, State Secondary Highway No. 152 in Yamhill County, a section of the right of way of the Amity-Dayton Highway, State Secondary Highway No. 155 is no longer needed by the State of Oregon, and is no longer required for part of the said right of way of the Amity-Dayton Highway, State Secondary Highway No. 155 which section is identified as Unit "B" as shown colored in red on the attached Exhibit "A" and is described as follows:

> Unit "B"
> All the land situated within the right of way boundaries of the existing Amity-Dayton Highway beginning at the easterly city limits of the city of Dayton; thence easterly via the existing Amity-Dayton Highway to the Southerly right of way line opposite Highway Engineer's Center Line Survey Station 367+20 of the relocated Three Mile Lane Highway in the southeast quarter of the southwest quarter ($SE\frac{1}{4}SW\frac{1}{4}$), Section 9, Township 4 South, Range 3 West, W.M.

2. That pursuant to the agreement entered into with Yamhill County on the 4th day of November, 1955, Unit "B" as heretofore described and as shown colored in red on said attached map marked Exhibit "A" is hereby duly eliminated as part of the Amity-Dayton Highway, State Secondary Highway No. 155, and the state highway system, and that all the right, title and interest which State has in said Unit "B", does hereby pass to and vest in said Yamhill County.

3. That title shall remain in State to the right of way of the former and of the said relocated East Unit of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway, State Secondary Highway No. 152, in Yamhill County, together with the real property acquired by State for roadway

EXHIBIT "I" (Cont)

right of way and other public uses, as shown colored in green on said Exhibit "A" attached hereto.

4. That this resolution be entered in full in the Minutes and Records of this Commission as Resolution No. 308, this 31st day of July, 1958, and the Secretary is hereby ordered to mail a duly certified copy hereof to the County Court of Yamhill County.

30381

EXHIBIT "J-1"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Redwood

Highway number: 25 Route number: US199

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
0.22 (Williams Highway)	2.44 (Willow Lane and Helm Road)	45

except that between a point 50 feet west from Annabelle Lane (M.P. 1.92) and a point 500 feet west of Leonard and Dowell Road (M.P. 2.12) the indicated speed shall be 20 miles per hour during the hours of school crossings.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

July 31, 1958

EXHIBIT "J-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 100, adopted February 17, 1953.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 100a be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

30383

EXHIBIT "J-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway West

Highway number: 1W Route number: 99W

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
7.61 (Multnomah-Washington County Line)	8.64 (250 feet north of of S.W. Lacey Avenue)	50

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "J-2" (Cont)

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 279 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

30385

EXHIBIT "J-3"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commssion does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number: 9 Route number: US101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
64.65 (450 feet north of Goodspeed Road)	65.40 (0.10 mile north of north city limits of Tillamook)	45

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways

EXHIBIT "J-3" (Cont)

or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 97 adopted January 6, 1953.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 97a be entered in the minutes and records of the Commission as of the 31st day of July 31, 1958.

30387

EXHIBIT "J-4"

Minutes of July 31 and August 1, 1958

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number: 9 Route number: US101

Location of Termini		Established Speed
M. P.	to M. P.	M. P. H.
9.73 (west city limits of Warrenton)	10.64 (0.57 mile south of railroad grade crossing at Skipanon)	45

except that between a point 0.13 mile north of railroad grade crossing at Skipanon (M. P. 9.94) and a point 0.11 mile south of railroad grade crossing at Skipanon (M. P. 10.18) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "J-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled,

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 280 be entered in the minutes and records of the Commission as of the 31st day of July, 1958.

30389

EXHIBIT "J-5"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail Highway

Highway number: 6 Route number: US30

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
361.72 (50 feet east of Durkee Creek)	362.09 (0.13 mile east of Durkee Post Office)	40

except that between a point 400 feet west of the school crosswalk (M.P. 361.83) and a point 150 feet east of the Post Office (M.P. 361.99) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "J-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 281 be entered in the minutes and records of the Commission as of the 31st day of July 31, 1958.

30391

EXHIBIT "K-1"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of each of the following described state highway sections:

1. Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

2. Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

and in connection therewith to prepare maps showing the route and location of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 401+00, southerly from Deadmans Pass and extending in a southeasterly direction to Highway Engineer's Station 902+00, southeasterly from Meacham together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1134, and the date of April, 1958, (Right of Way Map No. 8B-8-6&7 dated February, 1958) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Baker-Pleasant Valley Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 189+00 east from the City of Baker and extending in an easterly direction to Highway Engineer's Station 725+00 east from the community of Pleasant Valley, together with the map, which for identification purposes bears Sketch Map file No. 1R-3-1207, and the date of April, 1958, (Right of Way Map No. 8B-9, 4, 5, 6 dated April, 1958) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

EXHIBIT "K-1" (Cont)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the said highways along and over such surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of complete access controlled highways.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Old Oregon Trail was designated a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law" and, for the reasons stated therein, it is hereby directed that construction of each of the above mentioned highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 31st day of July, 1958, as Survey Resolution No. 179.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 179, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30393

EXHIBIT "K-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Hunter Creek-Myers Creek Section of the Oregon Coast Highway in Curry County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Hunter Creek-Myers Creek Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 79+00 south of the town of Gold Beach and extending in a southerly direction to Highway Engineer's Station 473+00 near Myers Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1209, and the date of June, 1958, (Right of Way Map No. _____ dated _____), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That heretofore by resolution of this Commission dated November 3, 1948, and modified by resolution adopted by the Commission November

7, 1949, the said Oregon Coast Highway was designated as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished and pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 31st day of July, 1958, as Survey Resolution No. 180.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 180, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30395

EXHIBIT "K-3"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Siuslaw River-Wildcat Creek Section of the Richardson-Eugene Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Siuslaw River-Wildcat Creek Section of the Highway, beginning at Highway Engineer's Station 640+50, near the railroad station of Austa, and extending in an easterly direction to Highway Engineer's Station 740+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1181, and the date of July, 1958, (Right of Way Map No. 5B-21-15 dated March, 1939), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 31st day of July, 1958, as Survey Resolution No. 181.

EXHIBIT "K-3" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 181, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30397

EXHIBIT "L-1"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-1" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-1" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 985.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 985, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-2"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or other wise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-2" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-2" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 986.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 986, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30403

EXHIBIT "L-3"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated, or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes, 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg

EXHIBIT "L-3" (Cont)

Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 987.

EXHIBIT "L-3" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 987, under the heading "Real Property Condemnation Resolutions," and said descriptions, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Middleton-Rex Hill Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-4" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 988.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 988, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30409

EXHIBIT "L-5"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tigard-Durham Road Section of the Beaverton-Tualatin Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tigard-Durham Road Section of the Beaverton-Tualatin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Beaverton-Tualatin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where

EXHIBIT "L-5" (Cont)

specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Tigard-Durham Road Section of the said Beaverton-Tualatin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 989.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 989, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30411

EXHIBIT "L-6"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file numbers and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Beaverton-Hillsdale Highway and all of the contiguous real property of the respective

EXHIBIT "L-6" (Cont)

owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Hillsdale-Barbur Boulevard Section of the said Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 990.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 990, under the heading "Real Property Condemnation Resolutions" and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30413

EXHIBIT "L-7"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hamilton Street-Slavin Road Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-7" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaing land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein,; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 991.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 991, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-8"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-8" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 992.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 992, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30419

EXHIBIT "L-9"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Neskowin-Salmon River Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-9" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Neskowin-Salmon River Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Neskowin-Salmon River Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 993.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 993, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-10"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

30423

EXHIBIT "L-10" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway, including its Hayden Island Traffic Interchange, and all of the contiguous real property of the owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 994.

EXHIBIT "L-10" (Cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 994, under the heading, Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30425

EXHIBIT "L-11"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Judkins Point-Goshen Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be reconstructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-11" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is dir :cted to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 995.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 995, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-12"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Buena Vista Ocean Wayside has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Buena Vista Ocean Wayside for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent

EXHIBIT "L-12" (Cont)

domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Buena Vista Ocean Wayside; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit

EXHIBIT "L-12" (Cont)

"A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 996.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 996, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30431

EXHIBIT "L-13"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-13" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway, as a throughway, certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improving and maintaining of the said West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 997.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 997, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-14"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Canyonville-Days Creek Section of the Tiller-Trail Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Canyonville-Days Creek Section of the Tiller-Trail Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-14" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said widened and improved Tiller-Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Canyonville-Days Creek Section of the said Tiller-Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 998.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 998, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-15"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites; and

WHEREAS, under the provisions of ORS 366.340, the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction and establishment of a maintenance site, the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the establishment and construction of the maintenance site for which the said real property is deemed to be necessary, is required and is being taken in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 999.

EXHIBIT "L-15" (Cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 999, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-16"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites; and

WHEREAS, under the provisions of ORS 366.340, the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction and establishment of a maintenance site, the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment and construction of the maintenance site for which the said real property is deemed to be necessary, is required and is being taken in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1000.

EXHIBIT "L-16" (Cont)

*FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1000, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-17"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-17" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1001.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1001, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30443

EXHIBIT "L-18"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-18" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-18" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1063.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission. Salem, being Resolution No. 1063, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-19"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt. establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-19" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-19" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1064.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1064, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30449

EXHIBIT "L-20"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper, and

EXHIBIT "L-20" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-20" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1065.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1065, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-21"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Bradley Park-Columbia County Line Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

30453

EXHIBIT "L-21" (Cont)

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Bradley Park-Columbia County Line Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the said Bradley Park-Columbia County Line Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-21" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1066.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1066, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30455

EXHIBIT "L-22"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquistion or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the McKinley Moorage-Radio Station Section of the Netarts Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgement of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said McKinley Moorage-Radio Station Section of the Netarts Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference, hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Netarts Highway and all of the contiguous real property of the respective owners remaining

EXHIBIT "L-22" (Cont)

after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said McKinley Moorage-Radio Station Section of the Netarts Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 1st day of August, 1958, as Condemnation Resolution No. 1067.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1067, under the heading "Real Property Condemnation Resolutions", and said description, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30457

EXHIBIT "M"

Minutes of July 31 and August 1, 1958

RESOLUTION

WHEREAS, by authority of ORS 366.345, the Commission may acquire real property for development and maintenance of parks, campsites, recreational grounds and resorts, forests or other areas of attraction and scenic value which in the judgment of the Commission will contribute to the general welfare and pleasure of the public; and

WHEREAS, by authority of ORS 366.345, the Commission may develop, construct, improve, operate and maintain such places to such extent and in such manner as will best afford to the public necessary conveniences and accommodations that will contribute to the general welfare of the public; and

WHEREAS, it is the judgment and the opinion of the Commission that the convenience of the public will be served by the installation of public coin operated telephones in state parks, campsites, recreational grounds and resorts, forests or other areas acquired or maintained under the authority of ORS 366.345; and

WHEREAS, it is the judgment and opinion of the Commission that the establishment of said public telephones in said locations will contribute to the general welfare of the public; and

WHEREAS, it is the judgment and opinion of this Commission that it is desirable and in the best interests of the State and the telephone companies who wish to install telephones in the parks, campsites, recreational grounds and resorts and other areas that a procedure be established whereby prompt and efficient action may be taken upon their applications in order to eliminate the necessity of delaying such matters to succeeding meetings of the Commission; and

WHEREAS, a form of agreement for the installation and maintenance of public coin operated telephones in state parks has been prepared and approved by the Commission and is attached hereto, marked Exhibit "A" and by this reference made a part hereof.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That agreements for the installation and maintenance of public coin operated telephones in any state park, campsite, recreational grounds and resorts, forests or other areas of attraction or scenic value which are part of the Oregon State parks system, may be entered into and executed for and on behalf of the Oregon State Highway Commission by the State Parks Superintendent upon the form of telephone installation and maintenance agreement attached hereto, marked Exhibit "A", subject to the following:

(a) That the telephone company shall install and maintain, at its sole cost, the necessary public

EXHIBIT "M" (Cont)

coin operated telephone facilities in a neat and sightly manner and at such locations as are determined by the State Parks Super n-tendent.

(b) That the telephone company pay to the State 15% of the gross receipts of said telephones.

(c) That the agreement may be terminated by either party upon thirty days written notice.

(d) That upon termination of the agreement, tele-phone company will forthwith remove from said park and recreational area all the telephone com-pany's property and restore the used premises to a neat condition.

2. That this resolution should be entered in the minutes of the Commission this 31st day of July, 1958, as State Parks Resolution No. 16.

30459

EXHIBIT "M" (Cont)

AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "State"; and _____, a _____ corporation, hereinafter referred to as "Company";

WITNESSETH:

WHEREAS, Company wishes to install and maintain one public coin operated telephone and telephone booth in _____ in _____.

NOW, THEREFORE, it is agreed that:

THINGS TO BE DONE BY THE STATE:

1. State shall permit Company to install and maintain one public coin operated telephone and telephone booth in _____ at the location in said park indicated on the map attached hereto as Exhibit "A", or at such other places as from time to time may be hereafter designated by State, and to construct and maintain the necessary wires and facilities in connection therewith.

2. State shall permit Company, from time to time, to substitute other equipment in lieu of that installed or constructed hereunder and shall permit Company to remove all of its property from said park upon the termination of this agreement.

3. State shall pay for all electrical energy consumed by the operation of said telephone booth.

THINGS TO BE DONE BY THE COMPANY:

1. Company will install and maintain, at its own cost, one public coin operated telephone and telephone booth or, at its option, one coin operated telephone without a booth, in a neat and sightly manner in said park at the location indicated on said Exhibit "A" or at such other places as may be hereafter indicated from time to time by the State.

2. Company will pay to State, 15% of the gross receipts from the use of said telephone.

3. Upon the termination of this agreement, Company will forthwith remove from said park all of Company's equipment and property without any injury to the property of the State and to restore the used premises to a neat condition.

THE PARTIES MUTUALLY AGREE:

This agreement may be terminated by either party hereto upon thirty

EXHIBIT "M" (Cont)

days written notice. Such notice, if to Company, shall be sufficient if sent by registered mail, postage prepaid, to the Company at its office in _____, Oregon, and if to the State, by registered mail, postage prepaid, addressed to the State Highway Commission, State Highway Building, Salem, Oregon.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
C. H. Armstrong
State Parks Superintendent

_____
Company

By _____
Title

VOLUME 43

PART II

PART II

OF

VOLUME XLIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 1, 1958

TO

NOVEMBER 30, 1958

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1958	Subject
30461	Sept. 11	COMMISSION MEETING CONVENED at 10:00 a.m.
		BIDS RECEIVED. Award of contracts discussed.
		COMMISSION MEETING MINUTES approved for July 31-August 1, 1958.
		SURVEYS approved for the following:
		Yamhill County. Pacific Hwy. West. North Yamhill River Section. EX. "K-2".
		Washington County. Scholls Secdy. Hwy. Tualatin River Bridge Section. EX. "K-1".
		Lane County. Eugene-Springfield Secdy. Hwy. Coburg Road-Pacific Freeway Jct. Section. Hearing. EX. "K-3".
		Hood River County. Columbia River Hwy. Cascade Locks-Viento Section. Hearing. EX. "K-3".
30462		Multnomah County: (EX. "K-4"). Hearing. Beaverton-Hillsdale Hwy. Hillsdale-Barbur Blvd. Section. Pacific Hwy. West. Hamilton St.-Slavin Road Section.
		Yamhill County. Salmon River Hwy. McMinnville Jct.-Three Mile Lane Section. EX. "K-4".
		COMMISSIONER CHESSMAN excused at 10:50 a.m. due to illness of wife.
		PARKS SUPT. reported on following matters:
		Unity Reservoir. Baker-Unity Hwy. Baker County. Installation of park facilities approved.
		Champoeg State Park. Marion County. Museum Building construction. Parks Supt. report re negotiations accepted.
		National historical site proposal. Discussion and report for October meeting.
30463		Tillamook County. Bayocean area. Proposed park development discussed. Action deferred.
		Vista House concession. Multnomah County. Mr. Flaucher's request to sell "hot dogs" denied.
		Oswald West State Park. Tillamook County. Request that "Short Sand Beach State Park" be restored. Action deferred.
		Yachats State Park. Lincoln County. Request for toilet facilities denied.
30464		State Natural Resources Committee Exhibit at Oregon Centennial. Payment of $208 for Hwy. Department's share of preliminary operations approved.
		Golden and Silver Falls. Coos County. Road improvement financed by cutting park timber denied.
		REAL PROPERTY. Acquisition approved. EX. "A".
		LINCOLN COUNTY. Beaver Creek area. Brandel property. Purchase of 70 acres to become "Ona State Park" approved.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
30465		ACCESS CHANGES on four properties approved.
		MALHEUR COUNTY. Central Oregon Hwy. Tunnel-Namorf Unit. R/W easement agreement with Bureau of Reclamation approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Newberg Section. Beyer property. Unrestricted access allowed for property.

Page	Date 1958	Subject
30465	Sept.11	CURRY COUNTY. Chetco River mouth. Gravel bar. Sale of excess property to Port of Brookings approved.
		JOSEPHINE COUNTY. Pacific Hwy. Jumpoff Joe Creek-Grants Pass Section. Sale of 0.3 acre of excess property authorized.
30466		RIGHT OF WAY ENGINEER excused to attend r/w meeting in Olympia, Washington.
		COMMISSIONER CHESSMAN left meeting to return to Astoria due to illness of wife.
		CONTRACTS. Award of contracts publicly announced.
30470		CONDEMNATION OF REAL PROPERTY approved. EXS. "G-1" - "G-20".
30480		CONDEMNATION CASES tried. Counsel's report approved.
		CONDEMNATION CASES settled. Counsel's report approved.
30483		CONDEMNATION CASES. Offers for property approved.
30488		PUC MATTERS re Hwy. Commission. Counsel reports:
		PUX 267: Columbia County. St. Helens. St. Helens St. extension.
		PUX 268: Umatilla County. Barrett Station area. RR grade crossing.
		PUX 269: Umatilla County. Bade Station area. RR grade crossing.
30489		PUX 270: Klamath County. County Road. Klamath Falls area. Weyerhaeuser Timber Co. private road crossing.
		PUX 271-272-276: Klamath County. Green Springs Hwy. Pinehurst area. Weyerhaeuser Timber Co. private road crossings.
		PUX 273-275: Klamath County. Green Springs Hwy. Keno area. Weyerhaeuser Timber Co. private road crossings.
		PUX 274: Klamath County. County Road. Keno west. Weyerhaeuser Timber Co. private road crossing.
30490		PUX 281: Columbia County. Scappoose north. RR grade crossing.
		PUX 283: Lane County. Cottage Grove SE. RR grade crossing.
		PUX 284: Clatsop County. West Warrenton. NE Ensign Ave.
		PUX 292: Coos County. Coos Bay. Cedar St.-Front St. Jct.
		MULTNOMAH COUNTY. Columbia River Hwy. Martin property. Resolution terminating permit adopted. EX. "C".
		AASHO. Hwy. Research Board agreement re study of hwy. laws. 2-year extension of agreement approved.
		LANE COUNTY. Mapleton-Richardson County Road. Knowles Creek-Tunnel Section. Contract #4587. Settlement with contractor approved.
30491		UMATILLA COUNTY. Athena-Holdman Secdy. Hwy. Athena area. Transfer of 1.03 acres of land to County approved. Ex. "B".
		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir. Quitclaim deed from US of America re relocated hwy. approved.
		LEGAL DEPARTMENT. Counsel reported:
		Vanport Flood cases. Death of attorney delays trial of cases.
		Mitchell Crew. Employment authorized.
		Baker County. Baker area. Damage suit against 4 maintenance employees. Liability insurance company defense for employees.
		COMMISSION MEETING RECESSED at 11:50 a.m. to reconvene at 2:30 p.m.
		AWARD OF CONTRACTS. Engineer reports awards.

Page	Date 1958	Subject
30494	Sept.11	DOUGLAS COUNTY. Winston's delegation requests as follows: 1. Pacific Hwy. drainage. Drainage pipes to be installed. 2. Coos Bay-Roseburg Hwy.-Pacific Hwy. Jct. drainage. City of Winston responsibility. 3. Coos Bay-Roseburg Hwy. Winston west. Speed zone in effect. 4. Special State Tax Street Fund. $250,000. Request for city project to be handled with other requests.
30495		COOS COUNTY. Golden and Silver Falls State Park Road. Request for road improvement denied. CONSTRUCTION SPEED ZONES established as follows: Wasco County. Columbia River Hwy. Shogren-Rowena East Unit. Multnomah County. Banfield Freeway. Portland. 42nd Ave.-122nd Ave. UNFINISHED BUSINESS MATTERS discussed: MARION COUNTY. Champoeg State Park. Museum building construction. MARION COUNTY. Champoeg State Park as National Park or Shrine. TILLAMOOK COUNTY. Bayocean area for park development. BAKER COUNTY. Unity Reservoir for park development.
30496		LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet route as FAS Hwy. Report not ready. COOS COUNTY. Golden and Silver Falls State Park road improvement. EMPLOYEES. Restricting outside employment of engineering employees. Resolution adopted. EX. "H". DOUGLAS COUNTY. Winston. Improvement of drainage facilities. DESCHUTES COUNTY. Central Oregon Hwy.(Greenwood Ave.) Bend. 3rd St. Jct. Traffic signal installation on 50-50 basis approved. YAMHILL COUNTY. Salmon River Hwy. Sheridan-Willamina Section. RR grade crossing agreement with SPRR re illumination approved.
30497		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5075-#5068. WASHINGTON COUNTY. Sunset Hwy. North Plains Interchange Project. Service road transfer to County approved. WASCO COUNTY. Columbia River Hwy. Mosier-Rowena Section. Maintenance agreement with UPRR. Revised estimate of cost approved. STATE TAX STREET FUNDS. Second half of 1957. Plans approved. EX. "E".
30498		MARION COUNTY. North Santiam Secdy. Hwy. Detroit Maintenance Headquarters. Site and building construction approved. MARION COUNTY. Salem. Hwy. Shops. Construction of sign shop building approved. Fireproofing to be checked. MARION COUNTY. Salem. Hwy. Building. Additional expenditure for IBM Model 407 Accounting Machine approved. BUDGET - 1959-61. Engineer explained budget. Action deferred.
30499		FAS ALLOCATION TO COUNTIES - 1960. Approved.
30500		FAS FUNDS - 1960. Projects approved for Benton-Clatsop-Coos-Lincoln-Morrow-Umatilla Counties.

Page	Date 1958	Subject
30501	Sept.11	BAKER COUNTY. Snake River Dams. Idaho proposal approved conditionally. Agreement to cover. Counsel to prepare legislation: Baker-Homestead Hwy. Oxbow Dam downstream. Hwy. change. Snake River Bridge construction by Idaho Power Company. Roadway construction to clay pits by Idaho Power Company. Clay pits-Windy Ridge County Road connection by Adams County. Ballards Bridge abandonment. Pine Creek-Ballards Bridge Connecting Road abandonment.
30502		LINCOLN COUNTY. Toledo-Elk City County Road. Yaquina River Bridge. Contract #4652. Extension of time granted. CONTRACTS completed and accepted. EX. "D". TRAVEL - OUT OF STATE approved for sixteen personnel.
30503		OREGON STATE BAR ASSOCIATION. Gearhart. September 24-27, 1958. Attendance of Hwy. Commission attorneys approved. LANE COUNTY. Junction City. Maple Leaf Motel. Settlement with the Christensens for neon sign breakage approved. CLATSOP COUNTY. Astoria. Youngs Bay Bridge. Nygaard car. Settlement of claim for paint damage to car approved. POLK COUNTY. Willamina-Salem Hwy. MP 23.71. Permit granted US Air Force for installation of recruiting sign.
30504		LOG HAULING. Clackamas-Hood River Counties. Mt. Hood Hwy. Permit granted B.S.A. Logging Co. to haul salvage timber. MULTNOMAH COUNTY. Interstate System. Portland. Engineering Office established. Lloyd P. Shaw appointed "Metropolitan Engineer". SECRETARY'S REPORT on papers signed approved. COMMISSION MEETING DATES set for October 23-24 - regular; December 11-12, 1958, - tentative. UNION COUNTY. La Grande-North Powder Secdy. Hwy. MP 1.60 - MP 1.74. No parking zone established. EX. "I".
30505		OVERWEIGHT-OVERLENGTH VEHICLES. 76,000 lbs. - 60' length. Resolution adopted. EX. "F". THROUGH-STOP HWYS. of Sept. 21, 1949, re Amity-Dayton Hwy. and Salem-Dayton Hwy. Amending resolutions adopted. EXS. "J-1" - "J-2". JACKSON COUNTY. Pacific Hwy. Blackwell Hill-Seven Oaks Section. Deeding excess r/w to Mr. Parent approved. DELEGATION PROBLEMS discussed. WASCO COUNTY. Columbia River Hwy. The Dalles. Hearing scheduled for October 3, 1958, re hwy. rerouting. SECRETARY OF COMMISSION. Retirement of Mr. H. B. Glaisyer and appointment of Mr. Floyd Query approved. EX. "L".
30506		MULTNOMAH COUNTY. Pacific Hwy. Portland. Harbor Drive-Barbur Blvd. Winters property. Settlement of condemnation approved. SHERMAN COUNTY. Biggs. Columbia River Ferry Landing. Counsel to determine ownership of road connection to hwy. COLUMBIA RIVER BRIDGE APPROACHES. Inquiry re policy of construction. No policy established. AGREEMENTS and other papers signed.
30508		COMMISSION MEETING ADJOURNED at 4:10 p.m.

Page	Date 1958	Subject
30508	Sept.12	COMMISSION MEETING RECONVENED at 10:00 a.m.
		BUDGET - 1959-61. $192,884,000. Budget adopted.
30509		LINN COUNTY. Pacific Hwy. Albany-Lebanon Road Section. Concrete pavement authorized for this section.
		COOS COUNTY. Oregon Coast Hwy. Bullards Bridge-Bandon contract. Rejection of Blaisdell bid protested by contractor.
30510		TILLAMOOK COUNTY. Delegation's requests to be considered: Oregon Coast Hwy. Garibaldi-Bay City Section. Hwy. improvement. Netarts Secdy. Hwy. Tillamook west. Bridge replacement.
30511		LANE COUNTY. Pacific Hwy. Eugene. East Broadway Ave. Walton property. Modification of access restrictions to be investigated.
30512		COOS BAY-ROSEBURG HIGHWAY. Delegation urges hwy. improvement.
		STATE PARKS USAGE REPORT - 1958. Increase in use of parks and overnight camping areas.
30513		STATE PARKS MOTION PICTURE. Travel Information Department. Picture to be finished by November.
		COMMISSION MEETING ADJOURNED at 11:50 a.m.

30514		EXHIBIT "A". Real property acquisition.
30558		EXHIBIT "B". Umatilla County. Athena-Holdman Secdy. Hwy. Athena area. Transfer of 1.03 acres to County.
30560		EXHIBIT "C". Multnomah County. Columbia River Hwy. Martin property. Resolution terminating permit.
30562		EXHIBIT "D". Contracts completed and accepted.
30565		EXHIBIT "E". State Tax Street Funds.
30567		EXHIBIT "F". Overweight-Overlength Vehicles. 76,000 lbs. - 60' length.
30592		EXHIBITS "G-1" - "G-20". Condemnations.
30649		EXHIBIT "H". Employees. Restricting outside employment of engineering employees.
30650		EXHIBIT "I". Union County. La Grande-North Powder Secdy. Hwy. No parking zone established.
30651		EXHIBITS "J-1" - "J-2". Through-Stop Hwys. Amity-Dayton Hwy. and Salem-Dayton Hwy.
30655		EXHIBITS "K-1" - "K-4". Surveys.
30663		EXHIBIT "L". Secretary of Commission. Retirement of H. B. Glaisyer. Appointment of Floyd Query.

Page	Date 1958	Subject
30664	Oct. 23	COMMISSION MEETING CONVENED at 10:00 a.m.
		COMMISSION MEETING MINUTES approved for September 11-12, 1958.
		ASS'T. PARKS SUPT. reported on following matters. Parks Supt. ill.
		Multnomah County. Government Island not to be considered for park development.
		Silver Falls State Park Lodge. Marion County. Concession lease extension for 1959 to the Campbells approved.
		Budget - 1959. Discussion. Adoption deferred.
30665		Travel Information Division Budget - 1959. Budget approved.
		State Parks Advisory Committee. Progress report accepted.
30666		Yaquina Head Lighthouse. Lincoln County. Government land. Application for acquisition of 8 acres authorized.
		Tillamook Rock. Tillamook County. Park development discussed. Action deferred.
		Fort Stevens State Park. Clatsop County. Peter Iredale wreck. Installation of informational sign approved.
		Douglas County. Oregon Coast Hwy. Winchester Bay-Reedsport. Acquisition of 30 acres for overnight camping area authorized.
		Loeb State Park area. Chetco River. Curry County. Application to BLM for 440 acres for park purposes approved.
30667		Collier State Park. Klamath County. Biehn-Foster-Lucas properties. Purchase of land for park expansion approved.
		Columbia Gorge Commission. Multnomah County. Request for additional $58,000 referred to Parks Advisory Committee.
		Clackamas County. Study of park possibilities approved.
		Nehalem Bay State Park. Tillamook County. Request of Board of Aeronautics for delay of fence construction approved.
30668		Oswald West State Park. Tillamook County. Request for former name of "Short Sand Beach State Park" denied.
		Honeyman State Park bathhouse. Lane County. Report accepted.
		REAL PROPERTY. Acquisition approved. EX. "A".
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-4".
30669		KLAMATH COUNTY. Willamette Hwy. Crescent Lake Jct.-The Dalles-California Hwy. Jct. Payment to Forest Service for timber approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks-Viento Section. Transfer of 1.76 acres to Fish Commission approved.
		LINCOLN COUNTY. Beverly Beach State Park. Water line easement from Oregon Pulp & Paper Co. for reservoir-pipeline approved.
		POLK COUNTY. Salmon River Hwy. Valley Jct.-Wallace Bridge Section. Grant of r/w from BPA accepted.
		WASCO COUNTY. The Dalles-California Hwy. The Dalles-Wightmile Creek Section. Revocable permit granted Mr. Kuck for livestock passage.
		TILLAMOOK COUNTY. Netarts Secdy. Hwy. McKinley Moorage-Radio Station Section. Dike easement granted Stillwell Drainage District.

Page	Date 1958	Subject
30670	Oct. 23	MALHEUR COUNTY. Central Oregon Hwy. Vale. Request from City for use of hwy. property approved. EX. "O".
		MULTNOMAH COUNTY. Banfield Expressway. Elspes property. Sale of 0.36 acre excess property to Halsey Development, Inc. approved.
		ACCESS CHANGES on two properties approved.
		UNION COUNTY. Old Oregon Trail. Hilgard-La Grande Section. Easement granted California PUC for power line crossing.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "J-1" - "J-20".
30678		CONDEMNATION CASES tried. Counsel's report approved.
30681		CONDEMNATION CASES settled. Counsel's report approved.
30684		COURT CASES PENDING. Counsel's status report accepted.
		CONDEMNATION CASES. Offers for property approved.
30688		PUC MATTERS re Hwy. Commission. Counsel reports.
		PUX 185: Jefferson County. Madras. Earl Street. UPRR tracks and spur track.
		PUX 234: Jackson County. Medford. SPRR train speeds.
		PUX 278: Jackson County. Phoenix. RR grade crossing.
		PUX 280: Lincoln County. County Road #608. Inman-Poulsen Timber Corporation private road crossing.
		PUX 282: Polk County. County Road #654. Ballston area. Grade crossing change.
		PUX 287: Klamath County. Klamath Falls By-pass RR Overcrossing.
30689		LEGAL DEPARTMENT. Robert A. Holland. Salary increase approved.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange Section. Rosenfeld-Preble properties. Damage claims discussed.
		LINN COUNTY. Albany Airport Secdy. Hwy. Ropp property. Conveyance of land to owners. EX. "N".
		SHERMAN COUNTY. Biggs. Columbia River Ferry Approach Road. Counsel's status report accepted.
30690		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls By-pass Section. Utility adjustment agreements with 3 companies approved.
		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Dunn property. Settlement of slide damage claim approved.
		POLK COUNTY. Monmouth-Independence Hwy. Independence. Extension of city limits approved. EX. "P".
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		BIDS received September 30 and October 21, 1958, discussed.
		AWARD OF CONTRACTS. Engineer reports awards.
30692		CONSTRUCTION SPEED ZONES established as follows:
		Union County. Old Oregon Trail. Glover Overcrossing-Upper Perry.
		Douglas County. Pacific Hwy. North Oakland-Sutherlin Section.
		Union County. Old Oregon Trail. Perry-Oro Dell Section.
		RECLASSIFICATION OF HWY. SECTIONS to Group I approved as follows:
30693		Baker County. Halfway Hwy. Baker-Homestead Hwy. Jct.-Halfway Section.
		Baker County. Halfway-Cornucopia Secdy. Hwy. Halfway-Holbrook Creek Section.
		Baker County. Pine Creek Secdy. Hwy. Halfway-Baker-Homestead Hwy. Jct.
		Lane County. Richardson-Eugene Secdy. Hwy. Elmira-Noti Section.

Page	Date 1958	Subject
30693	Oct. 23	MARION COUNTY. Salem Hwy. Shops. Construction of sign shop-storage building authorized.
		MARION COUNTY. Salem Hwy. Shops. Construction of storeroom building in spring of 1959 approved.
		UNFINISHED BUSINESS MATTERS discussed:
		LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet as FAS Hwy. Meeting schedule with city officials.
30694		TILLAMOOK COUNTY. Oswald West State Park. Restoration of name "Short Sand Beach State Park" reported on.
		MARION COUNTY. Salem Shops. Sign shop-storeroom construction.
		SHERMAN COUNTY. Biggs. Columbia River Ferry Approach Road. Status of road reported on.
		LANE COUNTY. Pacific Hwy. Eugene. East Broadway Ave. Walton property. Investigation not complete re access.
		SPECIAL STATE TAX STREET FUND - 1959. $250,000. Allocation of fund to 14 projects approved.
30695		US FOREST HIGHWAY PROGRAM - 1959. $5,022,625. Discussion of: Changes in program. No action.
		Josephine-Curry Counties. Selma road construction on Forest Service System. No action.
30696		List of proposed additions to Forest Hwy. System. No action.
		LINCOLN COUNTY. Oregon Coast Hwy. Fall Creek. Fish ladder repair-erosion damage correction at BPR expense approved.
		COOS COUNTY. Golden and Silver Falls State Park Road. Request for road improvement denied.
		LINCOLN COUNTY. Beverly Beach State Park. Contract #5308 forfeiture by contractor. Check for 5% of bid accepted.
		OREGON FOREST HWY. ROUTE 49 (Mt. Hood Hwy.) EXTENSION to Mt. Hood Post Office approved. Agreement.
		CROOK COUNTY. Crooked River Hwy. Crooked River Dam. Agreement with US Bureau of Reclamation re hwy. reconstruction approved.
30697		WASCO COUNTY. Columbia River Hwy. Rowena-Chenoweth Section. Relocation survey approved. EX. "M".
		LANE COUNTY. McKenzie Hwy. Judkins Point grade separation construction approved. Transfer of funds to finance.
		BUDGET - 1959. Approved as presented.
30698		TILLAMOOK-YAMHILL-POLK COUNTIES. Three Rivers Hwy. Valley Jct.-Dolph Section. State to maintain after Dolph-Boyer Cutoff construction.
		CLACKAMAS COUNTY. Woodburn-Estacada Secdy. Hwy. Meridian Road Jct. Installation of flashing beacon approved.
		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Klamath Falls. Washburn Way Jct. Signal installation approved cooperatively.
		BAKER COUNTY. Old Oregon Trail. Baker. 4th St. Jct. Signal installation approved on 50-50 basis.
		FAS COUNTY SYSTEMS. "D" Funds. December 1, 1958, deadline. Transfer of funds among counties approved.

Page	Date 1958	Subject
30699	Oct. 23	LAKE COUNTY. Adel-Nevada Border Road. Request to place road on State System denied.
		FAS COUNTY ROAD FUNDS - 1960. Klamath County. Transfer of $75,000 to Lake County "Winnemucca-to-the Sea" road approved.
30700		BENTON COUNTY. Corvallis. 9th St.-Harrison St. Jct. Traffic signal installation approved at city's expense.
		FAS COUNTY FUNDS - 1960-61. Projects approved for Jackson-Lake-Lane-Polk Counties.
		US FOREST SERVICE PROGRAM CHANGE of $10,000 to finance forest hwy. needs study approved. Agreement.
		LINCOLN COUNTY. Oregon Coast Hwy. Roads End Jct. Request for rest room facilities denied.
30701		CURRY-JOSEPHINE COUNTIES. Gold Beach-Selma Road. Request for adding road to Forest Hwy. System being considered.
		CONTRACTS completed and accepted. EX. "C".
		INCREASE IN PROJECT AUTHORIZATION approved for contract #4996.
		MULTNOMAH COUNTY. Cascade Secdy. Hwy. Parkrose Water District water main revision. Responsibility is Water District's.
30702		MULTNOMAH COUNTY. Highlands Interchange. Contract #5311. Grasle requests additional compensation or cancellation. Deferred.
		MULTNOMAH COUNTY. Banfield Freeway. Burnside Bridge Connection abandonment. Pac. Tel.& Tel. Co. to be reimbursed for expense.
		SPEED ZONE. Marion County. Salem. Speed Zone Resolution #84. Amending resolution adopted. EX. "K".
30703		NO PARKING ZONES established for following:
		Coos County. Oregon Coast Hwy. North Bend-Coos Bay. Union Oil Plant area. EX. "L-1".
		Tillamook County. Oregon Coast Hwy. Tillamook north. Goodspeed Road area. EX. "L-2".
		TRAVEL - OUT OF STATE approved for ten personnel.
30704		TRAFFIC SIGNAL CONTROLLERS MAINTENANCE COURSE. Econolite Corp. Los Angeles. November 10-14. Two employees to attend.
		INTER-COUNTY HWYS. & LEGISLATIVE CONFERENCE. Santa Rosa, California. November 1. Invitation to attend declined.
		BID OPENINGS. AGC Salem-Portland direct phone line. Installation at Contractors expense approved.
30705		LANE-DOUGLAS COUNTIES. Pacific Hwy. Divide-Anlauf Section. Payment to BLM for timber removal approved.
		GRANT COUNTY. Mt. Vernon area. John Day River dredge ponds. Request by Game Commission for public access approved. Agreement.
		LINN COUNTY. Santiam Hwy. MP 3.83. US Army Recruiting Service sign. Permit granted for erection of sign.
		IBM 650 COMPUTER. US National Bank. Reciprocal agreement with Bank re use of each others machines approved.
		YAMHILL COUNTY. Pacific Hwy. West. Newberg. Annexation of additional area to city approved.
		SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Hay Canyon-John Day River. Abandonment resolution adopted. EX. "D".

Page	Date 1958	Subject
30706	Oct. 23	JACKSON-KLAMATH COUNTIES. Lake of the Woods Secdy. Hwy. Designated as hwy. EX. "E-1".
		KLAMATH COUNTY. Klamath Lake Secdy. Hwy. Rocky Point-Fort Klamath Section. Abandonment resolution adopted. EX. "E-2".
		ASSISTANT SECRETARY TO COMMISSION. Appointment of Cecil W. Head. Resolution adopted. EX. "F".
		YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. Dayton By-pass. Resolution adopted (EX. "G") as follows: Lafayette Secdy. Hwy. northerly terminus extension. Salem-Dayton Secdy. Hwy. northerly terminus extension. Amity-Dayton Secdy. Hwy. abandoned section.
30707		LINN COUNTY. Albany Airport Secdy. Hwy. designation as part of Pacific Hwy. EX. "H".
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for December 11-12, 1958, - regular; January 22-23, 1959, - tentative.
		INSPECTION TRIP. Northeastern-central Oregon. November 14-17, 1958. Itinerary to be prepared.
		DELEGATION PROBLEMS discussed.
		CONTRACT JOBS. Discussion of status of future contract jobs.
		CONTRACTS. Award of contracts publicly announced.
30712		AGREEMENTS and other papers signed.
30714		COMMISSION MEETING ADJOURNED at 4:20 p.m.
	Oct. 24	COMMISSION MEETING RECONVENED at 10:00 a.m.
		MULTNOMAH-CLACKAMAS COUNTIES. Mt. Hood Hwy. Sandy-Gresham Section. Hwy. improvement to be considered in next 5-year program.
30715		OUTDOOR ADVERTISING REGULATION. Federal Hwy. Act. Oregon Roadside Council's requests to be considered.
30716		MULTNOMAH COUNTY. Canyon Road. Highlands Interchange slide area. Rosenfeld-Preble properties. Settlement with owners discussed.
30717		STATE PARKS DIVISION BUDGET - 1959. Budget adopted as presented.
		FOREST HIGHWAY PROGRAM - 1959. $5,022,625. Program adopted.
30718		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing area. Piper property. Request for access deferred.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Raleigh Hills west. Traffic signals installation approved.
30719		"REGULATIONS GOVERNING PROFESSIONAL SERVICE CONTRACTS". F & A Bulletin #22. Counsel to study and report.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section. Delegation urges this project top priority.
		H. B. GLAISYER RETIREMENT as Secretary of Commission. Resolution adopted. EX. "I".
		TRAVEL INFORMATION DIVISION. "Vacation Adventures in Oregon State Parks" film to be shown at 1:00 p.m. in Room 418.
30720		SERVICE AWARD PIN for 40 years service presented to H. B. Glaisyer by Gene Huntley.
		MULTNOMAH COUNTY. Canyon Road. Highlands Interchange slide area. Rosenfeld-Preble properties. Counsel to secure property options. Adjoining property damage claim. Engineer to investigate.

Page	Date 1958	Subject
30720	Oct. 24	CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Clackamas Overcrossing area. Piper property. Request for access denied.
		BID OPENING. Salem. November 12, 1958. Engineer authorized to award following projects for "Crash Funds": Baker County. Eagle Creek Bridge construction. Klamath County. The Dalles-California Hwy. Klamath Falls. California Ave. Overcrossing construction.
30721		COMMISSION MEETING ADJOURNED at 12:00 noon.

30722		EXHIBIT "A". Real property acquisition.
30776		EXHIBITS "B-1" - "B-4". Sale of Excess Property.
30781		EXHIBIT "C". Contracts completed and accepted.
30786		EXHIBIT "D". Sherman County. Wasco-Heppner Secdy. Hwy. Hay Canyon-John Day River. Abandonment resolution.
30790		EXHIBIT "E-1". Jackson-Klamath Counties. Lake of the Woods Secdy. Hwy. Hwy. designation.
30792		EXHIBIT "E-2". Klamath County. Klamath Lake Secdy. Hwy. Rocky Point-Fort Klamath Section. Abandonment resolution.
30794		EXHIBIT "F". Assistant Secretary to Commission. Appointment of Cecil W. Head.
30795		EXHIBIT "G". Yamhill County. Three Mile Lane Secdy. Hwy. Dayton By-Pass Terminus extensions and abandonment.
30797		EXHIBIT "H". Linn County. Albany Airport Secdy. Hwy. Designation as part of Pacific Hwy.
30799		EXHIBIT "I". H. B. Glaisyer's retirement as Secretary of Commissio
30800		EXHIBITS "J-1" - "J-20". Condemnations.
30861		EXHIBIT "K". Speed zone.
30863		EXHIBITS "L-1" - "L-2". No parking zones.
30865		EXHIBIT "M". Survey.
30867		EXHIBIT "N". Linn County. Albany Airport Secdy. Hwy. Ropp property. Conveyance of land to owners.
30870		EXHIBIT "O". Malheur County. Central Oregon Hwy. Vale. Use of hwy. property by City.
30872		EXHIBIT "P". Polk County. Monmouth-Independence Hwy. Independence. Extension of city limits.

Salem, Oregon
September 11, 1958

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418 (Conference Room) in the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission discussed with the Engineer bids received on August 26, August 29, and September 9, 1958. The award of contracts was deferred until 11:00 a.m.

The Commission approved the minutes for the meeting held July 31 and August 1, 1958.

The Engineer reported that as previously authorized by the Commission he has conducted surveys for the relocation or reconstruction of several state highway sections. He exhibited maps showing the proposed relocations and recommended their adoption as providing the most feasible routes commensurate with the cost involved to build them. The Commission, as a result of discussion, approved the following surveys by adopting the attached resolutions relative thereto marked EXHIBITS "K-1 " through "K-4 ", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. North Yamhill River Section of Pacific Highway West, Yamhill County. (Map) See EXHIBIT "K-2".

2. Tualatin River Bridge Section of Scholls Highway, Washington County. (Map). See EXHIBIT "K-1".

3. Coburg Road-Pacific Freeway Junction Section of Eugene-Springfield Highway, Lane County. (Map). (Hearing held in Eugene on July 25, 1958). See EXHIBIT "K-3".

4. Cascade Locks-Viento Section of Columbia River Highway, Hood River County. (Map). (Hearing held in Hood River on August 14, 1958). See EXHIBIT "K-3".

5. Hillsdale-Barbur Boulevard Section of Beaverton-Hillsdale Highway and Hamilton Street-Slavin Road Section of Pacific Highway West, Multnomah County. (Map). (Hearing held in Portland on August 26, 1958). See EXHIBIT "K-4".

6. McMinnville Junction-Three Mile Lane Section of Salmon River Highway, Yamhill County. (Map). See EXHIBIT "K-4".

Commissioner Chessman was excused at 10:50 a.m. from further participation at this meeting, having received an urgent call to return to Astoria at once because of the illness of Mrs. Chessman.

The Parks Superintendent reported on the following park matters:

1. Installation of park facilities at Unity Reservoir, southwest from Baker on the Baker-Unity Highway near its junction with US 26: The Parks Superintendent stated that, as previously instructed by the Commission, he conducted a study of the area which showed quite heavy use during the early part of the fishing season; also, that during the later summer months considerable use is made of the area for boating and water skiing as well as fishing. A sample count taken during the study, he said, indicated that approximately 60,000 people would use the area in a season. He recommended a small development of the area as a state park by providing water, tables, latrines, stoves, garbage cans and waste disposal, ground levelling, planting of trees and construction of parking area, at an estimated cost of $7,750.00. He pointed out that maintenance of the area would be quite expensive as there are no other park facilities nearby. Cost of maintenance for a six months period each year he estimated at $5,000.00. The Commission approved development of a park facility at this location as recommended on the condition that the U.S. Bureau of Reclamation will make available to the State the necessary land within the boundary of the Reservoir.

2. Proposed construction of a museum building at Champoeg State Park: The Parks Superintendent stated that this matter, considered at a previous Commission meeting, had been discussed with the Executive Committee of the Sons and Daughters of Oregon Pioneers and the Oregon Historical Society, and that the information obtained had been relayed to the Advisory Committee on State Parks. No definite answer has been received from the Sons and Daughters of Oregon Pioneers but the Oregon Historical Society indicated a desire to delay construction because of the possibility of making the area a national historical site. However, their Board of Directors is to take action early in October and the State Parks Advisory Committee has this item on their agenda for a meeting later in September. It was his belief that he could present a report at the October Commission Meeting reflecting the attitudes of these groups. The Commission accepted his report.

3. Proposal to designate Champoeg State Park as a national historical site: The Parks Superintendent stated that this matter had been discussed with the Secretary of the Oregon Historical Society, with some members of the Executive Board of the Sons and Daughters of Oregon

Pioneers, and briefly with the Parks Advisory Committee. He commented that in 1954 a proposal had been made to establish Champoeg as a national historical site, and the proposal had been denied by federal authorities. It was his suggestion that the thinking of the three groups be more definitely determined so that he could present a report and a recommendation to the Highway Commission at its meeting in October. The Commission accepted his report.

4. Proposed park development at Bayocean in Tillamook County: As previously instructed, the Parks Superintendent stated that quite thorough studies have been made. He advised that the Army Engineers have constructed a dike across the opening of the neck of land which was washed out in 1952, and have performed considerable work to the north in leveling and planting of sand areas; also, that the County has constructed a road across the dike to the Bayocean area. It was his opinion that use of the area would not be large as there are several other attractive park areas in the vicinity. It was his recommendation that any commitment for development be delayed until after the Corps of Engineers have made additional studies of the movement of the shoreline, which will probably be done during the coming year. The Commission accepted his recommendation.

5. Request of Mr. Jack Flaucher to sell "hot dog" sandwiches at the Vista House at Crown Point on the Old Columbia River Highway where he holds the concession: The Parks Superintendent recalled that a suit had been filed by a Mr. & Mrs. Moore against Mr. Flaucher and the State to restrain the sale of certain articles at the Vista House as not in keeping with the stipulations made by the donor of the land. The case, he pointed out, was decided against the Moores. The Chief Counsel commented that the court, in writing its opinion on the case, had expressed the feeling that Mr. Flaucher has gone as far as he could go in selling commodities at the Vista House, and that the sale of any additional commodities could be made the basis of another lawsuit. In view thereof it was his recommendation, concurred in by the Parks Superintendent, that Mr. Flaucher's request to sell "hot dogs" be denied. The Commission approved the recommendation. In approving the recommendation, Chairman McIver commented that the Commission's action applies only to this particular instance and does not indicate that the Commission is neither establishing a precedent nor adopting any sort of a policy to deny the sale of hot dogs or similar commodities in state parks generally.

6. Request of Nehalem Bay Expansion Association that the name "Short Sand Beach State Park" be restored to the area now known as "Oswald West State Park": This matter, the Parks Superintendent stated, has been referred to the State Parks Advisory Committee but has not been officially considered by them. There are several aspects in this matter, he continued, which may require some time to resolve and it was his feeling that a recommendation would have to be presented at a later date. The Commission accepted his report.

7. Request of Yachats Chamber of Commerce for construction of modern toilet facilities in Yachats State Park: The Parks Superintendent pointed out that this Park is located within the community of Yachats and

that considerable use is made of the area mostly for sightseeing and fishing. The cost to construct modern type toilet facilities he estimated at $7,000 and he pointed out that maintenance would be difficult as no park caretaker is located in this vicinity. As it has been the policy of the Commission not to develop such facilities within the boundaries of a developed community, he recommended that the request be denied. The Commission accepted his recommendation.

The Park Superintendent reported that the State Natural Resources Committee has been asked to provide an exhibit at the Oregon Centennial in Portland which will probably cost around $40,000. It is their intention, he said, to ask the 1959 Legislature to appropriate the necessary funds. However, in the meantime they will require $2,496 for preliminary operations. Twelve state agencies are interested in this exhibit and it has been suggested that each agency contribute a portion of the expense which, for the State Highway Department, amounts to $208. Upon his favorable recommendation, the Commission approved a payment of $208 to the Natural Resources Committee for this purpose.

The Parks Superintendent also reported that a letter had been received from the Coos County Court requesting improvement of the road around Golden and Silver Falls in Coos County, and suggesting that timber be cut from the park area to finance the road construction. It was his opinion that to cut timber from the park area would spoil the appearance of the park, and he recommended against the cutting of the timber and that funds to improve the road be secured from some other source. The Commission accepted his recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. In discussing these options, the Parks Superintendent called attention to an item on page 20 involving Crown-Zellerbach Company in which a parcel of property had been acquired as an addition to Collier State Park in Klamath County. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Parks Superintendent also pointed out that arrangements have been made to purchase 70 acres of land near Beaver Creek at what is or will be known as "Ona State Park". The property, he stated, is owned by Lorraine Randall and lies between the highway and the beach and can be purchased for $18,680 including two residences, one of which can be used for parks purposes. It was his opinion that this is a fair price and he recommended that the purchase be approved. The Commission approved the purchase.

The property manager's monthly report was presented by the Right of Way Engineer covering sales of miscellaneous properties and changes in rental status since the last Commission meeting. Total rental receipts, he

stated, for the month of July were $8,321.78. Miscellaneous property sales since the last Commission meeting amounted to $28,432. The Commission accepted the report.

"Indentures of Access" forms were presented by the Right of Way Engineer who explained that they involve changes in existing access points on four different properties and that no additional access is being granted. He said that the changes are being recommended to provide better access for the property owners and greater safety for the traveling public. Following his favorable recommendation, the Commission approved "Indentures of Access" as follows:

1. Barstad property - File 19692 - on the Onion Flat-Middleton Section of the Pacific Highway West in Washington County.

2. Northwest District of the Lutheran Church, Missouri Synod property - File 24862 - on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

3. Gardner property - File 26919 - on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

4. Richardson property - File 27520 - on the Richardson-Siuslaw River Unit, Richardson-Walton Section of the Richardson-Eugene Highway in Lane County.

Consideration was given to a right of way easement agreement with the Bureau of Reclamation covering right of way needed for the Tunnel-Namorf Unit of the Central Oregon Highway in Malheur County. The Right of Way Engineer explained that in constructing this highway section it is necessary to use land under the control of the Bureau of Reclamation and the agreement is a routine requirement for use of the land. Upon his favorable recommendation, the Commission approved the agreement.

The matter of changing the type of access from the Charles A. Beyer property on the Tigard-Newberg Section of the Pacific Highway West was discussed. The Right of Way Engineer pointed out that when this property was acquired, only private residential access was allowed and that no payment was made for the restricted type of access. He also pointed out that adjoining properties are allowed unrestricted access and he recommended that an unrestricted access be allowed from the Beyer property. The Commission accepted his recommendation.

The Right of Way Engineer requested authority to sell to the Port of Brookings by direct sale, a gravel bar located near the mouth of the Chetco River. This property, he stated, is no longer required for highway purposes and has been appraised at $1,500. Upon his favorable recommendation, the Commission approved the sale for that amount.

The Right of Way Engineer also requested authority, which was granted by the Commission, to sell to Josephine County 0.3 of an acre of

excess property on the Jumpoff Joe Creek-Grants Pass Section of the Pacific-Highway in Josephine County for the sum of $225.

At the Right of Way Engineer's request the Commission excused him for the following day so that he could attend a right of way meeting in Olympia, Washington, where he is to deliver a paper.

Commissioner Chessman left the Commission meeting at this time to return to his home in Astoria because of the illness of Mrs. Chessman.

The Commission discussed with the Engineer bids received for highway construction on August 26 and on September 9, 1958, and for the furnishing of employee liability insurance on August 29, 1958. At 11:00 a.m., Chairman McIver announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON AUGUST 26, 1958

"Dooley Mountain Rock Production Project on the Baker-Unity Highway in Baker County. The Commission awarded the contract to the low bidder, Cartwright Construction Company, Durkee, at $20,700.00.

"Construction of Shipley Bridge over Tualatin River on Market Road 12 in Clackamas County. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at $59,058.00.

"Grading and paving Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County. The Commission elects to accept the low bid of Peter Kiewit Sons' Company, Vancouver, Washington, in the sum of $406,586.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Hunter Creek Bridge on Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $171,368.00.

"Grading, stone base, and paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The Commission elects to accept the low bid of M.J. Brassfield Company and J.M. Purcell Construction Company, Salem, in the sum of $535,819.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, paving, bridge construction, and furnishing material in stock pile on the O'Shea Creek Section of the Tiller-Trail Highway in Douglas County. The Commission awarded the contract to the low bidder, Thornton-Bell, Roseburg, at $125,859.00.

"Construction of McKenzie River Overflow Bridges, near Coburg, on Harrisburg-Eugene Road in Lane County. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at $96,558.50.

"Beverly Beach Park Fencing Project on the Oregon Coast Highway in Lincoln County. The Commission awarded the contract to the low bidder, Bennett and Hickey, Burns, at $6,195.00.

"Grading and construction of two bridges on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County. The Commission elects to accept the low bid of Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, Salem, in the sum of $739,796.70 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Willow Creek, McDowell Creek, and Oak Creek Bridges in Linn County. The Commission awarded the contract to the low bidder, James F. Turner, Corvallis, at $40,334.00.

"Construction of Bates Park Bridge over South Santiam River on McDowell Creek Road, near Lebanon, in Linn County. The Commission awarded the contract to the low bidder, James F. Turner, Corvallis, at $51,267.00.

"Highlands Interchange illumination installation on Sunset Highway in City of Portland in Multnomah County. The Commission awarded the contract to the low bidder, W. R. Grasle Company, Portland, at $13,200.00.

"Interstate Bridge-Oregon Slough Roadside Improvement Project on the Pacific Highway, north of Portland, in Multnomah County. The Commission awarded the contract to the low bidder, E.P. Baltz and Son, Portland, at $14,330.59.

"Paving the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County. The Commission elects to accept the low bid of Rogers Construction Company, Portland, in the sum of $1,699,492.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base and oiling the West Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County. The Commission awarded the contract to the low bidder, E. H. Itschner, Molalla, at $41,234.00.

"Construction of Thornhollow Bridge over Umatilla River on Adams-Cayuse Road in Umatilla County. The Commission awarded the contract to the low bidder, Babler Brothers, Inc., Portland, at $45,019.00.

"Stone base and oiling on the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Highway in Union County. The Commission awarded the contract to the low bidder, E. H. Itschner, Mollala, at $172,328.50.

"Grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $290,489.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County. The Commission elects to accept the low bid of Fred H. Slate Company and E. C. Hall Company, Portland, in the sum of $497,258.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

(For details on all bids received, see tabulation of bids dated August 26, 1958, in the General Files in the Commission's office in Salem).

BIDS RECEIVED IN SALEM ON SEPTEMBER 9, 1958

"Fort Stevens State Park Extension in Clatsop County. The Commission awarded the contract to the low bidder, Eugene Gardens, Eugene, at $65,982.40.

"Construction of Saspal Slough Bridge on Brownsmead Loop Road in Clatsop County. The Commission elects to accept the low bid of Workman & Wilson, Canby, in the sum of $47,689.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $10,700.00 is deposited by the County.

"Construction of Nehalem River Bridge in Columbia County. The Commission awarded the contract to the low bidder, Babler Brothers, Inc., Portland at $75,805.00.

"Grade widening and oiling the North Bend Airforce Station Access Road on the Lungren County Road in Coos County. The Commission elects to accept the low bid of Robert Angell, North Bend, in the sum of $63,284.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Construction of Crook Creek and Edson Creek Bridges in Curry County. The Commission elects to accept the low bid of Sig Andersson, Coos Bay, in the sum of $23,814.50, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Curry County is received and the sum of $10,600.00 is deposited by the County.

"Grading and paving Comstock-Anlauf Section of the Pacific Highway, in Douglas County. The Commission elects to accept the low bid of White Brothers Construction Company, Inc., Walla Wallas, Washington, in the sum of $270,577.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and

approval of the Bureau of Public Roads is received.

"Grading, paving, and shoulder oiling on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, White Brothers Construction Company, Inc., Walla Walla, Washington, at $351,967.00.

"Santiam Junction-Suttle Lake Rock Production Project on the Santiam Highway near Hogg Butte in Jefferson and Linn Counties. The Commission rejected all bids as being too high.

"Grading and paving North Grants Pass Interchange Section of the Pacific Highway in Josephine County. The Commission awarded the contract to the low bidder, Hughes & Dodd Company and Tru-Mix Equipment Company, Medford, at $114,340.00.

"Construction and remodeling of bridges on Rough and Ready Creek-Dwight Creek Section of Redwood Highway in Josephine County, including grading, surfacing, and paving of detours and approaches. The Commission elects to accept the low bid of Peter Kiewit Sons' Company, Vancouver, Washington, in the sum of $329,936.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Grave Creek Bridge on Josephine County Road No. 5 at Leland in Josephine County. The Commission elects to accept the low bid of Ausland Construction Company, Grants Pass, in the sum of $22,191.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Josephine County is received and the sum of $1,250.00 is deposited by the County.

"Grading the Linn County Line-McKenzie River Section of the Pacific Highway, north of Eugene, in Lane County. The Commission elects to accept the low bid of Natt McDougall Company, Portland, in the sum of $1,126,788.00, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Tallman Branch and Bond Butte Overcrossings in Linn County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Vancouver, Washington, at $311,314.00.

"Addition to distribution system of Highway Building electrical system in Salem, in Marion County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $20,940.00.

"Grading and paving 122nd Avenue-136th Avenue Section of N.E. Glisan Street, in Portland, in Multnomah County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $113,490.60 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $14,800.00 is deposited by the County.

"Construction of Sheridan Street Overcrossing in Multnomah County. The Commission awarded the contract to the low bidder, Birkemeier Construction Company, Milwaukie, at $88,610.00.

"Construction of Porter Street Undercrossing in Multnomah County. The Commission withdrew the project prior to opening and ordered all bids returned to the bidders.

"Cape Lookout State Park Extension in Tillamook County. The Commission awarded the contract to the second low bidder, Lloyd G. Sperling, Tillamook, in the amount of $72,711.00, as the low bidder, Eugene Gardens, Eugene, qualified their bid not to accept award of contracts amounting to more than $80,000 at this letting. (The Commission awarded Eugene Gardens the Fort Stevens State Park Extension Project in Clatsop County in the amount of $65,982.40).

"Construction of two concrete box culverts on the Prairie Creek Section of the Zumwalt County Road near Enterprise in Wallowa County. The Commission elects to accept the low bid of Bechtel Brothers, La Grande, in the sum of $24,720.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $3,325.00 is deposited by the County.

(For details on all bids received see tabulation of bids, dated September 9, 1958, in the General Files in the Commission's office in Salem).

BIDS RECEIVED IN SALEM ON AUGUST 29, 1958, FOR LIABILITY INSURANCE FOR STATE HIGHWAY DEPARTMENT OFFICERS, AGENTS, AND EMPLOYEES

The Commission accepted the low bid of Ken Potts-Grabenhorst Insurance Agency, Inc., Salem, in Marion County on Alternate "A" in the sum of $10,412.00 for a three-year period. Six higher bids were received. All bids were referred to the Department of Finance and Administration to approve the award of this business to the low bidder.

(For details on all bids see tabulation of bids dated August 29, 1958, in the General Files in the Commission's Office in Salem).

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way in connection with various highway improvements, or for other purposes, and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways

R-27823 - Harry C. Macfarlane and Rene G. Macfarlane
Right of Way (Josephine County)
0.04 acre

September 11, 1958

Redwood Interchange Section (Cont.)

R-27824 - Ella Price Macfarlane
Right of Way (Josephine County)
1.20 acres

R-27825 - R. L. Macfarlane
Right of Way (Josephine County)
0.27 acre

R-27837 - H. A. Guertler and Meta Guertler
Right of Way (Josephine County)
0.17 acre

R-27838 - Louise Avalon Geasland
Right of Way (Josephine County)
0.05 acre

R-27840 - The Texas Company
Right of Way (Josephine County)
0.35 acre

R-27841 - A. A. Creswell and Lorena M. Creswell
Right of Way (Josephine County)
0.35 acre

R-27843 - Dale Prow and Edna I. Prow
Josephine County
Parcel No. 1: 0.81 acre for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 1.62 acres for right of way
Parcel No. 4: 0.26 acre for right of way
Parcel No. 5: 0.02 acre for right of way

R-27844 - Rheinhold Lommatzsch and Rose Lommatzsch
Right of Way (Josephine County)
0.2 acre

R-27847 - Union Oil Company
Right of Way (Josephine County)
0.66 acre

R-27848 - Mutual Lumber Company
Right of Way (Josephine County)
0.62 acre

R-28175 - General Petroleum Corporation of America
Right of Way (Josephine County)
2,190 square feet

R-28530 - H. A. Guertler and Meta Guertler
Slope Easement (Josephine County)
0.03 acre

September 11, 1958

30472

Baker-Pleasant Valley Section of the Old Oregon Trail Highway

R-28142 - George W. Logan and Eunice Walter
Right of Way (Baker County)
33.9 acres

R-28044 - Susie I. Geyer
Right of Way (Baker County)
1.0 acre

R-28045 - William Burke and Margaret Burke
Right of Way (Baker County)
43.77 acres

R-28046 - L. X. Carroll and Margaret E. Carroll
Right of Way (Baker County)
0.8 acre

R-28047 - S. E. Phelps and Gladys Phelps
Baker County
Parcel No. 1: 58.0 acres for right of way
Parcel No. 2: 7.72 acres for roadbuilding materials
Parcel No. 3: 8.6 acres for roadbuilding materials
Parcel No. 4: 3.7 acres for roadbuilding materials
Parcel No. 5: 1.63 acres for permit of entry
Parcel No. 6: 1.22 acres for permit of entry

R-28048 - Paul Rees and Mina L. Rees
Baker County
Parcel No. 1: 13.5 acres for right of way
Parcel No. 2: 2.1 acres for roadbuilding materials
Parcel No. 3: 0.06 acre for easement for channel change

R-28049 - Ethel A. Palmer, Fern P. Werschkul and James G. Werschkul
Baker County
Parcel No. 1: 63.5 acres for right of way
Parcel No. 2: 1.32 acres for permit of entry
Parcel No. 3: 0.34 acre for permit of entry

R-28050 - John W. Dougharity and Pauline A. Dougharity
Right of Way (Baker County)
22.1 acres (net)

R-28051 - John W. Dougharity and Pauline A. Dougharity
Right of Way (Baker County)
32.5 acres

R-28052 - Lester F. Briske and Barbara Briske
Baker County
Parcel No. 1: 13.51 acres (net) for right of way
Parcel No. 2: 27.0 acres (net) for right of way
Parcel No. 3: 0.10 acre for right of way

September 11, 1958

Baker-Pleasant Valley Section (Cont.)

R-28052 - Lester F. Briske and Barbara Briske (Cont.)
Baker County
Parcel No. 4: 6.11 acres for roadbuilding materials
Parcel No. 5: 2.43 acres for easement for haul road
Parcel No. 6: 0.38 acre for permit of entry
Parcel No. 7: 0.05 acre for easement for channel change

R-28053 - J. W. Emmert
Baker County
Parcel No. 1: 5.60 acres (net) for right of way
Parcel No. 2: 1.7 acres for right of way
Parcel No. 3: 8.9 acres for right of way
Parcel No. 4: 0.4 acre for excess taking

R-28055 - Anna Hempe, et al.
Baker County
Parcel No. 1: 25.81 acres (net) for right of way
Parcel No. 2: 1.41 acres (net) for right of way
Parcel No. 3: 0.17 acre (net) for excess taking
Parcel No. 4: 0.16 acre for easement for irrigation ditch
Parcel No. 5: 0.60 acre for easement for channel change
Parcel No. 6: 0.17 acre for permit of entry
Parcel No. 7: 0.04 acre for permit of entry

R-28056 - Frances M. Troy and Elizabeth Troy
Baker County
Parcel No. 1: 26.7 acres for right of way
Parcel No. 2: 23.2 acres for right of way
Parcel No. 3: 0.57 acre for easement for channel change
Parcel No. 4: 0.52 acres for permit of entry

R-28057 - A. L. Fugit
Right of Way (Baker County)
2.9 acres

R-28059 - C. A. Brown
Baker County
Parcel No. 1: 9.5 acres for right of way
Parcel No. 2: 0.09 acre for right of way

R-28060 - Norman Jensen and Josephine Jensen
Right of Way (Baker County)
1.30 acres (net)

Deadmans Pass-Meacham Section of the Old Oregon Trail Highway

R-27915 - Mildred Harriett Crow
Umatilla County
Parcel No. 1: 2.4 acres for right of way
Parcel No. 2: 1.12 acres for right of way

Deadmans Pass-Meacham Section (Cont.)

R-27916 - LeRoy Bowman
Umatilla County
Parcel No. 1: 9.93 acres for right of way
Parcel No. 2: 2.70 acres for right of way
Parcel No. 3: 5.23 acres for right of way

R-27917 - Lillie M. Mann and L. L. Mann
Right of Way (Umatilla County)
6.0 acres

R-27918 - Byron L. Troxel and Violet L. Troxel
Right of Way (Umatilla County)
0.5 acre

R-27919 - Augusta Heidrich
Right of Way (Umatilla County)
2.45 acres

R-27920 - James S. Rutten
Umatilla County
Parcel No. 1: 16.53 acres for right of way
Parcel No. 2: 6.03 acres for right of way

R-27921 - Earl Gillanders
Umatilla County
Parcel No. 1: 10.78 acres for right of way
Parcel No. 2: 15.06 acres for right of way
Parcel No. 3: 3.05 acres (net) for right of way
Parcel No. 4: 0.20 acre (net) for right of way
Parcel No. 5: 0.43 acre (net) for right of way

R-27922 - Cunningham Sheep Company
Umatilla County
Parcel No. 1: 18.66 acres for right of way
Parcel No. 2: 0.18 acre (net) for right of way
Parcel No. 3: 0.44 acre (net) for right of way
Parcel No. 4: 0.21 acre for temporary easement for detour road.

R-27923 - W. B. Ross
Umatilla County
Parcel No. 1: 3.24 acres for right of way
Parcel No. 2: 7.6 acres for right of way
Parcel No. 3: 0.1 acre for temporary easement to relocate county road
Parcel No. 4: 0.2 acre for temporary easement to relocate county road

Deadmans Pass-Meacham Section (Cont.)

R-27924 - Pendleton Ranches, Inc.
Right of Way (Umatilla County)
22.0 acres (net)

R-27925 - Pilot Rock Lumber Company
Umatilla County
Parcel No. 1: 39.0 acres (net) for right of way
Parcel No. 2: 1.38 acres for temporary easement for approach road

Middleton-Rex Hill Section of the Pacific Highway West

R-27601 - Silvio Dodi
Right of Way (Washington County)
0.29 acre
Amended resolution to change access provisions

R-27605 - Lillie May Board
Right of Way (Washington County)
0.02 acre
Amended resolution to change access provisions

R-27607 - J. A. Chausse and Irene Chausse
Right of Way (Washington County)
2.07 acres
Amended resolution to change access provisions

R-27610 - Joseph G. Beitey and Edna M. Beitey
Washington County
Parcel No. 1: 3.10 acres for right of way
Parcel No. 2: 0.09 acre for right of way
Amended resolution to change access provisions

R-27614 - Ludwig Gimm and Anne Gimm
Right of Way (Washington County)
1.19 acres
Amended resolution to change access provisions

R-27618 - Howard S. Watmore and Ruth L. Watmore
Right of Way (Washington County)
0.46 acre
Amended resolution to change access provisions

R-27630 - Warren C. Liebig and Mildred M. Liebig
Right of Way (Washington County)
0.41 acre
Amended resolution to change access provisions

Middleton-Rex Hill Section (Cont.)

R-27631 - Mildred S. Parduhn and Riley Parduhn
Right of Way (Washington County)
0.55 acre
Amended resolution to change access provisions

R-27633 - Heirs of Jess Janssen, Deceased
Right of Way (Washington County)
0.20 acre
Amended resolution to change access provisions

R-27635 - Francis T. Keyes and Ila L. Keyes
Washington County
Parcel No. 1: 0.11 acre for right of way
Parcel No. 2: 0.08 acre for right of way
Parcel No. 3: 0.04 acre for right of way
Amended resolution to change access provisions

R-27636 - William C. Hoover
Washington County
Parcel No. 1: 0.62 acre for right of way
Parcel No. 2: 0.05 acre for right of way
Amended resolution to change access provisions

R-27914 - Frank C. Davis and Alice E. Davis
Right of Way (Washington County)
0.13 acre (net)
Amended resolution to change access provisions

Tigard-Durham Road Section of the Beaverton-Tualatin Highway

R-28532 - Anton Schulz and Martha Schulz
Right of Way (Washington County)
2,450 square feet
Amended resolution to revise description

R-27854 - Albert Hoffarber and Esther E. Hoffarber
Right of Way (Washington County)
1,600 square feet
Amended resolution to include encroachment easement

R-27865 - Susannah Mae Harris
Washington County
Parcel No. 1: 2,550 square feet for right of way
Parcel No. 2: 60 square feet for a slope easement
Amended resolution to revise description

Sunset Highway

R-28156 - General Petroleum Corporation
Right of Way (Washington County)
3,892 square feet
Amended resolution to change access provisions

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway

L-3112 (R-23387) - Verner D. Sanders, et ux.
Right of Way (Clatsop County)
0.07 acre
Amended resolution to change access provisions

Salem By-Pass Section of the Pacific Highway

R-26695 - Leo N. Childs
Marion County
Parcel No. 1: 0.18 acre for right of way
Parcel No. 2: 0.27 acre for easement for channel change

Cascade Secondary Highway

L-3064 (R-26382) - Cosmo Spada and Angiolina Spada
Multnomah County
Parcel No. 1: 2.92 acres for right of way
Parcel No. 2: 0.3 acre for right of way
Amended resolution to change access provisions

Medford Section of the Pacific Highway

R-28271 - Edna Benton Porter and Owen R. Porter
Maintenance Site (Jackson County)
0.52 acre

R-28272 - Heirs of Lowell Zundel
Maintenance Site (Jackson County)
0.52 acre

Pacific Highway

R-28502 - I. R. Lawrence and Marjorie Lawrence
Right of Way (Douglas County)
1.75 acres

R-28506 - O. D. McAllister and Zilpha E. McAllister
Right of Way (Douglas County)
1.83 acres (net)

Rowena-Chenoweth Creek Section of the Columbia River Highway

R-28217 - John Fields, et al.
Right of Way (Wasco County)
0.88 acre

September 11, 1958

Dwight Creek Section of the Redwood Highway

R-28522 - Theodore R. Webb and Verne R. Webb
Right of Way (Josephine County)
0.73 acre

The Dalles-Eight Mile Creek Section of The Dalles-California Highway

R-20408 - John McClaskey and Elsie McClaskey
Wasco County
Parcel No. 1: 15.5 acres for right of way
Parcel No. 2: 0.4 acre for permit of entry
Parcel No. 3: 0.20 acre for permit of entry

Elkton-Kellogg Section of the Elkton-Sutherlin Highway

R-28176 - Reed A. Moore
Right of Way (Douglas County)
2.95 acres
Amended resolution to eliminate taking of Parcel No. 2 and change access provisions

R-28177 - Carl O. Moore and Lucille M. Moore
Right of Way (Douglas County)
0.98 acre
Amended resolution to change access provisions

R-28189 - John W. Gorman
Douglas County
Parcel No. 1: 18.42 acres for right of way
Parcel No. 2: 2.95 acres for right of way
Amended resolution to change access provisions

R-28805 - Milo Bullock
Right of Way (Douglas County)
5.29 acres

Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway

L-3091 (R-22530) - John H. Peterson and Minnie V. Peterson
Marion County
Parcel No. 1: 9.85 acres for right of way
Parcel No. 2: 0.43 acre for right of way
Amended Resolution

Cascade Locks-Viento Section of the Columbia River Highway

R-24568 - Ufa M. Johnson
Hood River County
Parcel No. 1: 2.41 acres for right of way
Parcel No. 2: 0.62 acre for temporary construction easement

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-28086 - Golden Rogue Plywood Company
Curry County
Parcel No. 1: 0.86 acre for right of way
Parcel No. 2: 0.62 acre for temporary easement for detour and approach road
Amended resolution to redesignate use of Parcel No. 2

Albany-Judkins Point Section of the Pacific Highway

R-28784 - Richard W. Beeson and Linnie E. Beeson
Temporary easement for detour road (Lane County)
0.87 acre

R-25186 - Clara Coleman
Lane County
Parcel No. 1: 26.73 acres for right of way
Parcel No. 2: 2.7 acres for excess taking
Parcel No. 3: 3.58 acres for permit of entry
Parcel No. 4: 0.17 acre for permit of entry

R-25286 - Archie M. Reed and Naomi E. Reed
Lane County
Parcel No. 1: 17.39 acres for right of way
Parcel No. 2: 2.72 acres for right of way
Parcel No. 3: 1.0 acre for right of way
Parcel No. 4: 11.44 acres for roadbuilding materials

R-28037 - Alfred W. Jones and Winifred Jones
Right of Way (Lane County)
0.32 acre

R-25184 - Hubert F. Willoughby and Naomi Willoughby
Lane County
Parcel No. 1: 4.43 acres for right of way
Parcel No. 2: 1.81 acres for right of way
Parcel No. 3: 37.90 acres (net) for right of way
Parcel No. 4: 0.48 acre for permit of entry
Amended resolution

Old Oregon Trail Highway

R-28054 - D. E. Wolf
Roadbuilding materials (Baker County)
21.30 acres

Right-of-way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the properties listed as required in order to carry out plans for highway improvements and other purposes heretofore authorized by the Commission. After careful consideration of the proposed condemnations and in light of the information and advice sub-

mitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the Chief Counsel to condemn the properties by adopting the attached resolutions relative thereto marked EXHIBITS "G-1" through "G-20", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A report was presented by the Chief Counsel on condemnation cases which have been tried in court from July 28 to September 5, 1958. The Commission accepted the report summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
July 28, 1958 to September 5, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
Hauser, et al. R-25697	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 160.00	$ 160.00	$ 160.00
Hampton, et al. R-26115	Marion	Pacific East	N. Jefferson Junction	50.00	None	Judgment 50.00
Severeide, et ux. R-25576	Clackamas	Mt. Hood	Sandy-Forest Boundary	6,867.00	17,500.00	8,500.00
DeCicco, et al. R-27082-3	Multnomah	Pacific	Harbor Dr. -Barbur Blvd.	45,000.00	50,000.00	55,000.00

(For additional details, see Chief Counsel's letter, dated September 10, 1958, on report of cases tried in the General Files in the Commission office in Salem, Oregon).

The Chief Counsel also presented a report on condemnation cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Offet, et al. R-27673	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	$ 860	$ 1,060

September 11, 1958

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Okazaki, et al. R-27167	Multnomah	Cascade Secondary	Airport Road	$6,100	$ 8,300
Lawrence, et al. R-26223	Polk	Salmon River	Valley Jct. -Sheridan	225	225
Jenkins, et al. R-26857	Wheeler	John Day	Burton Canyon	4,800	4,940
Dolezal, et ux. R-28130	Multnomah	Columbia River	Dodson Interchange	1,850	1,850
Hulit, et al. R-27643	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	1,035	1,045
Gravel, et al. R-27653	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	255	255
Clark R-23132	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	260	425
DeTar, et al. R-27802	Clatsop	Oregon Coast	Roosevelt Ave. (Seaside)	1,600	1,800
Germond, et ux. R-27588	Marion	North Santiam	Lancaster Dr. -Sublimity Gun Club	150	250
Thorsen, et ux. R-23680	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	500	650
Thorsen, et ux. R-24995	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	1,950	1,950
Costello, et al. R-25990	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	1,815	2,000

September 11, 1958

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Robinson R-27938	Clatsop	Columbia River	Wauna-Westport	$ 1,250	$ 1,250
Grant, et ux. R-27090	Multnomah	Pacific	Harbor Dr. - Washington County Line	1,720	2,250
Hilaire, et vir. R-23476	Multnomah	Pacific	Barbur Blvd.-Hillsdale	900 partial taking	3,850 entire taking
Azar, et ux. R-27890	Multnomah	Pacific	Barbur Blvd.-Harbor Drive	25 partial taking	250 entire lot
Richert, et ux. R-26606	Coos	Oregon Coast	Davis Slough - Bandon	1,003	1,275
Falk, et ux. R-25385	Linn	Pacific	Albany-Judkins Point	10,500	12,000
Bailey, et al. R-27652	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	1,230	1,360
Wallner, et ux. R-28129	Multnomah	Columbia River	Dodson Interchange	12,200	10,437
Weik, et al. R-27674	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	620	620
Skuse, et al. R-27649	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	440	440
Holte, et al. R-25710	Clackamas	Mt. Hood	Sandy-Forest Boundary	150	225
Heckard, et ux. R-23372	Clatsop	Oregon Coast	Roosevelt Ave. (Seaside)	4,200	4,500
Hoyt Corporation, et al. R-26968	Washington	Sunset	Murray Road Interchange	2,550	3,000

September 11, 1958

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Bassett, et ux. R-26713	Malheur	Old Oregon Trail	Ontario-Snake River	$ 6,000	$ 6,500
Parkrose School District No. 3 R-27165	Multnomah	Cascade	Portland Airport-Alberta Street	1,050	1,050
Stebco, Inc. R-27710	Multnomah	Columbia River	Rooster Rock-Multnomah Falls	3,285	5,000
DuBois, et ux. R-26403	Columbia	Columbia River	Goble-St. Helens	350	500
Flora, et ux. R-27086	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	9,000	10,500
Bouche, et ux. R-28015	Douglas	Tiller-Trail	Canyonville-Days Creek	1,000	1,000
Eggers, R-27529	Curry	Oregon Coast	Myers Creek-Brookings	688	688
Rosenblatt, et ux. R-27853	Washington	Beaverton-Tualatin	Tigard-Durham Road	1,200	1,800
Sherrer, et al. R-27361	Multnomah	Pacific	N. Tigard Interchange	6,450	5,100

The Commission accepted the report. (For additional details, see the Chief Counsel's letter dated September 10, 1958, on Report of Cases Settled in the General Files in the Commission office in Salem, Oregon).

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented offers which have been made to the owners of real property prior to the institution of condemnation proceedings as follows: (List of offers on following page)

September 11, 1958

Klamath Falls-West side By-pass Section of The Dalles-California Highway

R-23073 - Herbert A. Cochrane, et ux. 0.18 acre for right of way purposes. Offer of $600.00 approved by Mr. McIver August 7, 1958.

R-23134 - The California Oregon Power Company, et al. Parcel No. 1: 7,000 square feet for right of way purposes; and Parcel No. 2: 5,740 square feet for right of way purposes. Offer of $2,050.00 approved by Mr. McIver August 19, 1958.

R-23142 - Julian Eccles, et al. 0.15 acre for right of way purposes. Offer of $17,500 approved by Mr. McIver August 13, 1958.

R-27952 - Ralph W. Smith, et al. 0.15 acre for right of way purposes. Offer of $1,350.00 approved by Mr. McIver August 7, 1958.

R-27954 - R. W. Smith, et al. 0.05 acre for right of way purposes. Offer of $300.00 approved by Mr. McIver August 7, 1958.

R-27947 - Vera C. Powell, et al. 0.02 acre for slope easement. Offer of $25.00 approved by Mr. McIver August 11, 1958.

R-27956 - Wendall A. Smith, et al. 2,805 square feet for right of way purposes. Offer of $450.00 approved by Mr. McIver August 7, 1958.

R-27957 - Robert T. Nichols, et ux. 7,800 square feet for right of way purposes. Offer of $5,750.00 approved by Mr. McIver August 15, 1958.

R-27965 - Sterling Paul Jones, et al. 10,404 square feet for right of way purposes. Offer of $13,920.00 approved by Mr. McIver September 7, 1958.

R-27968 - Pearl Fikes, et vir. 5,202 square feet for right of way purposes. Offer of $6,500.00 approved by Mr. McIver August 11, 1958.

R-27988 - Metropolitan Development, Inc., et al. 1,000 square feet for right of way purposes. Offer of $150.00 approved by Mr. McIver August 11, 1958.

R-27992 - W. J. Easter, et al. 1,050 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver August 7, 1958.

Tigard-Durham Road Section of the Beaverton-Tualatin Highway

R-27853 - Millard Rosenblatt, et ux. 4,400 square feet for right of way purposes. Offer of $1,200.00 approved by Mr. McIver August 29, 1958.

R-27854 - Albert Hoffarber, et ux. 1,600 square feet for right of way purposes. Offer of $3,900.00 approved by Mr. McIver September 2, 1958.

Tigard-Durham Road Section (Cont.)

R-27859 - Thomas L. Hing, et ux. Parcel No. 1: 2,000 square feet for right of way; and Parcel No. 2: 2,200 square feet for slope easement. Offer of $3,220.00 approved by Mr. McIver, August 29, 1958.

R-27861 - R. A. Bissett, et ux. Parcel No. 1: 2,100 square feet for right of way purposes; and Parcel No. 2: 200 square feet for slope easement. Offer of $2,300.00 approved by Mr. McIver August 29, 1958.

R-27865 - Susannah Mae Harris. Parcel No. 1: 2,550 square feet for right of way purposes; and Parcel No. 2: 60 square feet for slope easement. Offer of $260.00 approved by Mr. McIver August 29, 1958.

R-27872 - Ivan E. Puller, et ux. Parcel No. 1: 16,350 square feet for right of way; and Parcel No. 2: 23,700 square feet for slope easement. Offer of $895.00 approved by Mr. McIver August 29, 1958.

R-27875 - Harry Hambach, et ux. 0.21 acre for right of way purposes. Offer of $200.00 approved by Mr. McIver August 27, 1958.

R-28097 - Harry H. Hambach, et al. 0.05 acre for right of way purposes. Offer of $400.00 approved by Mr. McIver August 21, 1958.

R-28532 - Anton Schulz, et ux. 2,450 square feet for right of way purposes. Offer of $3,240.00 approved by Mr. McIver August 29, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25307 - Fred Knox, et ux. Parcel No. 1: 14.98 acres for right of way purposes; and Parcel No. 2: 0.07 acre for right of way purposes. Offer of $22,500.00 approved by Mr. McIver August 26, 1958. An offer of $17,500.00 was originally authorized by Mr. McIver May 2, 1958. This increase in offer is due to revised appraisals.

R-25385 - Omar E. Falk, et ux. Parcel No. 1: 24.9 acres for right of way purposes; Parcel No. 2: 1.25 acres for right of way purposes; and Parcel No. 3: 1.05 acres for right of way purposes. Offer of $10,500.00 approved by Mr. McIver July 31, 1958.

R-25727 - Mabel J. Reagan, et ux. 0.89 acre for right of way purposes. Offer of $175.00 approved by Mr. McIver August 19, 1958.

R-25730 - Arch C. Wassom, et al. 18.3 acres for right of way purposes. Offer of $26,500.00 approved by Mr. McIver August 8, 1958.

R-25735 - C. Dudley Miller, Jr., et ux. 26.08 acres for right of way purposes. Offer of $20,000.00 approved by Mr. McIver August 15, 1958.

R-28063 - Mabel J. Reagan, et al. 0.8 acre for right of way purposes. Offer of $185.00 approved by Mr. McIver August 19, 1958.

Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway

R-24741 - Ida E. Cusix, et vir. 12.3 acres for right of way purposes. Offer of $4,400.00 approved by Mr. Chessman August 5, 1958.

R-24744 - L. W. Clinton, et al. 3.96 acres for right of way purposes. Offer of $4,400.00 approved by Mr. Chessman August 5, 1958.

R-24745 - W. L. Bell, et al. 14.08 acres for right of way purposes. Offer of $10,850.00 approved by Mr. Chessman August 19, 1958.

R-24747 - C. P. Moore, et ux. 0.14 acre for right of way purposes. Offer of $520.00 approved by Mr. Chessman August 5, 1958.

Judkins Point-Goshen Section of the Pacific Highway

R-26700 - Varian G. Mounts, et ux. 4.5 acres for right of way purposes. Offer of $2,775.00 approved by Mr. McIver August 7, 1958.

R-26701 - Minnie D. Mounts, et vir. 0.6 acre for right of way purposes. Offer of $1,775.00 approved by Mr. McIver August 7, 1958.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-23963 - James Dejmal, et al. Parcel No. 1: 1.26 acres for right of way purposes; and Parcel No. 2: 1.1 acres for right of way purposes. Offer of $800.00 approved by Mr. McIver August 18, 1958.

R-23965 - Walter Fritts, et al. 1.74 acres for right of way purposes Offer of $565.00 approved by Mr. McIver August 15, 1958.

R-26714 - Lavon Koger, et ux. 2.07 acres for right of way purposes. Offer of $16,825.00 approved by Mr. McIver August 15, 1958.

R-26721 - Elliott T. Mutch, et al. 0.01 acre for right of way purposes. Offer of $3,865.00 approved by Mr. McIver August 20, 1958.

West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway

R-24436 - Zelda Scholz, et al. 0.08 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver August 22, 1958.

R-28029 - Eugene R. Brown, et al. 1,200 square feet for right of way purposes. Offer of $100.00 approved by Mr. McIver August 21, 1958.

Roosevelt Drive (Seaside) Section of the Oregon Coast Highway

R-27797 - William Buxton, et al. 0.26 acre for right of way purposes. Offer of $4,990.00 approved by Mr. Chessman August 7, 1958.

Roosevelt Drive (Seaside) Section (Cont.)

R-28123 - Esther C. Case, et al. 1,050 square feet for right of way purposes. Offer of $1,500.00 approved by Mr. Chessman August 7, 1958.

Middleton-Rex Hill Section of the Pacific Highway West

R-27601 - Silvio Dodi, et ux. 0.29 acre for right of way purposes. Offer of $395.00 approved by Mr. McIver August 21, 1958.

Bradley Park-Columbia County Line Section of the Columbia River Highway

R-28088 - Russell C. Neitzel, et al. 0.07 acre for easement for channel change. Offer of $50.00 approved by Mr. Chessman August 11, 1958.

Canyonville-Days Creek Section of the Tiller-Trail Highway

R-28015 - Parris G. Bouche, et ux. 0.43 acre for right of way purposes. Offer of $1,000.00 approved by Mr. McIver August 21, 1958.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26099 - Dora A. Lewis, et al. Parcel No. 1: 2.4 acres for right of way purposes; and Parcel No. 2: 0.57 acre for excess taking. Offer of $150.00 approved by Mr. Chessman August 5, 1958.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25529 - Charles H. Skinner, et ux. Parcel No. 1: 3.05 acres for right of way purposes; and Parcel No. 2: 4.03 acres for park purposes. Offer of $3,100.00 approved by Mr. Chessman August 28, 1958.

Myers Creek-Brookings Section of the Oregon Coast Highway

R-27529 - Donnia N. Eggers, et al. 7.96 acres for right of way purposes. Offer of $688.00 approved by Mr. Chessman August 19, 1958.

McKinley Moorage-Radio Station Section of the Netarts Highway

R-27559 - M. Robosky, et al. 0.08 acre for right of way purposes. Offer of $100.00 approved by Mr. Chessman August 19, 1958.

Klamath Falls-West Side By-Pass Section of The Dalles-California Highway

R-23144 - Elizabeth Jean Peterson, et al. 9,360 square feet for right of way purposes. Offer of $21,500.00 approved by Mr. McIver August 29, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25289 - Eugene Sand and Gravel Co. (co-partnership). 14.3 acres for right of way purposes. Offer of $23,000.00 approved by Mr. McIver September 9, 1958.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-28086 - Golden Rogue Plywood,Co., Inc. Parcel No. 1: 0.86 acre for right of way purposes; and Parcel No. 2: 0.62 acre for temporary easement for detour and approach road. Offer of $600.00 approved by Mr. Chessman September 10, 1958.

Elkton-Kellogg Section of the Elkton-Sutherlin Highway

R-28187 - Robert F. Duncan, et ux. 4.96 acres for right of way purposes. Offer of $1,000.00 approved by Mr. McIver September 10, 1958.

Middleton-Rex Hill Section of the Pacific Highway West

R-27628 - Frank I. Zell, et al. 0.62 acre for right of way purposes. Offer of $630.00 approved by Mr. McIver September 10, 1958.

(North Plains Interchange) Sunset Highway

R-28381 - H. W. Currin, et ux. 0.17 acre for right of way purposes. Offer of $150.00 approved by Mr. McIver September 10, 1958.

The Commission confirmed telephonic approval previously given relative to the offers.

The Chief Counsel presented and the Commission accepted a report on the following orders issued by the Public Utilities Commissioner in which the Commission had been made a party:

PUX 267: Application of the city of St. Helens for authority to construct a crossing at grade with the tracks and right of way of Spokane, Portland & Seattle Railway Company on an extension of St. Helens Street. No objection was made.

PUX 268: Application of Umatilla County Road Department, by and through its County Court, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Barrett Station, in Umatilla County. No objection was made.

PUX 269: Application of the Umatilla County Road Department, by and through its County Court, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation

Company, Union Pacific Railroad Company, Lessee, near Bade Station in Umatilla County. No objection was made.

PUX 270: Application of Weyerhaeuser Timber Company for authority to construct a private road crossing with a Klamath County Road near Klamath Falls in Klamath County. No objection was made.

PUX 271: Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road crossing with the Green Springs Highway approximately nine miles east of Pinehurst in Klamath County. The order provides that the crossing shall be constructed at the expense of the applicant and the Highway Commission shall be reimbursed for laying bituminous pavement and for installing signs along the highway. A bond of $500.00 has been deposited to guarantee payment.

PUX 272: Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road crossing with the Green Springs Highway approximately 13 miles east of Pinehurst in Klamath County. The order provides that the crossing shall be constructed at the expense of the applicant and the Highway Commission shall be reimbursed for laying bituminous pavement and for installing signs along the highway. A bond of $500.00 has been deposited to guarantee payment.

PUX 273: Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road crossing of the Green Springs Highway approximately 12 miles west of Keno in Klamath County. The order provides that the crossing shall be constructed at the expense of the applicant and the Highway Commission shall be reimbursed for laying bituminous pavement and for installing signs along the highway. A bond of $500.00 has been deposited to guarantee payment.

PUX 274: Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road crossing with a Klamath County Road approximately two miles west of Keno in Klamath County. No objection was made.

PUX 275. Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road overcrossing over the Green Springs Highway approximately 1.3 miles east of Keno. The order provides that Weyerhaeuser bear the cost of constructing the overcrossing and its maintenance, and further provides that Weyerhaeuser may be required to dismantle or reconstruct the structure to the satisfaction of the Highway Commission with provision for horizontal clearance of not less than 32 feet.

PUX 276: Application of Weyerhaeuser Timber Company for authority to construct and maintain a private road crossing with the Green Springs Highway at mile post 37.71 near Pinehurst in Klamath County. The order provides that the crossing shall be constructed at the expense of the applicant and the Highway Commission shall be reimbursed for laying bituminous pavement and for installing signs along the highway. A bond of $500.00 has been deposited to guarantee payment.

PUX 281: Application of Columbia County for authority to construct a crossing at grade with the tracks and right of way of Spokane, Portland & Seattle Railway Company approximately two miles north of Scappoose in Columbia County. No objection was made.

PUX 283: Application of Lane County for authority to make the existing private grade crossing of the Oregon Pacific and Eastern Railroad Company approximately 7 miles southeast of Cottage Grove in Lane County a public crossing to be improved and used as a connection with the Blue Mountain County Park and Lane County Road No. 238. No objection was made.

PUX 284: Application of the city of Warrenton for authority to construct a crossing at grade with the tracks of Spokane, Portland & Seattle Railway Company at its E. Ensign Avenue formerly on maps of the city as Water Street in East Warrenton in Clatsop County. No objection was made.

PUX 292: Application of Southern Pacific Company for authority to construct an industrial spur track at grade at the intersection of Cedar Street and Front Street in Coos Bay, Coos County. No objection was made.

A form of resolution was presented by the Chief Counsel for adoption by the Commission terminating a permit heretofore given to Paul and Verla Martin allowing them to remove obnoxious weeds and brush, place top soil and plant grass along the south side of the right of way of the Columbia River Highway between Highway Engineer's Stations 534+00 and 651+60,, effective December 31, 1958. He explained that the permit was granted in 1950 and that a portion of the permit was terminated by resolution in March, 1956. The permit provides that when the State decides to improve the Columbia River Highway it may terminate the permit after ninety days written notice and such improvement is now planned. The Commission approved the termination by adopting the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Extension of an agreement with the Highway Research Board by the Commission concerning a cooperative project in the study of highway laws. The Chief Counsel pointed out that the American Association of State Highway Officials has approved the study for another two years with an increase from $500.00 to $1,000 00 annually as each state's contribution. The project, he continued, has furnished much valuable information concerning highway laws, and he recommended that the agreement be continued for another two years. The Commission accepted his recommendation.

Attention was given to a proposed compromise settlement with Gibbons & Reed Company for additional compensation in connection with Contract No. 4587 for work on the Knowles Creek-Tunnel Section of the Mapleton-Richardson Road in Lane County. The Chief Counsel pointed out that the contractor originally demanded the sum of $28,599.00 and, after considerable negotiation, finally agreed to accept the sum of $15,500.00 which Lane County will pay as a county project in which the contract is being

handled by the State. The Engineer explained that the claim arose because of additional tunnel lining which was not anticipated when the contract was originally awarded. The Commission approved the compromise settlement as presented on the condition that the contractor will sign a complete release of its claim.

The Commission discussed the granting of a quitclaim deed to Umatilla County for 1.03 acres of land on the Athena-Holdman Highway near the city of Athena in Umatilla County. The Chief Counsel explained that the deed provides that the land be transferred to the County for the sum of $1.00, with the right to repurchase the property after three years for the same consideration. He also pointed out that this is the parcel of property on which a delegation at the previous meeting had requested permission to construct a sanitary fill.

As a result of the discussion the Commission unanimously approved conveying the property to Umatilla County by adopting the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

On the favorable recommendation of the Chief Counsel, the Commission accepted a quitclaim deed from the United States of America covering a portion of the relocated Willamette Highway through the Lookout Point Reservoir Project in Lane County. The Chief Counsel advised that there had been objection to some of the language regarding encumbrances in the deed but the Corps of Army Engineers has submitted a letter stating that delivery of the deed is not intended to relieve the United States from its obligation under Contract No. DA-35-026-eng-19.

The Chief Counsel commented briefly that the attorney representing the Vanport Flood cases against the State died recently and there may be some delay before the cases come to trial. He also commented that Mr. Mitchell Crew has been employed as an attorney in the Legal and Right-of-Way Division as previously authorized by the Commission.

Institution of a damage suit against four maintenance employees in the Baker area because of an accident was reported by the Chief Counsel. The accident, he stated, involved a State Highway truck and a Greyhound bus. However, it occurred while the Commission's liability insurance protecting its employees was in force and the case is being defended by the Insurance Company.

The meeting recessed at 11:50 a.m. and reconvened at 2:30 p.m. with the same persons present and participating with the exception of Commissioner Chessman who was excused.

The Engineer reported award of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been fulfilled and he asked the Commission to confirm award of the following contracts:

(1) Construction of the Blind Slough Bridge at M. P. 3.7 on Brownsmead Loop Road, Clatsop County. Bids received July 29, 1958. Contract awarded August 1, 1958 to Richard L. Martin Company, Oswego, low bidder.

(2) Grading the Multnomah Falls-Dodson Section of Columbia River Highway, Multnomah County. Bids received June 17, 1958. Contract awarded August 1, 1958 to Fred H. Slate & E. C. Hall Company, Portland, low bidder.

(3) Grading, paving and structure on Hillsboro-Campbell Bridge Section of Hillsboro-Silverton Highway, Washington County. Bids received June 17, 1958. Contract awarded August 1, 1958 to Warren Northwest, Inc., Portland, low bidder.

(4) Grading and oiling the West Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Highway, Yamhill County. Bids received June 17, 1958. Contract awarded August 1, 1958 to O. C. Yocom Company, McMinnville, low bidder.

(5) Paving the West Scio-Scio Section of Scio-Greens Bridge Road, Linn County. Bids received July 29, 1958. Contract awarded August 1, 1958 to Morse Brothers, Lebanon, low bidder.

(6) Stone base and oiling the Lafayette-Three Mile Lane Section of Lafayette-Three Mile Lane Road, Yamhill County. Bids received July 29, 1958. Contract awarded August 1, 1958 to O. C. Yocom Company, McMinnville, low bidder.

(7) Grading the South Fork, John Day River Section of Paulina-Logdell Road, Grant County. Bids received July 29, 1958. Contract awarded August 1, 1958 to Earl L. McNutt Company, Eugene, low bidder.

(8) Construction of Greenwood Bridge over Rickreall Creek on Greenwood County Road, Polk County. Bids received July 29, 1958. Contract awarded August 4, 1958 to Orlando C. Bennard, Portland, low bidder.

(9) Grading and surfacing Butler Bridge County Road, Lincoln County. Bids received July 29, 1958. Contract awarded August 4, 1958 to Ross Motors, Newport, low bidder.

(10) Grading and oiling Lytle Boulevard and Foothills Drive, Malheur County. Bids received July 29, 1958. Contract awarded August 4, 1958 to C. E. Leseberg, Nyssa, low bidder.

(11) Grading and stone base on Byerly Corner-West Salem Road, Polk County. Bids received July 29, 1958. Contract awarded August 4, 1958 to D. F. McKenzie, Salem, low bidder.

(12) Construction of North Albany Interchange structures on Pacific Highway, Linn County. Bids received July 10, 1958. Contract awarded August 4, 1958 to S & D Construction Company, Portland, low bidder.

(13) Construction of Gravelford Bridge over North Fork of Coquille River, Coos County. Bids received July 29, 1958. Contract awarded August 6, 1958 to Sig Andersson, North Bend, low bidder.

(14) Construction of Logsden Bridge over Siletz River on Siletz-Logsden County Road, Lincoln County. Bids received July 29, 1958. Contract awarded August 6, 1958 to Workman and Wilson, Canby, low bidder.

(15) Construction of concrete deck girder bridge over Gales Creek, Washington County. Bids received July 29, 1958. Contract awarded August 6, 1958 to R. H. Jones, Hillsboro, low bidder.

(16) Grading the Twin Buttes-Belts Road Section of Pacific Highway, Linn County. Bids received July 10, 1958. Contract awarded August 12, 1958 to Earl L. McNutt Company, Eugene, low bidder.

(17) Grading and paving Wauna-Westport Section of Columbia River Highway, Clatsop County. Bids received June 17, 1958. Contract awarded August 15, 1958 to Fred H. Slate Co. and E. C. Hall Company, Portland, low bidder.

(18) Grading and paving Seaside Section of Oregon Coast Highway, Clatsop County. Bids received June 17, 1958. Contract awarded August 15, 1958 to The United Contracting Company, Portland, low bidder.

(19) Grading and paving Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of Pacific Highway (R. H. Baldock Freeway), Multnomah County. Bids received June 17, 1958. Contract awarded August 15, 1958 to Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, low bidder.

(20) Construction of the Plympton Creek Bridge on Wauna-Westport Section of Columbia River Highway, Clatsop County. Bids received July 10, 1958. Contract awarded August 18, 1958 to R. H. Jones, Hillsboro, low bidder.

(21) Grading the Ontario-Idaho Line Section of Old Oregon Trail Highway, Malheur County. Bids received July 10, 1958. Contract awarded August 22, 1958 to Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, Salem, low bidder.

(22) Grading and oiling the McKinley Moorage-Radio Station Section of Netarts Highway, Tillamook County. Bids received July 10, 1958. Contract awarded August 22, 1958 to Dolan Construction Company, Tillamook, low bidder.

(23) Grading, stone base and oiling the Glover-Perry Section of Old Oregon Trail Highway, Union County. Bids received July 10, 1958. Contract awarded August 22, 1958 to Morrison-Knudsen Company, Inc., Boise, Idaho, low bidder.

(24) Grading and paving the Klamath Falls Section of The Dalles-California Highway, Klamath County. Bids received July 10, 1958. Contract awarded August 29, 1958 to Rogers Construction Company, Portland, low bidder.

(25) Grading, paving and bridge construction on North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway, Coos County. Bids received July 29, 1958. Contract awarded August 29, 1958 to F. L. Somers, Medford, low bidder.

The Commission confirmed the contract awards as reported.

A report was submitted by the Engineer concerning requests made by a delegation from the City of Winston at the Commission meeting on August 1. The delegation, he recalled, had complained of three items. (1) Drainage on the easterly side of Old US 99. (2) Drainage on ORE42, just westerly from the junction with Old US 99. (3) Speed zone on ORE42 at the westerly limits of Winston. Concerning Item No. 1 he stated that an investigation disclosed that the runoff from roofs, driveways, sidewalks, etc. has increased and the existing culverts on Old US99 are inadequate. He recommended that more adequate pipes be installed at a cost of $4,000. Concerning the second request, the principal cause of the trouble, he stated, is the fact that the drainage westerly from the ORE42 and US99 junction has been restricted by construction of buildings and placing of inadequate drainage structures. This condition is in an area not controlled by the Highway Commission and he recommended that corrective measures be undertaken by the City of Winston. In connection with the matter of a speed zone, he pointed out that a reduced speed of 40 miles per hour outside the city was posted on June 30. The City now requests that the 40 mile per hour speed limit be reduced. Speed zoning within the City, he pointed out, comes under the jurisdiction of the State Speed Control Board and it was his understanding that they had taken action recently establishing a 35 mile per hour speed zone within the City. He also recalled that the delegation had requested a city project under the $250,000 special gas tax street fund. This request, he stated, will be handled along with other requests in a report to the Commission at a later date. The Commission approved his recommendations.

The Commission considered a report submitted by the Engineer on a request from the Coos County Court that the State improve the Golden and Silver Falls Road within the Golden and Silver Falls State Park area. The Engineer commented that according to the County's estimate, the cost to improve the road and replace a bridge below the Falls would be between $50,000 and $75,000. The road, he continued, is a county road not on the Federal-aid System and several other secondary roads in the county carry a higher priority for improvement. He mentioned particularly the Powers Highway and the Cape Arago Highway. It was his recommendation in view of these facts that the County Court be advised that the State does not have funds to participate in the project. The Commission approved the recommendation.

Because of construction activities, and to protect the traveling public, the Engineer reported that construction speed zones had been established as follows:

(1) 35 mile per hour speed zone on the East Unit, Shogren-Rowena Section of the Columbia River Highway between M.P. 72.27 and M.P. 74.74, effective August 18, 1958, at 11:30 a.m.

(2) 25 mile per hour speed zone on the 42nd Avenue-122nd Avenue Section of the Banfield Freeway in Portland, M.P. 3.10 to M.P. 8.19, effective 11:00 a.m. August 26, 1958.

The Commission confirmed the reduced speed zones.

The Commission considered items of unfinished business appearing on the Secretary's Summary, dated August 1, 1958, as follows:

(1) Request of Representative Fred Meek for construction of a museum building at Champoeg State Park: The Parks Superintendent submitted a report on this matter earlier in the day and the Commission ordered the item removed from the list of unfinished business.

(2) Letter from Senator Richard L. Neuberger regarding designation of Champoeg State Park as a national park or shrine: The Parks Superintendent submitted a report on this subject earlier in the day so the item was ordered removed from the list of unfinished business.

(3) Request of Tillamook County Court and others that the State take over as a State Park the Bayocean area between Tillamook Bay and the Pacific Ocean: A report had been submitted by the State Parks Superintendent on this matter earlier in the day so the Commission ordered the item removed from the list of unfinished business.

(4) Resolution adopted by the Legislative Highway Interim Committee recommending establishment of a State park at Unity Reservoir in Baker County and an expenditure of $25,000 for development in 1958:

As the Parks Superintendent had presented a report on this matter earlier in the day, the Commission ordered the item deleted from the list of unfinished business.

(5) Request by City of Springfield that Second and Third Streets in Springfield be designated as a couplet and added to the Federal-aid Secondary Highway System: The Engineer stated that his report on this matter is not ready due to the fact that the City apparently has plans for construction of this couplet as an urban project, and he asked that the matter be retained on the list of unfinished business until plans can be coordinated with the City. The Commission ordered the item retained on the list.

(6) Request from Coos County Court for improvement of the road at Golden and Silver Falls: A report had been submitted earlier in the day by the Engineer and the Commission ordered this item removed from the list of unfinished business.

(7) Proposed restriction of outside employment by highway employees: The Engineer recalled that at the previous Commission meeting a resolution had been approved restricting outside employment by Right-of-Way employees. He recommended that a similar resolution be adopted restricting outside engineering work by engineering employees. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The item is to be removed from the list of unfinished business.

(8) Request of Winston delegation for improved drainage facilities in the City of Winston: A report had been submitted earlier in the day by the Engineer, and the Commission ordered the item removed from the list of unfinished business.

Installation of a traffic signal at the intersection of Greenwood Avenue, US20, and East Third Street in the city of Bend was discussed. The Engineer stated that an investigation was made which indicated the need for a traffic signal. The City, he said, has agreed to pay 50 per cent of the total cost involved, which is estimated at $10,000, and to maintain and operate the signal at City expense. Upon his favorable recommendation, the Commission approved the installation.

The Commission also considered an agreement with the Southern Pacific Company covering the installation of illumination facilities at a grade crossing of its tracks with the Salmon River Highway between Sheridan and Willamina. The Engineer explained that under the terms of the agreement the cost of the installation will be shared equally by the Railroad Company and the State but the operation and maintenance of the lights will be a responsibility of the State. He recommended that the installation be made for the safety of the traveling public, at a total estimated cost of $700. The Commission approved the project on such basis.

The Commission approved increases in project authorizations on the following state highway contracts, as recommended by the Engineer:

1. Contract No. 5075 - Construction of Thomas Creek Bridge on the Klamath Falls-Lakeview Highway in Lake County, increased in the amount of $2,967.09 due to an increase in general excavation.

2. Contract No. 5068 - Anlauf Slide Correction Project on the Pacific Highway in Douglas County. An increase of $1,950 was approved because of signing, illumination, and barricades to carry the job through the winter season.

In constructing the North Plains Interchange Project on the Sunset Highway, the Engineer explained that it was necessary to construct a service road connecting with the Hillsboro-North Plains County Road. Washington County, he said, has now agreed to take over the service road as a part of its county road system. The right of way, he continued, was acquired by the State and it is now proposed to deed it to Washington County, and he so recommended. The Commission approved the transfer of the road to the County as recommended.

The Engineer requested an increase in authorization for reballasting a section of the Union Pacific Railroad tracks adjoining the Columbia River Highway between Mosier and Rowena. He explained that in the original agreement entered into with the Railroad Company the State agreed to indemnify the Railroad Company for unusual maintenance for a five-year period from the time of reconstruction. The original estimate approved by the Commission at its June meeting contemplated the cost of reballasting in the amount of $4,500. However, the Railroad Company has now stated that this cost is entirely too low and has re-estimated the cost at $35,100 for widening and raising portions of the railroad grade. A joint study was made with the Railroad Company engineers and a compromise plan was worked out involving lowering of the railroad grade, reducing the estimated cost to $20,000. He recommended approval of the revised estimate. The Commission accepted his recommendation.

The Engineer reported that the following cities and towns have submitted plans for expenditure of State Tax Street Funds accrued to them during the second half of 1957:

Dayton	$2,315.31
Dufur	1,784.15
Granite	10.22
Hines	3,980.29
Monument	783.12
North Powder	1,402.80
Yamhill	1,702.43

The cities, he continued, have complied with provisions of the law and he recommended that the plans be approved. The Commission

approved plans by adopting the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission considered a proposed expenditure of $30,000 for construction of a maintenance headquarters building on the North Santiam Highway near the town of Detroit. The Engineer explained that in 1954 the U. S. Forest Service had granted the State a permit to use their land and buildings a short distance west of Detroit for maintenance headquarters. They now require the property for their own purposes and have asked that it be vacated by January 1, 1959. A site suitable for construction of a new headquarters has been located approximately one mile east of Detroit and adjoining the North Santiam Highway on a tract consisting of 3.3 acres acquired from Marion County. He recommended development of the site for maintenance purposes and construction of a standard masonry block building, 36' x 111' in dimension, at a total estimated cost of $30,000. The Commission approved the project as recommended.

Authority was requested by the Engineer to expend approximately $125,000 to construct a sign shop and storeroom building to be located just west of the new Sign Department Office Building in the Highway Shops area east of Salem. He pointed out that the Sign Shop working areas are no larger than they were ten years ago while the volume of work has increased by 60 per cent. The building presently used was constructed ten years ago to provide two-year temporary quarters and has deteriorated to such an extent that it should be torn down and removed. The new building would provide adequate storage space and permit the moving of supplies by fork lift trucks rather than by hand. Chairman McIver inquired as to whether the new building would be of fireproof construction. After some further discussion, the Commission approved construction of the building but instructed the Engineer to check into the feasibility of installing adequate fireproof facilities.

An additional expenditure of $9,612.50 was requested by the Engineer in connection with the purchase of an IBM Model 407 Accounting Machine. He explained that at the last Commission meeting the Commission approved purchase of certain units from the IBM Corporation, the price of the units being based on their age. The cost of the accounting machine was computed at an age of three years but it has since been determined that the machine is only one year old, the price therefore being $9,612.50 higher than originally figured. The Commission approved the additional expenditure.

The Engineer presented for the Commission's consideration a budget covering the 1959-61 biennium. He explained the budget briefly, pointing out that revenues in the amount of $195,767,429 are anticipated. Expenditures for the same period are estimated at $192,884,000. He also pointed out that the budget anticipated an unexpended balance on June 30, 1961 in the amount of $2,883,429, considerably below the safe balance of $6,000,000 deemed necessary. The budget, he continued, is based on taking advantage of only 75 per cent of available federal funds,

because of the fact that only known sources of revenues can be used in its preparation. He also pointed out that an additional $4,000,000 annually in revenues would mean that an additional $20,000,000 could be added each year to the program, or, in other words, each $4,000,000 in state funds would provide $16,000,000 in federal funds. Chairman McIver commented that maintenance costs have increased very little. The Engineer replied that maintenance costs would have decreased except for the fact that as new highway sections are constructed it is necessary to retain many of the old sections, thereby increasing the mileage to be maintained. He also commented that the Maintenance Department operates on a very efficient basis. This matter was discussed at considerable length but action was deferred until later in the session to allow further study. (On the following day the Commission approved the budget as presented.)

A tabulation showing the proposed distribution of fiscal year 1960 Federal-Aid Secondary Funds to each county was presented by the Engineer, who explained that the allocations have been made in accordance with the formula proposed by the Association of Oregon Counties and approved by the Highway Commission. Upon his favorable recommendation, the Commission approved allocations to the counties as follows:

FISCAL YEAR 1960 FAS ALLOCATION TO COUNTIES

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Baker	$ 38,047	$ 63,000
Benton	46,611	78,000
Clackamas	152,017	253,000
Clatsop	48,630	81,000
Columbia	59,318	99,000
Coos	71,690	119,000
Crook	37,485	62,000
Curry	28,272	47,000
Deschutes	49,244	82,000
Douglas	102,649	171,000
Gilliam	26,587	44,000
Grant	35,783	60,000
Harney	42,031	70,000
Hood River	39,188	65,000
Jackson	81,378	136,000
Jefferson	34,484	57,000
Josephine	50,455	84,000
Klamath	68,725	115,000
Lake	45,874	76,000
Lane	159,247	265,000
Lincoln	55,106	92,000
Linn	91,557	153,000
Malheur	78,517	131,000
Marion	128,921	215,000
Morrow	36,204	61,000

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State & Counties Match Money (Rounded to Thousands)
Multnomah	$ 182,870	$ 305,000
Polk	64,846	108,000
Sherman	25,674	43,000
Tillamook	49,683	83,000
Umatilla	82,747	138,000
Union	38,416	64,000
Wallowa	35,906	60,000
Wasco	37,714	63,000
Washington	119,321	199,000
Wheeler	26,552	44,000
Yamhill	68,251	114,000
	$2,340,000	$3,900,000

Summary, Entire State - Fiscal Year 1960 Funds

Total Federal Funds	$4,751,847
Less Planning Survey (Approximately 1-1/2%)	71,847
Total for Construction	$4,680,000
County Share (50% of Total for Construction)	$2,340,000
Plus Estimated Required Match Money: State Funds	780,000
County Funds	780,000
Total County Road FAS Fund ..	$3,900,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on basis of rural population, and 15% on basis of total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent 60% of Total County Road FAS Fund with State and County Funds estimated to be 20% each.

A list of projects in six counties to be financed with 1960 Federal-Aid Secondary Funds was presented by the Engineer. These projects, he stated, have all been approved by the counties and he recommended that they be approved by the Commission. The Commission approved the following projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58).	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58).	55,000

September 11, 1958

County	FAS Hwy. No.	Section & Description	Programmed Amount
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57).	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57).	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58).	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58).	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance	$3,483,000

The Engineer exhibited a map on which he pointed out a proposal submitted by Mr. Bryce Bennett, State Highway Engineer of Idaho, for a change in the Baker-Homestead Highway downstream from Oxbow Dam. This proposal, he explained, involves the State of Idaho, Adams County, Idaho, and the Idaho Power Company, for which Mr. Bennett is acting as coordinator. The proposal provides that the Idaho Power Company shall construct a new bridge across the Snake River, about one-half mile downstream from Pine Creek, and shall construct a suitable roadway to clay pits located about three miles northeast from the proposed bridge. About two miles of road to be built by Adams County would provide for a connecting road from the clay pits to the existing Windy Ridge County Road, thus providing a more suitable roadway between the Copperfield area and Idaho points. The existing Ballards Bridge and (with the consent of the Legislature) the roadway on the left bank of the Snake River extending from the new bridge near Pine Creek to Ballards Bridge could be abandoned. The proposal as submitted does not state definitely who is to maintain the new road from Pine Creek to Ballards Bridge. On the assumption that the Highway Commission would be relieved of maintenance of the existing road from Pine Creek to Ballards Bridge, and that other details could be adjusted, the Engineer recommended that the proposal be accepted, its terms to be covered by an appropriate agreement. He also recommended that the Legal Department prepare necessary legislation to remove from the primary highway system the existing road from

Pine Creek to Ballards Bridge. The Commission accepted his recommendations and authorized negotiations on such basis. The Chief Counsel was instructed to prepare legislation as may be required.

The Commission considered and, based upon the recommendation of the Engineer, granted the request of contractor, Tom Lillebo, for an extension of time within which to complete Contract No. 4652, from July 15 to and including August 7, 1958. This contract involves construction of the Yaquina River Bridge on the Toledo-Elk City County Road in Lincoln County. Reimbursement for engineering expense and other expenses incurred by the State in connection with the work involved during the period of the extension was waived by the Commission. The action taken by the Highway Commission was based upon the recommendation of the Engineer and his report which considered but did not necessarily adopt either or any of the reasons given by the contractor in his request for such extension of time. (For details, see copy of the contractor's request and the Engineer's recommendation on file in Contract No. 4652, in the Secretary's Office in Salem).

The Engineer reported that contract Nos. 4652, 4654, 4911, 5000, 5031, 5058, 5062, 5105, 5106, 5113, 5114, 5118, 5121, 5130, 5135, 5149, 5150, 5172, 5180, 5186, 5188, 5193, 5195, 5196, 5215, 5223, 5225, 5233, 5235, 5242, and 5267 for highway construction have been completed according to the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Out-of-State Travel Authorization was requested by the Engineer and authorized by the Commission for the following Highway personnel: Roy C. Edgerton, Research Engineer, to attend meeting of Highway Research Board Committee on Surface Drainage September 15-16, 1958, at Fort Collins, Colorado. Estimated cost at $200.

Attendance at the Annual Conference of the American Association of State Highway Officials in San Francisco, December 1 through 5, 1958, was approved for the following people: M. K. McIver, Chairman; Robert B. Chessman, Commissioner; Kenneth N. Fridley, Commissioner; W. C. Williams, State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer; G. S. Paxson, Assistant State Highway Engineer; Leonard I. Lindas, Chief Counsel; C. H. Maison, Auditor, and Tom Edwards, Construction Engineer.

Gene Huntley, Director of Personnel and Public Relations, to attend the annual convention of Okanogan Cariboo Trail Association in Kelowna, B. C., September 5-6, 1958, at an estimated cost of $150. Confirmation of authority previously granted.

G. S. Paxson, Assistant State Highway Engineer, and Ivan D. Merchant, Bridge Engineer, to Spokane, Washington, August 7-8, 1958, concerning equipment to be used on the Portland-Vancouver Interstate Bridge. This is a confirmation previously authorized by telephone.

G. S. Paxson, Assistant State Highway Engineer to go to Seattle, Washington, August 26-27, 1958, to confer with the Chief Engineer of the Washington Toll Bridge Authority regarding the proposed Columbia River Bridge at Astoria, at an estimated cost of $31.70. This is also confirmation of authority previously given by telephone.

Tom Yates, Supervisor of the Data Processing Section, to attend a meeting to be conducted by IBM Corporation in San Jose, California, during September 22-26, 1958, at an estimated cost of $135.

W. C. Williams, State Highway Engineer, to attend the National Conference on Highways and Urban Development at Syracuse University in New York, October 5-9, 1958, and a session of the Test Road Advisory Committee and AASHO Transport Committee at the test road site in La Salle, Illinois, October 14-16, 1958, at an estimated cost of $580.

The Commission discussed a letter received from Robert Y. Thornton, Attorney General, regarding the attendance of assistant attorneys general at the annual meeting of the Oregon State Bar Association in Gearhart during September 24-27, 1958. The Commission approved the attendance of attorneys employed by the Highway Commission as the Chief Counsel sees fit to send.

The Engineer reported that on June 30, 1958, a survey party was making a survey in Junction City and a neon sign belonging to the Maple Leaf Motel was accidentally struck and broken by a level rod. He recommended that the owners of the motel, Mr. M. L. Christensen and Mrs. H. Christensen, be reimbursed for the cost to repair the sign which amounted to $24. The Commission approved the payment, but instructed the Engineer to present the claim to the Highway Department's insurance carrier for reimbursement.

The Commission also considered a claim submitted by the American Insurance Group for alleged damage on July 23 to a car belonging to Ingvald Nygaard. The Engineer reported that the car was apparently sprayed with green paint while crossing the Youngs Bay Bridge near Astoria on July 23, 1958. An investigation disclosed that a state maintenance crew was painting the Youngs Bay Bridge with green paint at that time and it was the Engineer's opinion that the possibility is remote that the damage could have occurred in any way other than as claimed. He recommended that the Insurance Group be reimbursed in the amount of $40, which they had paid to a commercial garage for removal of the paint and repolishing of the car. The Commission approved the payment.

A request was considered from the U. S. Air Force for permission to erect a recruiting sign on the southerly side of the right of way

of the Willamina-Salem Highway near M. P. 23.71. The Engineer stated that the type of sign complies with Oregon Laws and the proposed location and sign message have been approved. Upon his favorable recommendation, the Commission approved issuance of a permit for the sign installation.

The Commission also gave attention to a request from B. S. A. Logging Company of Brightwood, Oregon, for a permit to haul approximately 100,000 F. B. M. of down and salvage timber on solo trucks from Forest Service property over the Mt. Hood Highway from M. P. 61.30, near Barlow Creek, to the junction with the Warm Springs Highway. The Engineer pointed out that a similar request had been made in 1954 and had been granted under certain stipulated conditions. Because of the short hauling season that remains this year, the Logging Company, he stated, had requested that the permit be expedited and telephonic approval had been received from Chairman McIver and Commissioner Chessman. He requested that the action be confirmed. The Commission confirmed the granting of the permit.

The Engineer stated that he has made extensive studies of the engineering organization concerning possible changes to handle the vastly increased work load occasioned by construction of the Interstate System. It was his opinion that to properly handle the large amount of engineering caused by the construction of the Interstate System within the Portland area a new engineering office should be established at the Division Engineer level, to be located in the City of Portland, to handle all planning, location, preliminary design and construction in the Portland metropolitan area. He pointed out that no change would be made in the existing Division I as to area or in the formula of allocation of funds, and the existing Division I Office would continue to handle all matters outside of the Portland urban area, and all maintenance work in and outside of Portland as it now does. He recommended that Mr. Lloyd P. Shaw be appointed in charge of this work as Civil Engineer V, with a title of "Metropolitan Engineer". The Commission approved the Engineer's recommendation.

The Commission approved the Secretary's report on papers signed by him in behalf of the Commission during the period of July 28 through September 5, 1958.

The Commission confirmed the next regular meeting date for October 23-24 in the Conference Room of the State Highway Building in Salem. This meeting is to start at 10:00 a. m. on both days. A tentative date for the following meeting was set for December 11-12, 1958.

The Engineer reported that Mr. A. F. Parson, Division Engineer at La Grande, has called attention to the need for a "no parking" restriction on the right of way of the La Grande-North Powder Secondary Highway between M. P. 1.60 and M. P. 1.74 because a small race track established at that location has created a tendency for cars to be parked on the shoulders. He recommended that parking of vehicles be prohibited on both shoulders of the highway between the milepoints mentioned. The

Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and, upon the favorable recommendation of the Engineer, adopted a resolution allowing certain types of vehicles to haul loads up to 76,000 pounds and up to 60 feet in length over certain sections of state highways which have been determined as able to accommodate loads in excess of the statutory limitations without the necessity of securing special permits. The Commission adopted the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer pointed out that the Commission on April 27, 1943 and September 21, 1949, adopted a resolution designating certain highways as through-stop highways, among which were the Amity-Dayton Highway No. 155, and the Salem-Dayton Highway No. 150. Changes in the alignment of these highways, he said, necessitate changes in the resolutions designating them as through-stop highways, and he so recommended. He also recommended that a four-way stop be established at the junction of these two highways in the City of Dayton. The Commission approved the changes as recommended by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" and "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer presented a form of bargain and sale deed conveying to Bernard I. Parent excess right of way on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County. Sale of this property, he commented, was previously authorized by the Commission for a consideration of $2,000. He asked the Commission to approve and sign the deed. The Commission approved the deeding of the property to Mr. Parent.

The Commission discussed with the Engineer problems to be presented by delegations scheduled to appear on the following day but deferred action pending appearance of the delegations.

Commissioner Fridley inquired as to when a hearing could be held concerning the proposed rerouting of US30 through the City of The Dalles. It was his opinion that a hearing should be held as soon as possible in order to resolve the final location of the highway. Chairman McIver inquired of the Engineer if the location of the route had been determined from an engineering standpoint. The Engineer replied in the affirmative. The Commission authorized the holding of a hearing in The Dalles as soon as the necessary legal requirements can be taken care of. (This hearing was conducted by Commissioner Fridley at 10:00 a.m. on October 3, 1958).

The Engineer brought to the Commission's attention that the present Secretary to the Commission, Mr. H. B. Glaisyer, is scheduled to

retire on October 31 as he will be 70 years old November 2. As the retirement of the Secretary will require the appointment of a new Secretary, it was his suggestion that the Commission take action at this time to appoint Mr. Glaisyer's successor so that the necessary personnel actions and other details can be taken care of. He recommended appointment of Mr. Floyd A. Query, who has been acting as Assistant Secretary for the past eleven years, for a three-year term, beginning November 1, 1958, at a monthly salary of $810.00. The Commission approved the appointment of Mr. Query by adopting the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Chief Counsel reported a proposed settlement of a condemnation action against A. F. Winters in the amount of $1,350.00 for property located on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County. The settlement, he continued, is not much in excess of the appraised value of the property. The Commission approved the settlement.

Commissioner Fridley inquired as to what agency is responsible for the roadway approach from the Columbia River ferry landing at Biggs to its connection with US30. He gave as his understanding that the road is not a county road and he inquired, inasmuch as it is used as the route of US97, if it should be maintained by the State. The Chief Counsel was instructed to determine the status of the road as to ownership and responsibility for maintenance.

Commissioner Fridley also inquired as to the policy of the Commission concerning construction of approaches to bridges that cross the Columbia River. The Engineer and Chairman McIver stated that the Commission in the past has made no contribution for construction of such approaches.

The Commission signed agreements and other papers as follows:

"Indentures of Access" on the following properties:

(a) Barstad property on Onion Flat-Middleton Section of Pacific Highway West, Washington County.

(b) Northwest District of the Lutheran Church, Missouri Synod, property on Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County.

(c) Gardner property on Myers Creek-Brookings Section of Oregon Coast Highway, Curry County.

(d) Richardson property on Richardson-Siuslaw River Unit of Richardson-Walton Section of Richardson-Eugene Highway, Lane County.

"Right of Way Easement" with Bureau of Reclamation covering a right of way easement on the Tunnel-Namorf Unit of the Central Oregon Highway, Malheur County.

"Release and Waiver of Restrictions of Access Use" form with Charles A. Beyer changing the access on his property from private residential to unrestricted.

"Deed" to Umatilla County 1.03 acres near city of Athena with privilege on part of State to repurchase in three years for same purchase price.

"Permit" U. S. Air Force to erect a recruiting sign along southerly side of Willamina-Salem Highway.

"Agreement" with Southern Pacific Company covering installation and illumination at a grade crossing of its tracks between Sheridan and Willamina.

"Lease Renewal" with Farmer C. Hale, et al of Noti, near the Richland-Eugene Highway in Lane County.

"Bargain and Sale Deed" for excess right of way from the former Crooch property on the Deady-Shady Section of the Pacific Highway in Douglas County in the amount of $7,000.

"Bargain and Sale Deed" for excess right of way from the Ronne property on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County in the amount of $2,000.

"Agreement" with City of Empire to install traffic signals at the intersection of Newmark Avenue and Ocean Boulevard. (Approved June 19, 1958).

"Supplemental Agreement" with Josephine County re changes to be made in the drainage plans of the Redwood Interchange on Redwood & Pacific Highways. (Approved October 31, 1957).

"Maintenance Agreement" with Clatsop County re bridge over Saspal Slough. (Approved May 8, 1958).

"Finance Agreement" with Clatsop County covering Saspal Slough Bridge on FAS Highway 757. (Approved May 8, 1958).

" Maintenance Agreement" with Josephine County covering Grave Creek (Leland) Bridge on FAS Highway 850. (Approved May 8, 1958).

"Finance Agreement" with Josephine County covering Grave Creek (Leland) Bridge on FAS Highway 850. (Approved May 8, 1958).

"Maintenance Agreement" with Curry County covering Crook Creek Bridge on FAS 876. (Approved June 19, 1958).

"Finance Agreement" with Curry County covering Crook & Edison Creek Bridges on FAS 876 and 878. (Approved June 19, 1958).

"Maintenance Agreement" with Multnomah County covering 122nd Avenue-136th Avenue Section of FAS 638. (Approved May 8, 1958).

"Finance Agreement" with Multnomah County covering 122nd Avenue-136th Avenue Section of FAS 638. (Approved May 8, 1958).

"Maintenance Agreement" with Wallowa County covering Prairie Creek Section of FAS 480. (Approved July 31, 1958).

"Finance Agreement" with Wallowa County covering Prairie Creek Section of FAS 480. (Approved July 31, 1958).

"Bargain & Sale Deed" to the Port of Brookings for a parcel of land on the Brookings-California Line Section of Oregon Coast Highway in Curry County.

"Supplemental Agreement" with the National Academy of Sciences covering the continuation of their Highway Laws Study.

The meeting adjourned at 4:10 p. m.. to reconvene on the following day at 10:00 a. m.

Salem, Oregon
September 12, 1958

The meeting of the Oregon State Highway Commission reconvened at 10:00 a. m. in Room 418, State Highway Building. The following people were present:

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Assistant Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner R. B. Chessman was excused from attending.

The Commission considered the adoption of the budget for the State Highway Department for the 1959-1961 biennium, totalling $192,884,000, which had been submitted to the Commission by the Engineer on the previous day. After careful consideration the Commission adopted the budget as presented and authorized the Engineer to forward it to the Budget Division of the Department of Finance and

Administration. (For details of the budget as approved, see copy of budget filed in the Secretary's Office under the heading "Highway Department's Budgets 1958").

The Engineer requested permission to construct concrete pavement on the seven-mile section of the Pacific Highway from Albany south to Lebanon Road. He explained that he would like to let one more contract using concrete pavement to determine whether or not the contract cost of this pavement will be reduced. If the prices do not show some material decrease, it was his thought that concrete pavement should not be used in rural areas. After considerable discussion of the benefits and maintenance cost of asphalt pavement compared with concrete pavement, the Commission authorized the use of concrete pavement on this section of highway.

A delegation representing the Portland Chapter of the Associated General Contractors appeared before the Highway Commission regarding rejection of the low bid submitted by Contractor George E. Blaisdell & Son on July 10, 1958 for construction of the Bullards Bridge-Bandon Section of US101 in Coos County. The following people were present: A. H. ("Bill") Harding, Manager of AGC; Fred Slate; and J. R. Wininger; all from Portland; George Blaisdell, Jr., and Shirley Stone, Oswego; and Leo Levenson, Lawyer, Portland. Mr. Wininger acted as spokesman for the group. He stated that he represents the Associated General Contractors, which is protesting the action taken by the State Highway Commission on the rejection of bids for the grading and oiling of the Bullards Bridge-Bandon Section of the Oregon Coast Highway, Coos County, on which bids were received July 10, 1958 and on which George E. Blaisdell and Son, Portland, was the low bidder in the amount of $267,357.50. The Board of Directors of the Contractors Association, he advised, have gone on record protesting this action of the Commission. Their reasons for doing so were that since all bids were submitted in good faith and the low bid was below the Engineer's estimate, they could see no reason why the job should not be awarded to the low bidder. It was their feeling that an objection submitted by a local materialman was not sufficient reason or good policy on the part of the Commission to reject the bids. Chairman McIver advised the group that the Commission has spent considerable time on this particular project and that the specification called for in the bid is a new one which resulted in some misunderstanding between the local supplier and the Highway Department. He pointed out that a local supplier claimed that he could furnish material at a much lower price which would naturally be a great advantage to the State. The Commission, he continued, after carefully weighing all of the facts, came to the conclusion that this job should be readvertised because the reduction in price would apply not only to this contract but to future contracts and would eventually result in savings to the State. Mr. Levenson stated that he is appearing for the contractor, George E. Blaisdell and Son, who was the low bidder on this job. He pointed out that his clients take the position that they made a legitimate bid and the contract should be awarded to them, and that it is unfair to reject their bid. It was his feeling that even though the Commission has a legal right to reject the bid, a dangerous precedent would be set on future lettings as a result of this action by

the Commission. Mr. Slate spoke in behalf of the AGC. He stated that he did not believe it good policy for the Commission to open up the field to outside individuals' judgment concerning engineering practices. Changes, he said, should be made before bids are called -- at least before bids are opened. He expressed the opinion that if bids are in order, placed in good faith, and based upon the specifications as furnished, the contract should be awarded and not opened up for community or individual protest. Chairman McIver explained to the group that as a general rule the action taken in this case is not standard policy of the Commission but is very much the exception. He stated that it is the Commission's opinion that to award the contract would be wrong since there was a misunderstanding between the supplier and the engineering department. He pointed out that the Commission as custodian of public funds has the obligation of seeing that all roads are built as cheaply as possible. Mr. Stone, who is associated with George Blaisdell and Son, stated that he believed Blaisdell and Son had been hurt by the Commission's rejection of this bid. He suggested that if the Commission wanted to change its specifications then the contract should be awarded to George E. Blaisdell and Son and negotiations carried on with them if it will save the State money. Mr. Williams explained that the information which was received and which the Engineering Department did not have at the time the bids were opened indicated that the State of Oregon would be materially benefited, not only in this job but many times over in future jobs. He stated that the Commission did not act without full consultation with the engineers and that a situation such as this will not be apt to happen again. Mr. Harding concluded by thanking the Commission for the opportunity of presenting this matter.

County Judge O. E. Effenberger, Tillamook County, headed a group which appeared before the Commission regarding construction of the Garibaldi-Bay City Section of US101. Others in the group were: W. Schulmerich, County Commissioner; A. H. Tilden, County Commissioner; Charles Ross, Chairman of Roads Committee of the Chamber of Commerce; and Buford Wilkerson, Manager of Tillamook Chamber of Commerce; all from Tillamook. Judge Effenberger introduced the group and explained the need for construction of this highway section. He expressed the hope that the Commission could find some money to do this job. Mr. Ross told the Commission that it is hard to make the people of Tillamook County understand that federal monies which are being spent in large sums cannot be transferred from interstate highways to other state highways, and as a result their group is under pressure to get this construction done. Mr. Tilden asked for new construction of the road between Tillamook and Garibaldi because he feels he is jeopardizing his life and property every time he travels this section. Mr. Schulmerich stated that this road would be a great asset to Tillamook County and in its present condition development of their county is being hindered. He expressed appreciation for the work that has been done in Tillamook County and expressed hope that an early start could be made on this project. In looking over the Commission's construction program he had noticed many projects scheduled in neighboring counties and he inquired if some of these projects could not be divided up a little so they could get some relief in their area. In response to Judge Effenberger's request for a definite

answer as to when this job could be done, Chairman McIver asked the Engineer to explain the Commission's position. Mr. Williams exhibited a map of the section in question. He explained that it will cost about $3,700,000 to construct it, such amount being the entire two years' allocation for Division No. 2 in which Tillamook County is included. He pointed out that there are many other demands in that division for improvements which would cost almost twice as much money as is available, so that the Commission is very hard pressed for funds. Chairman McIver pointed out that the Commission is putting the available money where it feels it will do the most good for the greatest number of people; however, he added, the Commission will take another look at their project next December when allocation of funds will be made. In conclusion, Judge Effenberger commented that Tillamook County has a number of projects for consideration by the Commission, among which is the bridge on the Netarts Highway west of Tillamook. He said that traffic is getting quite heavy on this highway and that the bridge is very narrow and has deteriorated to the point where it may collapse within the next two or three years. Chairman McIver assured the group that the Commission will keep this project in mind.

Mr. Joe Richards, Attorney for Olsen-Johnson Equipment Company, Eugene, and Mr. Wayne Johnson, owner of Olsen-Johnson Equipment Company, appeared before the Commission regarding modification of access restrictions involving the Pauline Walton property at the northeast corner of US99 and East Broadway Avenue in Eugene. Mr. Richards pointed out on a map the property in question and explained that Olsen-Johnson Equipment Company has an option to purchase the property from Mrs. Walton, on which property it proposes to construct an office building, but the existing 12-foot access cannot be used for commercial purposes. At the present time, he stated, this access is used for ingress only as there is an access on the other side of the property that is used for egress, and it is their plan to continue to use the property in the same manner; however, it will be necessary to widen the ingress access on US99 from 12 feet to 32 feet. He pointed out that presently the Walton property is zoned for commercial use and is no longer valuable for residential purposes. He stated that the owner of the property adjoining on the east has the right to commercial access not five feet from the Walton property line. At the request of Chairman McIver, the Engineer explained that the access is restricted because of traffic hazards -- traffic volume on this highway section being in excess of 20,000 vehicles per day. The Walton property, he continued, is on a rather sharp curve and any ingress or egress movements within that curve set up a definite traffic hazard. He also recalled that the Commission paid heavy damages to acquire access rights, and he could not recommend changing it to a commercial access; however, he would be glad to investigate the access mentioned to the east of the Walton property to see if something could be worked out. Mr. Richards explained that the property owner to the east of Mrs. Walton is attempting to acquire her property since he already has commercial access. He mentioned that if the safety feature could be overcome some reasonable price could be agreed upon. Chairman McIver advised that the Engineer will take another look at the property in question and he will advise them of his findings, but that the Commission's primary concern is the safety of the traveling public.

A delegation representing the "Housewives for 42" appeared before the Commission regarding further improvement of Highway 42 (Coos Bay-Roseburg Highway). The group was composed of the following: Mrs. Paul Hammer, Co-Chairman of the "Housewives for 42"; Alice Hammer; Mrs. George Lynn, Mrs. Elden Prodie; Mrs. Gordon MacKerrow; Mrs. Harold Stemmler; and Mrs. Robert Powrie; all from Myrtle Point; B. L. Higgins, Manager, Coos County Chamber of Commerce; Bob Harrington, Manager of Port of Coos Bay; and Hon. James W. Harrison, Judge of Coos County; all from Coos Bay; and George Burr, Mayor of Coquille. Mrs. Hammer introduced Judge Harrison who is chairman of a newly formed committee in Coos County. Judge Harrison stated that the primary purpose of their appearance is to help promote Highway 42 and get it reconstructed to modern standards. He introduced the delegation and the members of the committee and advised that this new committee represents unity in the entire Coos County area and should prove that the improvement of Highway 42 is a necessity. He offered whatever assistance the County can give in regard to road problems, and stated that it is their desire to support the Commission and the State Legislature in the quest for the necessary funds to build this road. He expressed appreciation for the money that has been allocated to Highway 42 between Coquille and Myrtle Point; however, he said, they would like to see definite plans and commitments made for the continuation of the improvement of Highway 42 to Highway 99. They are aware of the movement for a route from "Winnemucca to the Sea" but would like to have Highway 42 completed into the Port of Coos Bay as the western termination of that route. He inquired as to what plans the Commission has for road improvements in their area, especially on Highway 42. Chairman McIver advised that the Commission can give them no additional information until its budget meeting in December. The Engineer pointed out that several years ago the people of Coos County gave top priority to other highway sections in their county and monies were allocated to those sections for a period of five years. That period, he continued, has two years to run so that all the money is tied up for at least two more years. Judge Harrison inquired regarding monies from bond issues which were used for construction of Highway 101. He stated it might have some effect on how much effort they would put forth in raising bonds. The Engineer gave him the information he requested. Mayor Burr said that he believed more forest products are hauled over Highway 42 than any other highway in Oregon, and he thought it unfair to the Commission that no forest funds are used. The Engineer explained that Forest Road funds can be used only on highways within the limits of a national forest, and Highway 42 cannot qualify for such funds. Judge Harrison concluded the discussion by thanking the Commission for their time.

The State Parks Superintendent brought to the Commission's attention a report on state park usage during the current year compared with the same period in 1957. He advised that there were 6,133,078 visitors to the parks in 1958 through the end of July, while for the same period last year there were 5,136,815 visitors, and that if the increase continues the State probably will entertain in excess of 10,000,000 visitors to the parks for the year 1958. He also mentioned particularly the large increase in attendance this year at Fort Stevens State Park and at

Rooster Rock State Park. This trend, he said, is also noticed in the overnight camping areas where through June 30, 1958 there were 70,356 campers whereas during the same period last year there were only 50,839, an increase of 38 per cent. The Parks Superintendent was requested to furnish the Commission a written report on the subject.

Chairman McIver inquired about the progress of the motion picture on state parks that is being made by the Travel Information Department. He was informed that the picture is in the final stages and should be finished by November.

As there was no further business to come before the Commission at this time, Chairman McIver declared the meeting adjourned at 11:50 a. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

September 11 and 12, 1958

EXHIBIT "A"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27434 Southern Pacific Company; Alaska Junk Company (Smith)
Right of Way, S. W. Sheridan & Moody, Stas. 78-85
Option expires January 14, 1959
Deed signed from S. P. Co. July 18, 1958

2.171 acres at $15,000 per acre	$ 32,565.00	
Improvements and equipment	255,100.00	
Amount to be paid Southern Pacific Co. -chrg to R/W		$ 32,565.00
Amount to be paid Alaska Junk Company -chrg to R/W		255,100.00
TOTAL		$287,665.00
Taxes to be prorated. State's share, estimated		3,000.00
GRAND TOTAL (Estimated) - chrg to Right of Way		$290,665.00

Alaska Junk Company to furnish Quitclaim Deed.
Alaska Junk Company to have 90 day period of free rent after notice of acceptance, and may rent at $600 per mo. thereafter, with 30 day written termination notice by State or Grantor.
Southern Pacific Company reserves mineral rights.

Takes all of Alaska Junk holdings-

30515

EXHIBIT "A" (Cont)

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

27090 Grant, Charles C. and Eleanor E. (Grant)
Right of Way, S. W. corner of Hood and Grover, Stas. 96-97
Option expires February 13, 1959
5,000 sq.ft. at $0.45 per sq.ft. $2,250.00
Amount to be paid owners - chrg to Right of Way $2,250.00

Entire taking -

HAMILTON STREET-SLAVIN ROAD SECTION - PACIFIC HIGHWAY WEST

27927 City of Portland (Smith)
Right of Way
Letter signed August 20, 1958
0.16 acre, permit to fill Gratis

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27619 Lemmer, Lizzie D. (Grothaus)
Right of Way, Stas. 588-591
Option expires January 29, 1959
0.2 acre at $500 per acre $100.00
Improvements 100.00
Damages 660.00
Amount to be paid owner - chrg to Right of Way $860.00

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line 15' wide at access: 589+95, W., unrestricted.

Access controlled -

25396 Pradelt, Curt E. and Katherine (Grothaus)
Right of Way, Stas. 634-637
Option expires September 12, 1958
0.34 acre, improved $ 1,500.00
Garage, house and service station 10,000.00
Damage 3,700.00
Amount to be paid owners - chrg to Right of Way $15,200.00
1958-59 taxes to be prorated as of date of possession. Est. State's 100.00
GRAND TOTAL (Estimate) - chrg to Right of Way $15,300.00
Grantors to give possession 60 days after notice.

THINGS TO BE DONE BY THE STATE

Provide surfaced approaches to r/w line at access locations. Access: 634+35, S.; 635+60 and 636+20, 40' in width, S., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27612 Braden, Robert W. et al (Grothaus)
Right of Way, Stas. 543-555
Option expires February 3, 1959

1.83 acres at $700 per acre	$1,281.00	
2.27 acres at $800 per acre	1,816.00	
Well	900.00	
House and barn	3,700.00	
Damages	798.00	
Amount to be paid owners - chrg to Right of Way		$8,495.00
State to assume 1958-59 taxes. Estimate		85.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$8,580.00

Grantors to give possession 45 days after notice.
Trees not purchased. Optioners' trees not removed by possession date to become property of State. Those on S.E. corner of parcel 1 belong to Fred Brickley Lbr. Co.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line, 15' wide at 552+25.
Access: 550+00 and 552+25, W., unrestricted.

Access controlled -

27622 Winters, Roscoe D. and Marjorie M. (Grothaus)
Right of Way, Stas. 595-605
Option expires February 11, 1959

1.85 acres at $450+ per acre	$835.00	
Damage	675.00	
Amount to be paid owners - chrg to Right of Way		$1,510.00

THINGS TO BE DONE BY THE STATE

Provide surfaced approach from Co. Rd. to r/w line at approx. 596+60.

Complete restriction of access -

27629 Fields, Amelia S. et al (Grothaus)
Right of Way, Stas. 618-621
Option expires February 13, 1959

0.1 acre	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

If existing water line disturbed by construction, pipe to be protected or replaced in location satisfactory to State, under hwy., but State not to maintain.

Complete restriction of access -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27634 Johnson, Maude P. and Frank L. (Grothaus)
Right of Way, Stas. 646-648
Option expires February 10, 1959

0.24 acre at $800 per acre	$192.00	
Land improvements and trees shielding from hwy.	208.00	
Amount to be paid owners - chrg to Right of Way		$400.00

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line, 15' wide at access: 647+20, S., unrestricted.

Access controlled -

28087 Braden, Robert Clyde and Frances L. (Grothaus)
Right of Way, Stas. 538-542
Option expires February 13, 1959

1 acre at $700 per acre	$ 700.00	
Spring	400.00	
Damages	1,500.00	
Amount to be paid owners - chrg to Right of Way		$2,600.00

THINGS TO BE DONE BY THE STATE

Construct surfaced approach to r/w line, 15' wide, at 539+00.
Access: 539+00 and 540+50, W., unrestricted.

Access controlled -

27600 Dewey, Irene (Grothaus)
Right of Way, Stas. 492-498
Option expires February 18, 1959

1 acre	$1,000.00	
0.36 acre, Excess	190.00	
Damages	310.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00
State to assume 1958-59 taxes. Estimate		15.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$1,515.00

Entire taking -

27613 Whitman, Glenn L. and Mildred (Grothaus)
Right of Way, Stas. 540-541
Option expires February 24, 1959

0.06 acre at $550+ per acre	$35.00	
Damage	65.00	
Amount to be paid owners - chrg to Right of Way		$100.00
Access: 540+25, E., unrestricted.		

Access controlled -

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27617 Allen, Joe and Mary (Grothaus)
Right of Way, Stas. 572-591
Option expires February 3, 1959

3.1 acres at $500 per acre	$1,550.00	
3.7 acres, Excess	400.00	
Fruit stand, creek bridge, etc.	140.00	
Damages	1,560.00	
Amount to be paid owners - chrg to Right of Way		$3,650.00
State to assume 1958-59 taxes. Estimate		40.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$3,690.00

Grantors to give possession 30 days after notice.

Entire taking -

BONITA ROAD JUNCTION UNIT, TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27867 O'Halloran, John J. and Nellie T. (Scott)
Right of Way, 14230 S. W. 217, Stas. 7-8
Option expires February 3, 1959

2,440 sq.ft. at $0.20 per sq.ft.	$488.00	
0.0478 acre at $500 per acre	24.00	
9 rods fencing at $3.50 per rod	32.00	
Roadway, shrubs and trees	290.00	
Damage	891.00	
Amount to be paid owners - chrg to Right of Way		$1,725.00

THINGS TO BE DONE BY THE STATE

Construct and pave two approaches for 12' circular driveway.

Access not controlled -

27866 Yates, Evelyn and Blucher (Scott)
Right of Way, 14245 S. W. Hwy. 217, Sta. 6
Option expires February 8, 1959

2,600 sq.ft. at $0.07 per sq.ft.	$182.00	
0.155 acre at $600 per acre	93.00	
Trees, shrubs, lawn, driveway and test beds	830.00	
Damage	408.00	
Amount to be paid owners - chrg to Right of Way		$1,513.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

EXHIBIT "A" (Cont)

BONITA ROAD JUNCTION UNIT, TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27869 Fine, Delbert E. and Mary Lou (Scott)
Right of Way, 14370 S. W. Hwy. 217, Sta. 11+50
Option expires February 7, 1959

0.017 acre at $2,000+ per acre	$ 35.00	
Driveway, walnut tree, shrubs, lawn, 135' hedge	549.00	
Damage	334.00	
Amount to be paid owners - chrg to Right of Way		$918.00

THINGS TO BE DONE BY THE STATE

Construct and pave 2 approaches for 12' drive.
Move water line.

Access not controlled -

27870 Sattler, Mary (Scott)
Right of Way, Sta. 11
Option expires February 10, 1959

0.16 acre at $1,000 per acre	$160.00	
Amount to be paid owner - chrg to Right of Way		$160.00

THINGS TO BE DONE BY THE STATE

Construct and pave 2 approaches for 12' driveway.

Access not controlled -

27873 Becker, Casper A. and Edith C. (Scott)
Right of Way, 14435 S. W. Hwy. 217, Sta. 13+50
Option expires February 7, 1959

9,583 sq. ft. at $0.057+ per sq. ft.	$ 547.00	
Ret. wall, driveway, shrubs and trees	430.00	
Cost of replacing drainage tile	150.00	
Damage	1,553.00	
Amount to be paid owners - chrg to Right of Way		$2,680.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach and 12' drive.

Access not controlled -

EXHIBIT "A" (Cont)

BONITA ROAD JUNCTION UNIT, TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27868 Getchell, Roy A. et al (Scott)
Right of Way, 14700 S. W. Hwy. 217, Sta. 10+50
Option expires February 10, 1959

3,300 sq. ft. at $0.07+ per sq. ft.	$235.00	
Shrubs, lawn, driveway and trees	265.00	
Amount to be paid owners - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

27874 Ridgeway, Joseph R. and Bernice L. (Scott)
Right of Way, 14600 S. W. Hwy. 217, Sta. 18
Option expires February 7, 1959

0.34 acre at $500 per acre	$170.00	
6 trees	150.00	
Driveway, 30' at $0.50 per ft.	15.00	
26 rods fencing	50.00	
Amount to be paid owners - chrg to Right of Way		$385.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

PACIFIC HIGHWAY-HUNZIKER ROAD UNIT, TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY.

27858 Stein, Kenneth F. (Scott)
Right of Way, 12110 S. W. Hwy. 217, Sta. 5+50
Option expires February 7, 1959

450 sq. ft. at $0.11+ per sq. ft.	$50.00	
2 Birch trees	60.00	
Amount to be paid owner - chrg to Right of Way		$110.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

EXHIBIT "A" (Cont)

PACIFIC HIGHWAY-HUNZIKER ROAD UNIT, TIGARD-DURHAM ROAD SECTION-BEAVERTON-TUALATIN HIGHWAY

27860 Chamness, Wilson R. and Wilberta (Scott)
Slope Easement, 12260 S. W. Hwy. 217, Sta. 9
Option expires February 10, 1959
250 sq. ft. sl. ease. and cost of relocating and remodeling garage $1,000.00
Amount to be paid owners - chrg to Right of Way $1,000.00

THINGS TO BE DONE BY THE STATE

Construct approach and pave for 12' driveway.

Access not controlled -

27862 Landis, Harvey and Phebe J (Scott)
R/W and Sl. Ease., 12175 S. W. Hwy. 217, Sta. 6
Option expires February 7, 1959
2,000 sq. ft. at $0.08 per sq. ft. $160.00
1,700 sq. ft. slope easement 50.00
Driveway, trees and shrubs 190.00
Damage 530.00
Amount to be paid owners - chrg to Right of Way $930.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.
Establish 2 to 1 slope on sl. ease. with adequate retaining wall at sidewalk.

Access not controlled -

27885 Raglione, Remo and Jane A. (Scott)
Right of Way, 12340 S. W. Hwy. 217, Sta. 11+50
Option expires February 8, 1959
625 sq. ft. at $0.11+ per sq. ft. $ 70.00
Damage 1,400.00
Amount to be paid owners - chrg to Right of Way $1,470.00

Access not controlled -

27887 Hunziker, E. C. and Betty (Scott)
Right of Way, 8430 S. W. Hunziker St., Sta. 15
Option expires February 10, 1959
4,500 sq. ft. at $0.11+ per sq. ft. $500.00
Amount to be paid owners - chrg to Right of Way $500.00

Access not controlled -

EXHIBIT "A" (Cont)

PACIFIC HIGHWAY-HUNZIKER ROAD UNIT, TIGARD-DURHAM ROAD SECTION-BEAVERTON-TUALATIN HIGHWAY

27855 Radtke, Frederick Wilhelm and Kate Lois (Scott)
Right of Way, 12045 S. W. Hwy. 217, Sta. 3+50
Option expires February 6, 1959

1,000 sq. ft. at $0.10 per sq. ft.	$100.00	
Driveway, lawn, shrubbery	400.00	
Amount to be paid owners - chrg to Right of Way		$500.00

THINGS TO BE DONE BY THE STATE

Construct approach and pave 12' driveway.

Access not controlled -

27856 Abernathy, Heine and Juanita W. (Scott)
Right of Way, 12060 S. W. Hwy. 217, Sta. 4
Option expires February 8, 1959

650 sq. ft. at $0.10 per sq. ft.	$ 65.00	
Hedge, lawn, driveway, trees and shrubs	285.00	
Damages	2,950.00	
Amount to be paid owners - chrg to Right of Way		$3,300.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 1 2' driveway.

Access not controlled -

27864 Harris, LeRoy E. and Helen M. (Scott)
Right of Way and Sl. Ease., 12265 S. W. Hwy. 217, Sta. 9
Option expires February 8, 1959

800 sq. ft. at $0.20 per sq. ft.	$160.00	
1,400 sq. ft. at $0.10 per sq. ft.	140.00	
2,700 sq. ft., Slope Easement	100.00	
Lawn to be replanted, remodeling retaining wall, laurel	130.00	
Damage	750.00	
Amount to be paid owners - chrg to Right of Way		$1,280.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

EXHIBIT "A" (Cont)

PACIFIC HIGHWAY-HUNZIKER ROAD UNIT, TIGARD-DURHAM ROAD SECTION-BEAVERTON-TUALATIN HIGHWAY

27857 Scheckla, John and Anna L. (Scott)
Right of Way, Sta. 5
Option expires February 10, 1959

600 sq.ft. at $0.10 per sq.ft.	$ 60.00	
3 birch trees	100.00	
Amount to be paid owners - chrg to Right of Way		$160.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

27886 Zawaske, Joe and Mariana (Scott)
Right of Way, 12360 S.W. Hwy. 217, Sta. 12+50
Option expires February 8, 1959

525 sq.ft. at $0.11+ per sq.ft.	$ 59.00	
Driveway, lawn, shrubs and hedge	401.00	
Damage	520.00	
Amount to be paid owners - chrg to Right of Way		$980.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

27888 Powell, Wallace G. and Pearl E. (Scott)
Right of Way, 12530 S.W. Hwy. 217, Sta. 16
Option expires February 8, 1959

250 sq.ft. at $0.10 per sq.ft.	$ 25.00	
Driveway, hedge, lawn, shrubs and picket fence	250.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$475.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

EXHIBIT "A" (Cont)

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

28569 City of Portland (Smith)
Right of Way
Letter signed August 20, 1958
0.08 acre, permit to fill Gratis

28065 Doty, James A. and Florence F. (Scott)
Right of Way, 880 S. W. Cheltenham, Sta. "R" 4+50 E. C.
Option expires February 25, 1959

3,375 sq.ft. at $0.25- per sq.ft.	$ 840.00	
Fence, shrubs, trees and lawn	470.00	
Shrubs and planting for screening	440.00	
Encroachment damage	2,190.00	
Amount to be paid owners - chrg to Right of Way		$3,940.00

THINGS TO BE DONE BY THE STATE

Fence r/w previous to construction.

Complete restriction of access -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27649 Skuse, George H. W. and Emma E. (Grant)
Right of Way, Stas. 102-109
Option expires February 3, 1959

0.14 acre at $400+ per acre	$ 60.00	
Trees	380.00	
Amount to be paid owners - chrg to Right of Way		$440.00

THINGS TO BE DONE BY THE STATE

Fall cedar trees and leave upon Grantors' property.
Construct 25' access point with 18' of gravel surface at present access.

Access not controlled -

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28154 Galaway, DeEtte (Grant)
Right of Way, Stas. L 2553-L 2557
Option expires February 5, 1959

0.19 acre at $15+ per acre	$290.00	
280' fence at $0.30- per ft.	80.00	
Damage and limited access	250.00	
Amount to be paid owner - chrg to Right of Way		$620.00

EXHIBIT "A" (Cont)

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28154 Galaway, DeEtte (Cont)

Access: 254+40, W., unrestricted. (Hillsboro-North Plains Co. Rd.)

Access controlled -

28382 Koennecke, Glenn F. and Jo Ann (Grant)
Right of Way, Stas. 2571-2580
Option expires February 5, 1959

0.22 acre at $300+ per acre	$ 70.00	
0.39 acre at $250+ per acre	100.00	
Moving signs	10.00	
Amount to be paid owners - chrg to Right of Way		$180.00

THINGS TO BE DONE BY THE STATE

Move sign to place Grantor may select.
Provide N. Frontage Road.
Grantors' present access 2579+50 not to be affected.

Access controlled -

28155 Kirkpatrick, T. M. and Marie (Grant)
Right of Way, Sta. 2557
Option expires February 11, 1959

15,107 sq. ft. at $0.0159- per sq. ft.	$240.00	
Trees	120.00	
Moving sign	50.00	
Damage	390.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Complete restriction of access -

28134 Meyer, Ernest and Johanna C. (Grant)
Right of Way, Sta. 2558
Option expires February 19, 1959

5,192 sq. ft. at $0.046+ per sq. ft.	$240.00	
150 feet fence at $0.30+ per ft.	50.00	
120 feet of 12" tile and lawn improvements	810.00	
Damage	300.00	
Amount to be paid owners - chrg to Right of Way		$1,400.00

Grantors to remove fence, shrubs and flowers by September 30, 1958 or they become property of State.

Complete restriction of access -

EXHIBIT "A" (Cont)

AT SANDY - MT. HOOD HIGHWAY

26356 Wolfe, Katie S. and Edward M. (Grothaus)
Maintenance Site, Stas. 22-24
Option expires February 19, 1959

2 acres and damages	$3,500.00	
Amount to be paid owners - chrg to Maintenance Site		$3,500.00
State to assume 1958-59 taxes. Estimate		35.00
GRAND TOTAL (Estimate) - chrg to Maintenance Site		$3,535.00

Trees not salvaged by Grantors within 60 days after notice become property of State.

MULTNOMAH FALLS-WARRENDALE SECTION - COLUMBIA RIVER HIGHWAY

27746 Portland Fish Company (Scott)
Right of Way
Option expires January 31, 1959

27.1 acres, including all tideland rights	$7,500.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00
State to assume 1958-59 taxes. Estimate		75.00
GRAND TOTAL (Estimate - chrg to Right of Way		$7,575.00

Entire taking -

DODSON INTERCHANGE SECTION - COLUMBIA RIVER HIGHWAY

28042 Graham, Harold E. et al (Scott)
Right of Way, Stas. 1467-1471
Option expires February 22, 1959

0.65 acre at $1,200- per acre	$750.00	
Amount to be paid owners - chrg to Right of Way		$750.00
State to assume 1958-59 taxes. Estimate		8.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$758.00

Grantors permitted a water line under and across r/w to serve remaining property.

Complete restriction of access-

WAUNA JUNCTION-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27937 Beverly, F. E. et al (Friess)
Right of Way, Stas. 324-326
Option expires January 9, 1959

2,222 sq. ft. at $0.80+ per sq. ft.	$1,778.00	
Office and canopy, 220 sq. ft. at $10.50+ per sq. ft.	2,350.00	
Blacktop, 6,765 sq. ft. at $0.14 per sq. ft.	950.00	
2 gas pumps at $400/ and 4 tanks at $55/	1,020.00	
Land, buildings and improvements damaged	7,902.00	
Amount to be paid owners - chrg to Right of Way		$14,000.00

EXHIBIT "A" (Cont)

WAUNA JUNCTION-WESTPORT SECTION - COLUMBIA RIVER HIGHWAY

27937 Beverly, F. E. et al (Cont)

After suitable agreement, Grantors allowed to rent at $50 per month, but to vacate upon 60 day notice.

THINGS TO BE DONE BY THE STATE

Construct approaches N, 35' wide at 325+71 and 30' wide at 325+16.

Access not controlled -
Confirmation of phone approval by Mr. McIver August 8, 1958.

27933 Shepard & Morse Lumber Company (Henry)
Right of Way and Channel Change Ease., Stas. 269-313
Option expires January 24, 1959

20.96 acres at $75+ per acre	$1,575.00	
0.6 acre channel change easement	25.00	
Timber	180.00	
Damages	900.00	
Amount to be paid owner - chrg to Right of Way		$2,680.00
State to assume 1958-59 taxes. Estimate		28.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,708.00

Complete restriction of access -

27936 Baisley, W. Martin and Emma A. (Friess)
Right of Way, Stas. 323-325
Option expires January 2, 1959

0.28 acre at $3,000 per acre	$840.00	
Garage and fireplace	760.00	
Encroachment damage	550.00	
Amount to be paid owners - chrg to Right of Way		$2,150.00

Subject to final account approval in the estate of George Mosteller.
Grantors to vacate prior to July 21, 1958.

Complete restriction of access -

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

27806 Krieger, Jacob, Jr. and Lillian A. (Mudd)
Right of Way, 807 Ave. E, Sta. 605
Option expires January 25, 1959

425 sq.ft. at $0.15+ per sq.ft.	$ 70.00	
Lawn, fence, concrete foundation and sidewalk	380.00	
Amount to be paid owners - chrg to Right of Way		$450.00

Access not controlled -

EXHIBIT "A" (Cont)

McKINLEY MOORAGE-RADIO STATION SECTION - NETARTS HIGHWAY

(Friess)

27753 Josi, Gottfried et al
Right of Way, Stas. 37-46
Option expires February 6, 1959

0.45 acre at $600 per acre	$270.00	
40 rods fencing at $6 per rod	240.00	
Damage	240.00	
Amount to be paid owners - chrg to Right of Way		$750.00

Access not controlled -

CAPE LOOKOUT PARK SECTION - NETARTS SECONDARY HIGHWAY

(Reeder)

25034 Crown Zellerbach Corporation
Park
Option expires February 3, 1959

58.15 acres at $20 per acre	$1,163.00	
Timber	4,676.00	
		$5,839.00
To be exchanged for above, 138.64 acres at $20/acre		- 2,773.00
Amount to be paid owner - chrg to Park		$3,066.00

Reservation of timber on parcel 1 E. of drainage ditch and S. of Jackson Creek retained by Grantor, with right to remove same within 5 years from date of deed. Right of easement over present road across parcel 2 reserved, also.
State to convey to Gr antor 138.64 acres acquired from Tillamook County, (File No. 25824) as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

B.P.R. PROJECT

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

(Friess)

28370 Sutton, Ralph Lee and Mildred M.
Right of Way and Slide Area, Stas. 297-345
Option expires February 25, 1959

1.0 acre at $500 per acre	$500.00	
0.22 acre at $50 per acre	11.00	
Land damage by previous construction	189.00	
Amount to be paid owners - chrg to Right of Way		$700.00

EXHIBIT "A" (Cont)

NESKOWIN-SALMON RIVER SECTION - OREGON COAST HIGHWAY

28370 Sutton, Ralph Lee and Mildred M. (Cont)

State permitted to go upon Grantors' property as necessary to clear excess slide material.

28371 Oregon Pulp & Paper Company (Friess)
Slide Area, Stas. 295-330
Option expires February 26, 1959
2.71 acres at $50 per acre $135.50
Timber:
161 MBF (Ore. Pulp & Paper Co. property) at $13/ 2,105.91
8 MBF (Ralph Sutton property) at $13 per MBF 104.00
Amount to be paid owner - chrg to Right of Way $2,345.41

SOUTH BEACH-BEAVER CREEK SECTION - OREGON COAST HIGHWAY

24328 Kern, T. J., Sr. and Alice N. (Reeder)
Park
Option expires February 1, 1959
B. & S. deed signed August 20, 1958
12 lots (30,000 sq.ft.) at $25 per lot $300.00
Amount to be paid owners - chrg to Park $300.00

Entire taking -

WALLACE BRIDGE-SHERIDAN UNIT, VALLEY JUNCTION-SHERIDAN SECTION - SALMON RIVER HIGHWAY

24154 City of Sheridan (Henry)
Right of Way, Stas. 544-546
Option expires January 6, 1959
0.02 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Reconstruct road approach to county road.
Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION - THREE MILE LANE HIGHWAY

28004 City of McMinnville (Reeder)
Right of Way, Stas. 158-169
Option expires January 24, 1959
3.6 acre at $400 per acre $1,440.00
State to convey 1.48 acres valued at $300 in lieu of $300 severance damage
Amount to be paid owner - chrg to Right of Way $1,440.00
Grantor to use existing highway and county road for access to remaining property.
State to convey to Grantor 1.48 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled -

BRUNKS CORNER-INDEPENDENCE SECTION - INDEPENDENCE HIGHWAY

28508 Lachmund, Margaret F. (Friess)
Right of Way, Stas. 230-233
Option expires January 28, 1959
0.11 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00

Access not controlled -

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

28525 Phillips, Keith Raymond and Margaret (Reeder)
Park
Option expires February 6, 1959
10 acres at $158 per acre $1,580.00
Timber 520.00
Amount to be paid owners - chrg to Park $2,100.00

DETROIT - NORTH SANTIAM HIGHWAY

28800 Marion County (Wimer)
Maintenance Site
Bargain and Sale Deed signed August 22, 1958
3.3 acres $1.00
Amount to be paid owner - chrg to Maintenance Site $1.00

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25730 Wassom, Arch C. and Orpha (Friess)
Right of Way, Stas. 2437-2463
Option expires October 18, 1958

18.3 acres at $225+ per acre	$ 4,125.00	
Land and building damage	22,375.00	
Amount to be paid owners - chrg to Right of Way		$26,500.00
Taxes to be pro-rated to date of deed. State's est. share		175.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$26,675.00

THINGS TO BE DONE BY THE STATE

Fence along r/w lines.

Complete restriction of access -

25385 Falk, Omar E. and Phebe E. (Friess)
Right of Way, Stas. 1883-1910
Option expires February 18, 1959

27.2 acres at $250 per acre	$6,800.00	
Damage: Land, $4,200; Severance $300; Crop $700	5,200.00	
Amount to be paid owners - chrg to Right of Way		$12,000.00
State to assume 1958-59 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$12,120.00

THINGS TO BE DONE BY THE STATE

Install 12" conduit under hwy. at 1890+00.
Fence right of way.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION PACIFIC HIGHWAY

28560 Barnes, John W. et al (Boehmer)
Right of Way, Stas. 433-436
Option expires February 20, 1959

0.14 acre at $3,000- per acre	$400.00	
Damage to house	100.00	
Amount to be paid owners - chrg to Right of Way		$500.00

Complete restriction of access -

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

28561 Oswald, Henry J. et al (Boehmer)
Right of Way, Stas. 433-436
Option expires February 18, 1959

0.55 acre at $3,000- per acre	$1,500.00	
House, carport, well, pump, tank and storage room	2,800.00	
Amount to be paid owners - chrg to Right of Way		$4,300.00
State to assume 1958-59 taxes. Estimate		45.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$4,345.00

Grantors to vacate 30 days after notice or 5 days after payment, whichever is earlier.

Entire taking -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23555 Rodakowski, Mike F. and Mary M. (Curfman)
Right of Way, 991 "Q" St., Springfield, Stas. 226-227
Option expires February 3, 1959

0.32 acre, 13,939 sq.ft. at $0.10 per sq.ft.	$1,393.92	
0.05 acre	100.00	
Damage	1,306.08	
Amount to be paid owners - chrg to Right of Way		$2,800.00

Access not controlled on 0.05 acre.

Access controlled -

SPRINGFIELD-JASPER SECTION - SPRINGFIELD-CRESWELL HIGHWAY

28571 Sanders, W. H. (Curfman)
Right of Way
Option expires February 5, 1959

0.02 acre	$60.00	
Amount to be paid owner - chrg to Right of Way		$60.00

Access not controlled -

SANTA CLARA SECTION - JUNCTION CITY-EUGENE HIGHWAY

28248 Rasor Logging Company (Allen)
Storm Sewer Easement, Sta. L 32
Easement signed August 11, 1958

0.27 acre	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

Access not controlled -

EXHIBIT "A" (Cont)

WALTON-NOTI SECTION - RICHARDSON-EUGENE HIGHWAY

12984,
27684 Hale, Farmer C. et al (Morgan)
Lease renewal
Renewal lease signed February 20, 1958
Lease expires October 31, 1968
Quarry rock to be paid at rate of $0.08 per cu. yd.,
with 10 yr. extension of present lease and 3.65 acres adjoining.

SIUSLAW RIVER-WILDCAT CREEK SECTION - RICHARDSON-EUGENE HIGHWAY

28408 Kendall, Jean et al (Curfman)
Right of Way, Stas. 724-739
Option expires February 3, 1959

1 acre at $250 per acre	$250.00	
1.5 acres at $100 per acre	150.00	
2.5 acres at $50 per acre	125.00	
Moving fence	100.00	
Damage	175.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Grantors have right to use land S. of new channel for Wildcat Creek until needed by State.

Access not controlled -

ELKTON-SMITH CROSSING UNIT, ELKTON-KELLOGG SECTION - ELKTON-SUTHERLIN HIGHWAY

28185 Compton, Nettie L. (Morgan)
Right of Way, Stas. 88-98
Option expires February 6, 1959

2 acres at $150 per acre	$300.00	
1.89 acres at $50- per acre	90.00	
Timber	10.00	
Severance damage	200.00	
Amount to be paid owner - chrg to Right of way		$600.00

THINGS TO BE DONE BY THE STATE

Fence r/w prior to construction.
Install 78" stock underpass at 91+00.
Grantor's access to Wells Co. rd. unchanged.

Complete restriction of access -

28179 Madison, Frank R. and Edith L. (Morgan)
Right of Way, Stas. 29-35
Option expires February 12, 1959

EXHIBIT "A" (Cont)

ELKTON-SMITH CROSSING UNIT, ELKTON-KELLOGG SECTION - ELKTON-SUTHERLIN HIGHWAY

28179 Madison, Frank R. and Edith L. (Cont)

0.43 acre at $1,000 per acre	$ 430.00	
Spring, reservoir and pipe line	785.00	
35 rods fencing at $4 per rod	140.00	
Damage	2,500.00	
Amount to be paid owners - chrg to Right of Way		$3,855.00

Grantors to replace water supply. Grantors to salvage cattle guard before construction.

THINGS TO BE DONE BY THE STATE

Reconnect roadway to new grade approx. 34+00.
Access: 34+00, W., unrestricted.

Access controlled -

28184 Compton, Norman L. and Gertrude O. (Morgan)
Right of Way, Stas. 85-88
Option expires February 12, 1959

0.7 acre	$125.00	
Severance damage	25.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Access to Wells Co. Rd. only.

Complete restriction of access -

28178 Binder, William F. and Lorena (Morgan)
Right of Way, Stas. 11-15
Option expires February 24, 1959

0.6 acre at $1000/ and 1.0 acre at $150/acre	$ 750.00	
House, patio, carport, driveway	11,278.00	
Three sheds, spring and pump	612.00	
Severance damage	360.00	
Amount to be paid owners - chrg to Right of Way		$13,000.00
State to assume 1958-59 taxes. Estimate		130.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$13,130.00

Grantors to vacate by October 1, 1958.
STATE to fence; install 12" conduit at 11+00; construct driveway at access: 13+00, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

CURTIN INTERCHANGE SECTION - PACIFIC HIGHWAY

28505 Clark, Violet G. (Allen)
Right of Way, Stas. 236-240
Option expires February 4, 1959
0.76 acre, 150 F.F. at $56.50+ per F.F. $8,500.00
House, 768 sq.ft. at $0.75+ per sq.ft. 600.00
House, 720 sq.ft. at $1.25 per sq.ft. 900.00
Amount to be paid owner - chrg to Right of Way $10,000.00
Grantor to vacate 30 days after notice.

Entire taking -

28504 Ames, Irene Doris (Allen)
Right of Way, Stas. 234-240
Option expires February 13, 1959
2.92 acres at $855+ per acre $2,500.00
Amount to be paid owner - chrg to Right of Way $2,500.00

Complete restriction of access -

RICE HILL-CHENOWETH PARK SECTION - PACIFIC HIGHWAY

28064 Davison, C. H. Correction (Riley)
Material Source
Option expires November 7, 1958
10 acres at $200 per acre $2,000.00
Amount to be paid owner - chrg to Quarry Site $2,000.00
Grantor reserves easement for stock crossing.
Exploratory option only. To be accepted only upon Engrs. approval. Roadway also needed before acceptance.
Supersedes and cancels previous 21.8 acre $5,500 approval of July 31-August 1, 1958.

CHENOWETH PARK - DEADY SECTION - PACIFIC HIGHWAY

28574 Vasche, Francis A. and Alice J. (Boehmer)
Right of Way, Stas. 1669-1708
Option expires February 12, 1959
0.5 acre at $200 per acre, including lotus crop $100.00
2.55 acres at $75+ per acre 200.00
Timber 125.00
Amount to be paid owners - chrg to Right of Way $425.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

CHENOWETH PARK - DEADY SECTION - PACIFIC HIGHWAY

28573 Henry, W. Dean et al (Boehmer)
Right of Way, Stas. 1678-1681
Option expires February 13, 1959
0.25 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27203 Cannon, Walter James et al (Allen)
Right of Way, Stas. 233-239
Option expires February 20, 1959
1.74 acres at $100+ per acre $175.00
Amount to be paid owners - chrg to Right of Way $175.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access -

27209 Carman, Mary Julia (Allen)
Right of Way, 3404 Foothill Blvd., Sta. 256
Option expires February 19, 1959
0.23 acre at $800+ per acre $185.00
Amount to be paid owner - chrg to Right of Way $185.00

Complete restriction of access -

27210 Wagner, P. L. and Opal E. (Allen)
Right of Way, 3450 Foothill Blvd., Sta. 257
Option expires February 19, 1959
0.19 acre at $700+ per acre $135.00
Amount to be paid owners - chrg to Right of Way $135.00

Complete restriction of access -

27207 Overton, John W. and Leona (Allen)
Right of Way, 3331 Foothill Blvd., Sta. 247+75
Option expires February 25, 1959
0.03 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

Complete restriction of access -

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

28002 Waldron, H. J. and Ruby (Morgan)
Right of Way, Stas. 1336-1357
Option expires January 30, 1959
1742.4 sq.ft. at $0.30+ per sq.ft. $525.00
Damage and two shade trees 175.00
Amount to be paid owners - chrg to Right of Way $700.00

THINGS TO BE DONE BY THE STATE

Construct curb openings opposite 1335+60 and 1336+15, E.

Access not controlled -

27839 Robinson, Shubael E. et al (Allen)
Right of Way, Stas. 15-18
Option expires January 30, 1959
0.78 acre,
Service station site, 145' frontage at $120/ $17,400.00
Car parking lot 1,550.00
Service station and wash pit 7,180.00
Yard, concrete slab, sidewalk, etc. 2,720.00
Hoist, 2 flood lights, 5 tanks, 2 air and water outlets 3,750.00
Amount to be paid Robinson - chrg to Right of Way $18,950.00
Amount to be paid Playle - chrg to Right of Way 13,650.00
GRAND TOTAL $32,600.00
Grantors to vacate and may remove compressor by October 1, 1958.

Entire taking -

27843 Prow, Dale et al (Morgan)
Moving agreement, Stas. LM 1361-LM1364
Agreement signed August 15, 1958
Moving trade fixtures and equipment on Prow Machinery Co. property $6,500.00
Amount to be paid owners - chrg to Right of Way $6,500.00
Equipment and fixtures to be moved within 90 days from notice.
Confirmation of phone approval by Mr. McIver August 21, 1958.

DWIGHT CREEK SECTION - REDWOOD HIGHWAY

28521 Johnson, L. P. and S. K. (Curfman)
Right of Way, Stas. 40-43
Option expires January 27, 1959
0.19 acre at $750+ per acre $150.00
Amount to be paid owners - chrg to Right of Way $150.00
Grantors may cut trees before construction.

Access not controlled -

EXHIBIT "A" (Cont)

BULLARDS BRIDGE-BANDON UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28077 West Coast Telephone Company (Riley)
Right of Way, Sta. 1224
Option expires February 4, 1959
7,800 sq. ft. $ 450.00
To reconstruct roadway to pole yard 100.00
Severance damage 1,050.00
Amount to be paid owner - chrg to Right of Way $1,600.00

Complete restriction of access -

HUNTERS CREEK-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

25526 Butler, Sarah Meyer and W. C. SUPPLEMENTAL (Riley)
Right of Way
Quitclaim Deed signed August 19, 1958
Release of easement across 1.84 acres Campbell-McLean, Inc. right of way $100.00
Amount to be paid owners - chrg to Right of Way $100.00

Access controlled -

GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

28085 Brooks, Charles M. and Zada (Riley)
Right of Way, Stas. 120-125
Option expires January 29, 1959
0.14 acre $150.00
Amount to be paid owners - chrg to Right of Way $150.00
Subject to access provisions under File No. 25528:
Construct road approaches at 111+00 and 120+00.
Access: 111+00 and 120+00, E., private residential.

Access controlled -

B.P.R. PROJECT

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28529 Moody, Wallace A. and Ada A. (Henry)
Right of Way, Stas. 1305-1306
Option expires January 27, 1959
0.1 acre $60.00
7 rods fencing at $3.50+ per rod 25.00
Timber 15.00
Amount to be paid owners - chrg to Right of Way $100.00
Grantors to move fence prior to September 1, 1958.

Complete restriction of access -

EXHIBIT "A" (Cont)

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28194 Hanel, George J. and Irene (Henry)
Right of Way, Stas. 1179-1193
Option expires January 30, 1959
4.72 acres at $50 per acre $236.00
Timber 78.00
Amount to be paid owners - chrg to Right of Way $314.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1190+00 and 1179+75, E., and 1187+00 and 1179+75, W.
Access: 1190+00, E., 1187+00, W., and 1179+75, E. and W., unrestricted.

Access controlled -

28153 Hood River County (Henry)
Right of Way, Stas. 990-1305
Option expires February 5, 1959
21.78 acres $ 10.00
Timber 5,540.00
Amount to be paid owner - chrg to Right of Way $5,550.00
Access: 994+00, W., unrestricted.

Access controlled -

28201 Motejl, Otto M. and Marie (Henry)
Right of Way, Sta. 1306
Option expires February 3, 1959
0.35 acre at $300 per acre $105.00
Timber 43.00
Amount to be paid owners - chrg to Right of Way $148.00

THINGS TO BE DONE BY THE STATE

If disturbed by construction, construct road approach at access: 1380+20, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

B. P. R. PROJECT

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28190 Neal Creek Lumber Company (Henry)
Right of Way, Stas. 1022-1033
Option expires January 28, 1959
1.61 acres $ 50.00
Timber 393.00
Amount to be paid owner - chrg to Right of Way $443.00

THINGS TO BE DONE BY THE STATE

Construct road approach at access: 1026+00, W., unrestricted.

Access controlled -

28191 Crystal Springs Water Company (Henry)
Right of Way, Sta. 1033
Option expires January 30, 1959
0.33 acre $50.00
Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Protect or re-establish water lines operated by Co., if disturbed. Flow of water not to be impeded for more than 4 hrs. Stoppage by prior approval of Co.

Complete restriction of access -

28197 Baldwin, Elsie G. et al (Henry)
Right of Way, Stas. 1291-1298
Option expires January 17, 1959
1.38 acres at $300 per acre $414.00
Damage 86.00
Amount to be paid owners - chrg to Right of Way $500.00

THINGS TO BE DONE BY THE STATE

Construct road approaches at access locations: 1292+90 and 1296+62, E., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28200 Sharkey, Leo E. and Juanita (Henry)
Right of Way, Stas. 1305-1309
Option expires January 23, 1959
0.57 acre at $300 per acre $171.00
Allow. for moving 35 rods fence at $3.50- per rod 122.00
Amount to be paid owners - chrg to Right of Way $293.00
Grantor to move fence by September 15, 1958.

THINGS TO BE DONE BY THE STATE

Construct road approach at access: 1305+00, E., unrestricted.

Access controlled -

B. P. R. PROJECT

28193 State Land Board . (Porter)
Right of Way, Stas. 1125-1179
Easement Deed signed August 22, 1958
18.61 acres, easement $900.00
Amount to be paid owner - chrg to Right of Way $900.00

THINGS TO BE DONE BY THE STATE

Bureau contractor to cold deck timber, to be sold by State Forestry Department after Hwy. completed.
Access: Two access points, E., at locations mutually agreeable for timber and residential.
Reasonable points of access, W., mutually agreeable, for residential.

Access controlled -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

28517 City of Mosier (Bucknum)
Right of Way, Stas. 1498-1505
Option expires February 13, 1959
1.09 acres $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Entire taking -

EXHIBIT "A" (Cont)

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28220 Brace, H. E. and Hazel E. (Bucknum)
Right of Way, Stas. 1980-2001
Option expires February 20, 1959
1 acre at $500 per acre $500.00
3.27 acres at $250 per acre 817.50
Amount to be paid owners - chrg to Right of Way $1,317.50

THINGS TO BE DONE BY THE STATE

Construct fence opp. 1980+50 to 2000+50, with gate opposite approx. 1997. Fencing to be done before existing fence removed.

Complete restriction of access -

REDMOND-BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY

20440 Philow, W. A. et al (Stark)
Pipeline Easement for park
Easement signed June 16, 1958
0.0803 acre, pipeline easement $30.00
Amount to be paid owners - chrg to Park $30.00

COLLIER STATE PARK SECTION - THE DALLES-CALIFORNIA HIGHWAY

28611 Collier, Alfred D. and Ethel F. (Bucknum)
Park
Option expires February 14, 1959
20 acres+ at $275 per acre $5,500.00
Amount to be paid owners - chrg to Park $5,500.00
State to assume 1958-59 taxes. Estimate 55.00
GRAND TOTAL (Estimate) - chrg to Park $5,555.00
Subject to easements and reservations for power and telephone lines.

Entire taking -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

27993 Bunch, Stephen W. and Ingerid B. E. (Bucknum)
Right of Way, 700 Stanford Ave., Stas. 107-108
Option expires January 29, 1959
3,049 sq.ft. at $0.12- per sq.ft. $350.00
Amount to be paid owners - chrg to Right of Way $350.00

THINGS TO BE DONE BY THE STATE

Connect Grantors' existing driveway to re-located Stanford Avenue.

Complete restriction of access -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

28523 Klamath County et al (Bucknum)
Right of Way, Stas. 99-107
Option expires January 25, 1959
17,860 sq.ft. at $0.03- per sq.ft. $500.00
Amount to be paid owners - chrg to Right of Way $500.00

Complete restriction of access -

27947 Powell, Vera C. Thompson et al (Bucknum)
Slope Easement, Stas. 76-77
Option expires February 12, 1959
0.02 acre, slope easement $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

BURTON CANYON SECTION - JOHN DAY HIGHWAY

26857 Jenkins, R. C. et al (Bucknum)
R/W and Ease. for Irr. Ditch Const., Stas. 1266-1374
Option expires February 4, 1959

3.5 acres at $200 per acre	$ 700.00	
6 acres at $10 per acre (includes 0.57 A. Ease)	60.00	
5.59 acres at $25+ per acre	140.00	
15 M timber at $20 per M	300.00	
Fruit trees, berry patch, grape arbor	540.00	
343 rods fencing at $3.50- per acre	1,200.00	
Move barn, cabin, power plant bldg., corrals	2,000.00	
Amount to be paid owners - chrg to Right of Way		$4,940.00

Grantors to remove bldgs. within 90 days or they become property of State.

THINGS TO BE DONE BY THE STATE

Protect spring lying W. of 1285+50, and re-est. irr. system and domestic water supply where disturbed. Grant a revocable permit to construct fence on r/w along the W. side of relocated John Day Hwy. between hwy. grade and reconstructed channel of Service Creek. Access: 1278+50, 1282+40, 1284+20, 1286+60, 1293+70, 1303+30, E., and 1285+00, 1295+50, 1302+25, W., residential and agricultural.

Access controlled -

EXHIBIT "A" (Cont)

HERMISTON SECTION - UMATILLA-STANFIELD HIGHWAY

27880 Mann, Irvin, Jr. and Peggy Lee (Chatwood)
Material Source
Option expires January 15, 1959
40 acres at $250 per acre $10,000.00
Amount to be paid owners - chrg to Material Source $10,000.00
State to assume 1958-59 taxes. Estimate 100.00
Grantors to give warranty deed subject to utility easements and Rights of Way of record.

THINGS TO BE DONE BY THE STATE

Fence and maintain S. and W. sides of property with Type 1 fence and install gate at S.E. corner, estimated cost 640.00
GRAND TOTAL (Estimate) - chrg to Material Source $10,740.00

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28647 Bassett, Minnie (Boehmer)
Ditch Easement, Sta. 777
Option expires February 27, 1959
0.01 acre, easement $15.00
Amount to be paid owner - chrg to Right of Way $15.00

Complete restriction of access -

28645 Trimble, Claude D. and Edith F. (Boehmer)
Right of Way, Stas. 789-791
Option expires February 26, 1959
0.20 acre at $1,000 per acre $200.00
Amount to be paid owners - chrg to Right of Way $200.00

Complete restriction of access -

28509 Brownson, Ernest L. and Carrie E. (Boehmer)
Right of Way, 1010 Hwy. 199, Sta. 791
Option expires February 26, 1959
0.004 acre $50.00
Amount to be paid owners - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach at 790+48, N., if affected by construction and provide approach ramp to hwy. as needed.

Access not controlled -

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28511 Trimble, Claude D. and Edith F. (Boehmer)
Right of Way, Stas. 791-792
Option expires February 26, 1959
0.02 acre $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Reconstruct approach if affected by construction.

Access not controlled -

28609 Neathamer, Frank and Elva (Rawlins)
Right of Way, 1801 Dowell Rd., Stas. 743-748
Option expires February 27, 1959
0.20 acre at $750 per acre $150.00
Amount to be paid owners - chrg to Right of Way $150.00

Complete restriction of access -

28633 Kurkler, Everett J. and Vaye (Rawlins)
Right of Way, 1335 Hwy. 199, Stas. 753-756
Option expires February 27, 1959
0.25 acre at $800 per acre $200.00
0.05 acre, temp. ditch ease., at $400 per acre 20.00
Amount to be paid owners - chrg to Right of Way $220.00

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27830 Ferrell, Lloyd A. and Edna M. (Curfman)
Right of Way, Stas. LP 1357-1355
Option expires February 24, 1959
0.44 acre, 19166 sq.ft. at $0.10- per sq.ft. $1,900.00
Severance damage 600.00
Amount to be paid owners - chrg to Right of Way $2,500.00
State to assume 1958-59 taxes. Estimate 25.00
GRAND TOTAL (Estimate) - chrg to Right of Way $2,525.00

THINGS TO BE DONE BY THE STATE

Install 3" or larger pipe to S. parcel of remaining property for irrigation water.

Complete restriction of access -

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27849 Counsil, Albert B. and Goldie I. (Allen)
Right of Way, 200 Redwood Hwy., Stas. 10-11
Option expires December 29, 1958

0.03 acre, 1307 sq.ft. at $0.75- per sq.ft.	$980.00	
Landscaping	120.00	
Moving 3 signs	200.00	
Encroachment damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,800.00

THINGS TO BE DONE BY THE STATE

Reconstruct N. and S. driveways 30' and 25' wide respectively, purpose unrestricted.

Access controlled -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27632 Haldy, Arthur J. and Elizabeth M. (Grothaus)
Right of Way, Stas. 641-644
Option expires February 27, 1959

0.49 acre at $800 per acre	$392.00	
Bridge and plant screen	400.00	
Damages	608.00	
Amount to be paid owners - chrg to Right of Way		$1,400.00

Grantors may salvage trees within 30 days from notice or they become property of State.

THINGS TO BE DONE BY THE STATE

Provide not less than 15' approach at access: 643+75, S., unrestricted.
Reasonable access to be provided during construction.

Access controlled -

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28133 Kelley, Shaun and Myrtle A. (Grant)
Right of Way, Sta. 2550
Option expires February 27, 1959

490 sq.ft.	$40.00	
Amount to be paid owners - chrg to Right of Way		$40.00

Complete restriction of access -

EXHIBIT "A" (Cont)

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28160 Beach, Henry T. and Ethel O. (Grant)
Right of Way, Sta. 2560
Option expires February 25, 1959
0.59 acre at $350+ per acre $210.00
Amount to be paid by owners - chrg to Right of Way $210.00

Access not controlled -

BEAVER LOOKOUT-BULLARDS BRIDGE UNIT, DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28820 Gulseth, C. J. and M. R. (Curfman)
Slope Easement, Stas. 870-888
Option expires February 22, 1959
0.24 acre, slope easement $1.00
Amount to be paid owners - chrg to Right of Way $1.00

Access previously controlled -

TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27863 Olsen, Ralph Warren et al (Scott)
Right of Way, 12005 S.W. Hwy. 217, Sta. 8
Option expires February 26, 1959
1,400 sq.ft. at $0.20 per sq.ft. $280.00
800 sq.ft., slope easement 100.00
3 trees, 40' hedge, driveway 280.00
Damage 40.00
Amount to be paid owners - chrg to Right of Way $700.00

THINGS TO BE DONE BY THE STATE

Construct and pave 12' driveway approach.

Access not controlled -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

28038 Stolsig, R. P. (Curfman)
Right of Way, Stas. 248-255
Option expires February 25, 1959
1.4 acres at $285+ per acre $400.00
Amount to be paid owner - chrg to Right of Way $400.00

THINGS TO BE DONE BY THE STATE

Access to Co. Rd. to be increased to 40' width.

Complete restriction of access -

EXHIBIT "A" (Cont)

MYRTLE CREEK-UMPQUA BEND SECTION - PACIFIC HIGHWAY

22483 Alspaugh, Alton E. and Dorothy M. (Holt)
Right of Way, Sta. 73
Option expires February 27, 1959

1.16 acres at $700+ per acre	$815.00	
0.36 acre, ease. for depositing waste material and maintenance of drainage ditch, at $350-/	125.00	
Damage	310.00	
Amount to be paid owners - chrg to Right of Way		$1,250.00

Complete restriction of access -

ELKTON-SMITH CROSSING UNIT, ELKTON-KELLOGG SECTION - ELKTON-SUTHERLIN HIGHWAY

28180 Mode, Donald L. and Irma Jean (Morgan)
Right of Way, Stas. 36-38
Option expires February 19, 1959

0.84 acre at $1,000 per acre	$ 840.00	
Garage, 960 sq.ft. at $1.50+ per sq.ft.	1,450.00	
Drainfield	300.00	
24 fruit trees at $15 per tree	360.00	
18 rods fencing at $4 per rod	72.00	
Roadway easement	150.00	
Encroachment damage	1,000.00	
Amount to be paid owners - chrg to Right of Way		$4,172.00

Complete restriction of access -

TRAIL CREEK BRIDGE SECTION - CRATER LAKE HIGHWAY

28601 Zickefoose, Ethel J. (Curfman)
Right of Way, Stas. 18-19
Option expires February 19, 1959

0.04 acre	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access not controlled -

ONTARIO-SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

26717 Amos, Cole L. and Leona I. SUPPLEMENTAL (Brainerd)
Acquisition of water system and furnace, 1451 E. Idaho
Bill of Sale signed August 25, 1958, Stas. 31-32

Jacuzzi water system and Lennox coal stoker furnace	$600.00	
Amount to be paid owners - chrg to Right of Way		$600.00

Inprevious $22,000 approval of June 19, 1958 Grantors retained these items. This property now desired in place by constr. dept. for resident engineer's office.

EXHIBIT "A" (Cont)

B. P. R. PROJECT

LAUREL HILL-STILL CREEK SECTION - MT. HOOD HIGHWAY

23904 Wilson, George C. and Mary L. SUPPLEMENTAL (Mayhew)
Right of Way Agreement, Stas. 21-28
Letter signed September 5, 1958
Release of all damage claims $612.50
Amount to be paid owners - chrg to Right of Way $612.50

NEWPORT-WALDPORT SECTION - OREGON COAST HIGHWAY

28826 Randall, Lorraine (Benner)
Park
Option expires February 24, 1959
70.55 acres at $65+ per acre $ 4,600.00
Duplex, 1,400 sq. ft. at $7.70 per sq. ft. 10,780.00
Garage, 240 sq. ft. at $3 per sq. ft. 720.00
Cottage 2,400.00
Amount to be paid owner - chrg to Park $18,500.00
State's share of 1958-59 pro-rated taxes. Estimate 100.00
GRAND TOTAL (Estimate) - chrg to Park $18,600.00
Buildings to be vacated within 30 days after notice of acceptance.

Entire taking -

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28501 Washington County (Grant)
Right of Way, Sta. 2552
Option expires March 2, 1959
0.58 acre at $300+ per acre $175.00
Amount to be paid owner - chrg to Right of Way $175.00

Complete restriction of access

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27826 Bakshas, John and Ellen (Morgan)
Right of Way, Stas. LP 1360-1361
Option expires March 2, 1959
3,050 sq. ft. at $0.329- per sq. ft. $1,000.00
Wall and dock 500.00
Est. cost of moving radio tower 500.00
Damages: Land, $1,000, Bldgs. $6,500 7,500.00
Amount to be paid owners - chrg to Right of Way $9,500.00
Grantors to remove guy lines to radio tower from r/w within 60 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct driveway approx. LP 1360+90, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

NORTH TIGARD INTERCHANGE SECTION - PACIFIC HIGHWAY

27282 Portland General Electric Company (Scott)
Right of Way, Sta. 22
Bargain & Sale Deed signed August 25, 1958
0.33 acre, 135 F.F. $13,000.00
Amount to be paid owner - chrg to Right of Way $13,000.00

Complete restriction of access -

ELKTON-SMITH CROSSING UNIT, ELKTON-KELLOGG SECTION - ELKTON-SUTHERLIN HIGHWAY

28183 Hains, Dexter et al (Morgan)
Right of Way, Stas. 48-85
Option expires February 14, 1959
10.3 acres at $150- per acre $1,530.00
3.8 acres at $100 per acre 380.00
3.8 acres at $50 per acre 190.00
Severance damage 1,900.00
Amount to be paid owners - chrg to Right of Way $4,000.00

THINGS TO BE DONE BY THE STATE

Construct grade crossing at approx. 70+50.
Install 78" stock underpass at 70+20.
State may enter remaining land to extend roadway to connect with grantors' roadway at approx. 68+50. Fence right of way.
Access: 70+50, E. and W., unrestricted.

Access controlled -

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION - OREGON COAST HIGHWAY

27529 Eggers, Donnia N. (Riley)
Right of Way, Stas. 1137-1179
Option expires March 1, 1959
7.96 acres at $75 per acre $597.00
Less 3.9 acres at $75 per acre to be deeded Grantor -292.50
$304.50
22 MBF spruce timber at $4 per MBF 88.00
Amount to be paid owner - chrg to Right of Way $392.50

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1137+50 and 1150+50, E., for residential, agricultural, timber and mineral purposes.
Fence right of way.

EXHIBIT "A" (Cont)

WHALEHEAD CREEK-BROOKINGS UNIT, MYERS CREEK-BROOKINGS SECTION.
OREGON COAST HIGHWAY

27529 Eggers, Donnia N. (Cont)

Convey to Grantor 3.9 acres as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Access controlled -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27633 Janssen, Sam, Administrator (Grothaus)
Right of Way, Stas. 644-646
Option expires March 2, 1959
0.20 acre at $800 per acre $160.00
Damages 90.00
Amount to be paid owners - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE

Provide 15' surfaced approach to r/w line.
Access: 645+70, E., unrestricted.

Access controlled -

GOBLE-ST. HELENS SECTION - COLUMBIA RIVER HIGHWAY

10836 Anderson, A. A. and Edythe B. (Grant)
Right of Way, Stas. 11-16
Option expires February 19, 1959
4.32 acres at $75 per acre $324.00
Damage to remainder and access control 126.00
Amount to be paid owners - chrg to Right of Way $450.00
Access: 327+45, W., residential and farming.

Access controlled -

TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27853 Rosenblatt, Millard and Carolyn G. (Scott)
Right of Way, Stas. 1-2
Option expires March 2, 1959
4,400 sq.ft. and any severance damage $1,800.00
Amount to be paid owners - chrg to Right of Way $1,800.00

Access not controlled -

EXHIBIT "A" (Cont)

TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

27872 Puller, Ivan E. and Grace M. (Scott)
Right of Way, 14400 S. W. Hwy. 217, Sta. 12+50
Option expires March 2, 1959

6,350 sq. ft.	$160.00	
3,700 sq. ft. slope easement	50.00	
Timber	200.00	
Trees, shrubs, lawn and driveway	385.00	
Damages	100.00	
Amount to be paid owners - chrg to Right of Way		$895.00

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.
Move water line and move and re-establish property corners on new right of way line.

Access not controlled -

B. P. R. PROJECT

POLALLIE CREEK-PARKDALE ROAD SECTION - MT. HOOD HIGHWAY

28192 Hanel, L. Sterling et al (Henry)
Right of Way, Stas. 1020-1125
Option expires February 28, 1959

37.08 acres at $50 per acre	$1,854.00	
Timber	1,910.00	
636 rods fencing at $2 per rod	1,272.00	
Amount to be paid owners - chrg to Right of Way		$5,036.00

Fencing allowance to be withheld until fence constructed.

THINGS TO BE DONE BY THE STATE

Construct road approaches at 1107+90, 1089+00 and 1037+00, E. and 1106+75, 1075+25, 1058+00 and 1040+00, W. sides.
Access: 1107+90 and 1037+00, E.; 1106+75 and 1040+00, W.; 1089+00, S. E.; 1075+25 and 1058+00, N. W., unrestricted.

Access controlled -

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28513 Russell, John P. and Helen S. (Rawlins)
Right of Way, Stas. 792-795
Option expires March 3, 1959

0.19 acre	$150.00	
Amount to be paid owners - chrg to Right of Way		$150.00

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28513 Russell, John P. and Helen S. (Cont)

State may construct new access driveway as near as possible to present drive near 795 to improve approach level.

Access not controlled -

NEWBERG-GEARIN CORNER SECTION - HILLSBORO-SILVERTON HIGHWAY

26323 Brandt, George A. and Ruth M. SUPPLEMENTAL (Benner)
Right of Way, Sta. 32+35
Quitclaim Deed signed September 4, 1958

1.60 acres, Q.D. deed to clear title	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

CURTIN INTERCHANGE SECTION - PACIFIC HIGHWAY

28502 Lawrence, I. R. and Marjorie (Allen)
Right of Way, Stas. 225-234
Option expires February 26, 1959

1.75 acres at $100- per acre	$ 173.00	
Access and frontage rd. prev. granted, F.J. 14661	2,327.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

Access controlled -

NORTH ONTARIO INTERCHANGE SECTION - OLD OREGON TRAIL HIGHWAY

23926 Davis, Joe K. and Alberta (Brainerd)
Right of Way, Stas. 1186-1191
Option expires March 1, 1959

4.6 acres at $1,500 per acre	$6,900.00	
2.1 acres at $100 per acre	210.00	
House, 1,260 sq.ft. at $6.50 per sq.ft.	8,190.00	
150' well and pressure system	750.00	
Garage, 198 sq.ft.	100.00	
Irr. pump and pump house	50.00	
20 trees, shrubs, grape vines, fences and lawn	332.00	
Damages	468.00	
Amount to be paid owners - chrg to Right of Way		$17,000.00

Possession date five days after payment or 30 days after acceptance, whichever is earlier. Grantor may rent, if agreeable with State.

Complete restriction of access -

EXHIBIT "A" (Cont)

CANYONVILLE-DAYS CREEK SECTION - TILLER-TRAIL HIGHWAY

28015 Bouche, Parris G. and Thelma W. (Morgan)
Right of Way, Stas. 51-60
Option expires February 28, 1959
0.37 acre and 0.06 acre, temporary easement $1,000.00
Amount to be paid owners - chrg to Right of Way $1,000.00
Possession date September 5, 1958. Grantors to move fence.

THINGS TO BE DONE BY THE STATE

Construct road approaches opposite 51+85, 54+00 and 54+80, N., and gravel to r/w line.

Access not controlled -

HILLSBORO-CAMPBELL BRIDGE SECTION - HILLSBORO-SILVERTON HIGHWAY

27675 Pierson, Carl E. and Myrtle CORRECTION (Grant)
Right of Way, Stas. 69-89
Option expires March 7, 1959

1.0 acre	$ 170.00	
Trees, shrubs and driveway.	640.00	
Encroachment damage	1,850.00	
Amount to be paid owners - chrg to Right of Way		$2,660.00
State to assure 1958-59 taxes. Estimate		26.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$2,686.00

THINGS TO BE DONE BY THE STATE

Construct new access rd. to connect with co. rd. at 89+25. Present ditch will be replaced.
Supersedes and cancels prev. $2,160 approval of June 19, 1958.

Access not controlled -

TALBOT STATE PARK SECTION - COLUMBIA RIVER HIGHWAY

28610 Columbia River Packers Association (Grant)
Park, Sta. 850
Option expires March 1, 1959

1 acre	$40.00	
Amount to be paid owner - chrg to Park		$40.00
State to assume taxes, including 1958-59. Estimate		4.00
GRAND TOTAL (Estimate) chrg to Park		$44.00

Entire taking -

EXHIBIT "A" (Cont)

TIGARD-DURHAM ROAD SECTION - BEAVERTON-TUALATIN HIGHWAY

28532 Schulz, Anton and Martha (Scott)
Right of Way, Sta. 14+50
Option expires March 2, 1959

1,200 sq.ft. at $0.15 per sq.ft.	$ 180.00	
1,250 sq.ft. at $0.088 per sq.ft.	110.00	
Damage	2,950.00	
Amount to be paid owners - chrg to Right of Way		$3,240.00

Encroachment of existing private sidewalk on r/w allowed from approx. 14+35 to 15+05.

THINGS TO BE DONE BY THE STATE

Construct and pave approach for 12' driveway.

Access not controlled -

27859 Hing, Thos. L. and Mary A. (Scott)
Right of Way, 12140 S.W. Hwy. 217, Sta. 7
Option expires March 8, 1959

2,000 sq.ft., improved	$ 481.00	
2,200 sq.ft., slope easement	110.00	
Damage	3,309.00	
Amount to be paid owners - chrg to Right of Way		$3,900.00

THINGS TO BE DONE BY THE STATE

Construct and pave approaches for two 12' driveways.
Tile existing spring for drainage.

Access not controlled -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

28175 General Petroleum Corportation (Curfman)
Right of Way, Sta. 1366
Option expires February 25, 1959

2,190 sq.ft. at $1.50+ per sq.ft.	$3,280.00	
Island, 3 pumps, water-air wells, tank, paving	3,020.00	
To move flood light	100.00	
Damage	800.00	
Amount to be paid owner - chrg to Right of Way		$7,200.00

Grantor to vacate 30 days after acceptance.

THINGS TO BE DONE BY THE STATE

Construct curb and re-establish two 30' approaches at mutually agreeable location.

Access not controlled -

EXHIBIT "A" (Cont)

INTERSTATE BRIDGE SECTION - PACIFIC HIGHWAY

28852 Westerlund, Alfred John et al (Smith)
Sewer Easement
Option expires March 3, 1959

Easement	$150.00	
Cost of moving boats	50.00	
Amount to be paid owners - chrg to Right of Way		$200.00

Grantors to remove all boats within 5 days after notice that construction is to begin. Any construction by Grantors not to damage or interfere with operation and maintenance of sewer.

THINGS TO BE DONE BY THE STATE

Make one 8" connection to 18" sewer. Install a manhole at 1+55 to protrude 8' above ground level, and contain a tide gate approved by U.S. Army Engrs. Remove trees that become a danger due to construction of sewer. Keep traffic open on Grantors' road during construction period and replace in kind any surfacing removed from same. Protect river bank in flow area of sewer.

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27148 Hutchins, Roy J. and Gertrude (Allen)
Right of Way, 2080 Foothill Blvd., Stas. 139-142
Option expires March 8, 1959

0.72 acre	$1,150.00	
House, 1,070 sq.ft. at $5 per sq.ft.	5,350.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

Grantors to vacate one day after notice.

Complete restriction of access -

NORTH FORK COQUILLE RIVER-MYRTLE POINT UNIT, RINK CREEK-MYRTLE POINT SECTION - COOS BAY-ROSEBURG HIGHWAY

24747 Moore, C. P. and Josephine C. (Allen)
Right of Way, Stas. 458-460
Option expires March 7, 1959

0.14 acre	$500.00	
10 trees	50.00	
Amount to be paid owners - chrg to Right of Way		$550.00

THINGS TO BE DONE BY THE STATE

Construct approach at 459+70 for joint usage with adjoining property owner.

Access controlled -

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25289,
25290 Stubblefield, L. P. (Holt)
Right of Way, Sta. 337
Option expires March 9, 1959
Release of interest in all property of Eugene Sand and Gravel Company S. of Co. Rd. 24 and E. of S. P. R. R. right of way $10,000.00
Amount to be paid Lessee - chrg to Right of Way $10,000.00

28037 Rose, Calvin P. et al (Curfman)
Right of Way, Stas. 347-351
Option expires March 3, 1959
0.32 acre at $1,550+ per acre $500.00
Amount to be paid owners - chrg to Right of Way $500.00
Right of way fence to stop at 43+50.

Complete restriction of access -

EXHIBIT "B"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in ORS 366.395 and ORS 271.330 the State Highway Commission is authorized and empowered to convey real property owned by the State of Oregon, by and through the State Highway Commission, to other governmental bodies or political subdivisions within the State, for public purposes, when, in the opinion of the Commission, the real property is not presently needed, required or useful for highway purposes or other public uses by the State; and

WHEREAS, Umatilla County, a political subdivision of the State of Oregon, acting by and through its County Court, has requested the State Highway Commission to deed to them, for public purposes, for a period of at least three years certain real property, hereinafter more fully described, which said real property is now owned by the State Highway Commission; and

WHEREAS, the State Highway Commission is of the opinion that said real property is not needed, required or useful for highway or other state public purposes during the said three year period.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the following described real property, in the opinion of this Commission, will not be needed for highway purposes or for other state public use for a period of at least three years from the date of this resolution and may be deeded to Umatilla County, a political subdivision, for public purposes for at least three years. The said real property to be conveyed is described as follows, to wit:

> A parcel of land lying in the Southwest quarter of the Northeast quarter ($SW\frac{1}{4}$ $NE\frac{1}{4}$) of Section 22, Township 4 North, Range 34 East, W.M., Umatilla County, Oregon, the said parcel being described as follows:
>
> Beginning at a point on the Southwesterly right of way line of the Athena-Holdman Highway, said point being 30 feet distant from (when measured at right angles to) the relocated center line at Station 90+47.2; said point also being 1618.5 feet South and 2859.7 feet East of the Northwest corner of said Section 22; thence South 43° 42' West a distance of 299.5 feet to a point on the Easterly right of way line of the County Road, said road running North and South through said Section 22; thence North 1° 21' West along the said East right of way line a distance of 423.9 feet to a point on the Southerly right of way line of the Athena-Holdman Highway; thence South 46° 18' East a distance of 300.0 feet to the point of beginning, containing 1.03 acre.

EXHIBIT "B" (Cont)

2. That the Secretary of this Commission forward a duly certified copy of this resolution to the Umatilla County Court.

3. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Miscellaneous Resolution No. 218.

EXHIBIT "C"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, a stipulation dated the 20th day of November, 1950, was entered into between the parties in that certain condemnation case wherein the State of Oregon, by and through its State Highway Commission, was plaintiff and Paul Martin and Verla Martin, husband and wife, et al., were defendants, said case being Case No. 165-758 in the Circuit Court of the State of Oregon for the County of Multnomah; and

WHEREAS, pursuant to said stipulation, Paul Martin and Verla Martin (hereinafter referred to as "the permittees") were subsequently given a permit or license to go upon certain parts of the Columbia River Highway right of way for the purpose of removing noxious weeds and brush, placing top soil, and planting seed grass, which permit or license provides that when and if the State decides to improve the relocated Columbia River Highway it may, after 90 days written notice to permittees of its intention to do so, terminate said permit or license; and

WHEREAS, the State Highway Commission, by resolution dated the 2nd day of March, 1956, Miscellaneous Resolution No. 187 has heretofore terminated said permit between State Highway Engineer's Centerline Stations 519+20 and 577+00 on the north side of the said Columbia River Highway and between State Highway Engineer's Centerline Stations 519+20 and 534+00 on the south side of said highway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to landscape and otherwise improve and maintain the Columbia River Highway in the area affected by said stipulation and permits; and

WHEREAS, said permit or license requires that any notice of the termination of the same be prececed by a resolution of the Oregon State Highway Commission calling for the termination of the said permit or license;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That for the purpose of landscaping and otherwise improving and maintaining the Columbia River Highway, it is necessary that the above-referred to permit or license, granted to Paul Martin and Verla Martin, et al., to go upon the right of way of the said Columbia River Highway to remove noxious weeds, place top soil and plant seed grass be, and the same hereby is, terminated between State Highway Engineer's Centerline Stations 534+00 and 561+60 on the south side of said Columbia River Highway, effective December 31, 1958.

2. That the Chief Counsel is hereby directed to notify the permittees of this resolution by registered mail.

EXHIBIT "C" (Cont)

3. That this resolution be entered in full in the minutes and records of this Commission this 11th day of September, 1958, as Miscellaneous Resolution No. 187a.

EXHIBIT "D"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4652, with Tom Lillebo, for work on the Yaquina River Bridge on the Toledo-Elk City Highway in Lincoln County, completed August 7, 1958.

"Contract No. 4654, with Hamilton & Thoms, for work on the Willamette River (Springfield) Bridge on the McKenzie Highway in Lane County, completed July 31, 1958.

"Contract No. 4911, with George E. Berry, for work on the 3rd & 4th Crossings of the Wilson River Highway in Tillamook County, completed August 7, 1958.

"Contract No. 5000, with F. H. McEwen, for work on the North Jefferson Junction-North Albany Junction Bridges on the Pacific Highway in Marion and Linn Counties, completed August 2, 1958.

"Contract No. 5031, with Babler Bros., for work on the North and South Fork Scappoose Creek Bridges on the Scappoose-Pittsburg Highway in Columbia County, completed August 14, 1958.

"Contract No. 5058, with Pacific Concrete Company and Parker & Fuhrman Co., for grading and oiling on the Eckman Slough Section of the Alsea Highway in Lincoln County, completed September 4, 1958.

"Contract No. 5062, with F. L. Somers, for grading on the Windy Gap Section of the Galice County Road in Josephine County, completed August 7, 1958.

"Contract No. 5105, with Roseburg Sand & Gravel Co., for furnishing crushed material in stockpiles on the Rainrock-Blachly Section of the Siuslaw Highway in Lane County, completed August 9, 1958.

"Contract No. 5106, with Zuber Bros., for work on the Beverly Beach State Park Expansion on the Oregon Coast Highway in Lincoln County, completed August 15, 1958.

"Contract No. 5113, with James F. Turner, for work on the Corvallis Draw Span over the Willamette River on the Corvallis-Lebanon Highway in Benton and Linn Counties, completed August 12, 1958.

"Contract No. 5114, with Knight Pearcy, for roadside improvement on the Willamette River (Springfield) Bridge Section of the McKenzie Highway in Lane County, completed June 16, 1958.

EXHIBIT "D" (Cont)

"Contract No. 5118, with Richard Beshey, for furnishing crushed material in stockpiles on the Baker-Maiden Gulch Section of the Baker-Homestead Highway in Baker County, completed July 14, 1958.

"Contract No. 5121, with Barney Helser, for furnishing crushed material in stockpiles on the Long Creek-Beech Creek Summit Section of the Pendleton-John Day Highway in Grant County, completed July 25, 1958

"Contract No. 5130, with Electric Corporation, for work on the Salem Traffic Signal Installation on the Pacific Highway in Marion County, completed July 28, 1958.

"Contract No. 5135, with Henry G. Stach, for work on the Little Luckiamute River Bridge on the Polk County Road in Polk County, completed August 18, 1958.

"Contract No. 5149, with Rochat Electric, for illumination installation of the Wallace Bridge-Sheridan Section on the Salmon River Highway in Yamhill County, completed August 12, 1958.

"Contract No. 5150, with Arthur Simonsen and Co., for grading and paving on the Haines (Fourth St.) City Street Section in Baker County, completed July 31, 1958.

"Contract No. 5172, with Collins & Foss, for work on the John Day, Lewis & Clark & Nehalem River Bridge Painting on the Columbia River and Oregon Coast Highways in Clatsop and Tillamook Counties, completed July 25, 1958.

"Contract No. 5180, with Collins & Foss, for work on the Siletz and Yachats River Bridges Painting on the Oregon Coast Highway in Lincoln County, completed September 1, 1958.

"Contract No. 5186, with H. G. Wirtz, for work on the Dooley Mountain Summit Sand Shed on the Baker-Unity Highway in Baker County, completed August 5, 1958.

"Contract No. 5188, with J. C. Compton, for oiling on six highways, Division No. 3 (North) Oiling Project in Lane and Douglas Counties, completed August 23, 1958.

"Contract No. 5193, with Dayton Auto Wreckers for work on the removal of the Old Dayton Bridge over the South Yamhill River on the Three Mile Lane Highway in Yamhill County, completed August 28, 1958.

"Contract No. 5195, with Woodward & Son & Barklow, for stone base and paving on the Powers (Poplar St. and 4th Avenue) City Street Section in Coos County, completed August 12, 1958.

"Contract No. 5196, with Endicott Logging Company, for work on the Burns Maintenance Building in Harney County, completed August 28, 1958.

EXHIBIT "D" (Cont)

"Contract No. 5215, with Asphaltic Paving Company, for paving on the Chiloquin (Second Avenue) City Street Section in Klamath County, completed August 25, 1958.

"Contract No. 5223, with Woodward & Son & Barklow, for paving on the Coquille (E. 10th and N. Collier Sts.) City Street Section in Coos County, completed September 4, 1958.

"Contract No. 5225, with Buchanan Excavating Co., for slide correction on the Smith Hill Slide Section of the Pacific Highway in Josephine County, completed September 8, 1958.

"Contract No. 5233, with Morse Bros., for paving on the Albany Canal-Lebanon Junction Section of the Albany-Brownsville County Road, completed August 29, 1958.

"Contract No. 5235, with C. E. Leseberg, for stone base and oiling on the North Powder-Davis Ranch Section of the North Powder River County Road in Union County, completed August 19, 1958.

"Contract No. 5242, with J. F. Konen Construction Co., Inc., for oiling on the Flora Spur Section of the Flora Spur Road in Wallowa County, completed September 1, 1958.

"Contract No. 5267, with Central Paving Co., for stone base and paving on the Willamina (Cherry Avenue and James St.) City Street Section in Polk County, completed August 18, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 75 shall be entered in the minutes and records of the Commission as of the 11th day of September, 1958.

30565

EXHIBIT "E"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

From Funds Accruing During the Second Half of 1957

Dayton.....	$ 2,315.31
Dufur.....	1,784.15
Granite.....	10.22
Hines.....	3,980.29
Monument.....	783.12
North Powder.....	1,402.80
Yamhill.....	1,702.43

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer of each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution

EXHIBIT "E" (Cont.)

approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of September, 1958.

30567

EXHIBIT "F"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in subsection (4) of ORS 483.504, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in paragraph I subsection (4) of ORS 483.504, or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles having an overall length not in excess of 50 feet and a combination of vehicles gross weight not in excess of 68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways", which for

EXHIBIT "F" (Cont.)

identification is marked "Attachment A", the attached list of "Group I Highways", which for identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment C"; provided, however, that the above maximum length provision shall not be applicable as to the types of vehicle combinations and the highways named in subsection (4) (c) of ORS 483.504.

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B."

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an overall length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 74,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C"; provided, however, that the above maximum length provision shall not be applicable as to the highways named in subsection (4) (d) of ORS 483.504.

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 583.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P.U.C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group II Highways, the Group I Highways, and the Special Group I Highways referred to in paragraphs 2, 3, and 4 of this resolution. Upon completion, prints thereof shall be attached to the original and all copies of this resolution.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483.532, and the posting of any highway, section of highway, or highway structure to reduce limits of weights or dimensions shall be to that extent a modification of the weights of dimensions authorized by this resolution. This

EXHIBIT "F" (Cont.)

resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

8. That this resolution revokes and supersedes a previous resolution of August, 1957, dealing with this subject.

9. That this resolution be entered in the minutes of this Commission as of the 11th day of September 1958, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utility Commissioner, and the Superintendent of State Police.

30570

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct. US 26 in Portland to Jct. US 99E in Oregon City	Ore. 43
26	Mt. Hood	Odell Junction to Parkdale	Ore. 35
33	Corvallis-Newport	Burntwoods to Toledo	US 20
38	Oregon Caves	Sucker Creek Road, M.P. 11.77 to Oregon Caves	Ore. 46
102	Nehalem	Jct. US101 at Astoria to M.P. 42.08 near Mist	Ore. 202
103	Fishhawk Falls	Jct. US 26 near Elsie to Jct. Ore. 202 at Jewell	- - - - -
125	Crown Point	Larch Mt. Road, M.P. 10.74 to Jct. US 30 Expressway at Dodson	US 30 Scenic
140	Hillsboro-Silverton	Jct. Ore. 8 at Hillsboro to Jct. US 99W at Newberg; Also, Mt. Angel to Jct. Ore. 213 at Silverton	Ore. 219-Ore. 214
142	Farmington	Jct. Ore. 8 at Beaverton to Jct. Ore. 219 via Farmington	Ore. 208
143	Scholls	Progress to Jct. Ore. 219 at Scholls	Ore. 210
151	Yamhill-Newberg	Jct. Ore. 47 at Yamhill to Jct. US 99W at Newberg	Ore. 240
153	Bellevue-Hopewell	Jct. Ore 18 at Bellevue to Jct. Ore. 221 near Hopewell	- - - - -
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Amity-Dayton Hwy.	- - - - -
160	Cascade	Oregon City to Liberal	Ore. 213
163	Silver Creek Falls	Jct. Ore. 22 near Shaw to Jct. Ore. 213 at Silverton	Ore. 214
180	Eddyville-Blodgett	Nashville to Eddyville via Nortons	- - - - -

ATTACHMENT "A" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
200	Territorial	Lorane to Anlauf	- - - - -
230	Tiller-Trail	Tiller to Jct. Ore. 62 at Trail	Ore. 42
231	Elkton-Sutherlin	Jct. Ore. 38 at Elkton to M.P. 14.31	Ore. 225
241	Coos River	Jct. Cooston Co. Road to M.P. 19.15	- - - - -
242	Powers	M.P. 6.0 to Powers	- - - - -
250	Cape Blanco	Jct. US 101 near Sixes to Cape Blanco	- - - - -
251	Port Orford	Jct. US 101 at Port Orford to U.S. Coast Guard Station Boundary	- - - - -
270	Little Butte	Jct. Ore. 62 at Eagle Point to Jackson -Klamath County Line	- - - - -
273	Siskiyou	Jct. Ore. 66 near Ashland to Jct. US 99	- - - - -
282	Odell	Odell to Jct. Hood River Highway	- - - - -
290	Sherars Bridge	Jct. US 197 near Tygh Valley to Jct. US 97 at Grass Valley	Ore. 216
320	Lexington-Echo	Jct. Ore. 207 at Mile Post 27.28 to Jct. US 30 east of Stanfield Jct. via Echo	- - - - -
321	Heppner-Spray	Jct. Ore. 206 near Eight Mile to Jct. Ore. 19 near Spray	Ore. 207
332	Sunnyside-Umapine	Jct. with Freewater Hwy. at Sunnyside to Washington State Line	- - - - -
340	Medical Springs	Jct. Ore. 203 at Union to Pondosa	Ore. 203
375	Redmond-Bend	Jct. US 97 at Redmond to Jct. US 20 near Tumalo	- - - - -

ATTACHMENT "A" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
410	Sumpter Valley	Jct. Ore. 7 at Salisbury to Sumpter	Ore. 220
424	Sand Creek	Jct. Sun Mountain Highway to East Boundary Crater Lake National Park	Ore. 232
431	Warner Valley	Adel to Plush	- - - - -
451	Vale West	Jct. US 20 at Vale to Jct. US 20 at M.P. 238.82	- - - - -
452	Adrian-Parma Jct.	Ore. 201 near Adrian to Idaho State Line near Parma	- - - - -
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Highway to Idaho State Line.	- - - - -
454	Adrian-Caldwell	Jct. Adrian-Parma Highway to Idaho State Line near Caldwell	- - - - -

30573

ATTACHMENT "B"

GROUP I HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Junction City to Calif. State Line near Hilt	US 99
1E	Pacific East	Wash. State Line north of Portland to Junction City	US 99E-US 99
1W	Pacific West	Jct. US 99E north of Portland to Junction City	US 99-US 99W
2	Columbia River	Astoria to Washington State Line near Wallula	US 30-730
4	The Dalles-California	Jct. US 30 near The Dalles to Calif. State Line near Dorris	US 197-97
5	John Day	Jct. US 30 near Arlington to Jct. US 20 at Vale	Ore. 19-US 26
6	Old Oregon Trail	Jct. US 730 east of Boardman to Idaho State Line near Nyssa, including Ontario Spur	US 30-Ore. 201 US 26-US 20
7	Central Oregon	Jct. US 97 at Bend to Jct. Ore. 201 at Cairo	US 20
8	Oregon-Washington	Jct. US 30 near Pendleton to Washington Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria to Calif. State Line near Brookings	US 101
10	Wallowa Lake	Jct. US 30 at LaGrande to Joseph	Ore. 82
11	Enterprise-Lewiston	Jct. Ore. 82 to Washington State Line	Ore. 3
12	Baker-Homestead	Jct. US 30 at Baker to Copperfield	Ore. 86
13	Baker-Unity	Jct. US 30 at Baker to Jct. US 26 near Unity	Ore. 7
15	McKenzie	Jct. US 99 near Eugene to Belknap Springs, M.P. 56.07; also Sisters to Redmond	US 126

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
16	Santiam	Jct. US 99 at Albany to Jct. US 126 east of Sisters	US 20
17	McKenzie-Bend	Jct. US 126 east of Sisters to Jct. US 97 north of Bend	US 20
18	Willamette	Jct. US 99 near Goshen to Jct. US 97 north of Chemult	Ore. 58
19	Fremont	Jct. US 97 south of Lapine to California State Line near New Pine Creek	Ore. 31-US 395
20	Klamath Falls-Lakeview	Jct. US 97 at Klamath Falls to Jct. US 395 at Lakeview	Ore. 66
21	Green Springs	Jct. US 99 at Ashland to Jct. US 97 near Klamath Falls	Ore. 66
22	Crater Lake	Jct. US 99 at Medford to West Crater Lake Park Boundary; also Jct. Rocky Point Road, M.P. 89.82 near Fort Klamath to Jct. US 97 south of Chiloquin	Ore. 62
23	Dairy-Bonanza	Jct. Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Jct. US 20 at Burns to Crane	Ore. 78
25	Redwood	Jct. US 99 near Grants Pass to California State Line near O'Brien	US 199
26	Mt. Hood	Jct. US 99 at Portland to Jct. Warm Springs Hwy. near Government Camp; also, Odell Jct. to Jct. with US 30 at Hood River	US 26-Ore35
27	Alsea	Jct. US 101 at Waldport to Jct. US 20 near Philomath	Ore. 34
28	Pendleton-John Day	Jct. US 30 at Pendleton to Jct. with Beech Creek Highway near Mt. Vernon	US 395
29	Tualatin Valley	Jct. US 26 west of Portland to Jct. US 99W near McMinnville	Ore. 8-Ore. 47

30575

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
30	Willamina-Salem	Jct. Ore. 18 to Jct. US 99E at Salem	Ore. 22
31	Albany-Corvallis	Jct. US 99 at Albany to Jct. US 99W at Corvallis	US 20
32	Three Rivers	Jct. US 101 at Hebo to Jct. Ore. 18 at Valley Jct.	Ore. 22
33	Corvallis-Newport	Jct. US 99W at Corvallis to Burntwoods; also Toledo to Jct. US 101 at Newport	US 20
34	Siuslaw	Jct. US 101 at Florence to Jct. US 99 south of Junction City	Ore. 36
35	Coos Bay-Roseburg	Jct. US 101 at Coquille to Jct. US 99 south of Roseburg	Ore. 42-Ore. 42N
36	Pendleton-Cold Springs	Jct. US 730 near Cold Springs to Jct. US 30 at Pendleton	US 395
37	Wilson River	Jct. US 26 near Banks to Jct. US 101 at Tillamook	Ore. 6
38	Oregon Caves	Jct. US 199 to Sucker Creek Rd. M.P. 11.77	Ore. 46
39	Salmon River	Jct. US 101 at Otis to Jct. US 99W south of McMinnville; includes old route through Willamina and Sheridan	Ore. 18
40	Beaverton-Hillsdale	Jct. Ore. 8 to Jct. US 99	Ore. 10
41	Ochoco	Jct. US 97 at Redmond to Jct. Ore. 19 north of Dayville	US 126-US 26
42	Sherman	Jct. US 30 at Biggs to Jct. US 197 south of Shaniko	US 97
43	Monmouth-Independence	Jct. US 99W at Monmouth to Independence	Ore. 51
44	Wapinitia	Jct. US 26 near Bear Springs to Jct. US 197 north of Maupin	Ore. 216

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
45	Umpqua	Jct. US 101 at Reedsport to Jct. US 99 at Anlauf	Ore. 38
46	Necanicum	Jct. US 26 at Necanicum to Jct. US 101 near Wheeler	Ore. 53
47	Sunset	Jct. US 101 north of Cannon Beach to Jct. US 99 at Portland	US 26
48	John Day-Burns	Jct. US 26 at John Day to Jct. US 20 east of Burns	US 395
49	Lakeview-Burns	Jct. US 20 near Oakerman Ranch to Jct. Ore. 31 at Valley Falls	US 395
50	Klamath Falls-Malin	Jct. US 97 at Klamath Falls to California State Line near Malin	Ore. 39
51	Wilsonville-Hubbard	Jct. US 99 to Jct. US 99E near Hubbard	- - - - -
52	Heppner	Jct. US 30 at Heppner Jct. to Jct. US 395 at Nye	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US 97 at Madras	US 26
54	Umatilla-Stanfield	Jct. US 730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
56	T. H. Banfield Expressway	Sandy Boulevard, Portland to Jct. with Columbia River Highway	US 30
57	R. H. Baldock Expressway	Jct. US 99W near Tigard to Jct. US 99E south of Salem US 99 Business	US 99
102	Nehalem	M.P. 42.08 near Mist to Jct. Ore. 8 at Forest Grove	Ore. 202-Ore. 47
104	Fort Stevens	Entire Length	- - - - -
105	Warrenton	Entire Length	- - - - -
110	Mist-Clatskanie	Entire Length	Ore. 47

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
120	Swift	Jct. Columbia Blvd. to Jct. Denver and Union Avenues north of Portland	- - - - -
122	Vancouver Avenue	Columbia Blvd. to Union Avenue in Portland	- - - - -
123	N. E. Portland	Jct. US 30 near St. Johns to Jct. US 30 near Fairview	US 30 By-Pass
124	Sun Dial	Jct. US 30 near Troutdale to the Troutdale Airport Boundary	- - - - -
125	Crown Point	Jct. US 30 at Troutdale to Larch Mountain Road, M.P. 10.74	US 30 Scenic
140	Hillsboro-Silverton	St. Paul to Mt. Angel	Ore. 219 Ore. 214
141	Beaverton-Tualatin	Jct. Ore. 8 at Beaverton to Jct. US 99W near Tigard	Ore. 217
143	Scholls	Jct. Ore. 10 to Progress	Ore. 210
150	Salem-Dayton	Jct. Ore. 22 at West Salem to	Ore. 221
152	Three Mile Lane	Dayton McMinnville to Jct.	- - - - -
155	Amity-Dayton	Amity-Dayton Hwy. Jct. US 99W near Amity to Jct. US 99W near Lafayette	Ore. 233
156	McMinnville	McMinnville to Jct. US 99W north of McMinnville	- - - - -
160	Cascade	Jct. US 30 By-Pass at Killingsworth St., Portland to Oregon City; also, Liberal to Silverton	Ore. 213
161	Woodburn-Estacada	Jct. US 99E to Estacada	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US 20 including old route through Sublimity and Stayton; also State Street-Silver Creek Falls Connection	Ore. 22
163	Silver Creek Falls	Jct. US 99E in Salem to Jct. North Santiam Highway at Mile Post 8.81	Ore. 22

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
164	Jefferson	Jct. US 99 to Jct. US 99 via Jefferson	- - - - -
170	Canby-Marquam	Jct. US 99E at Canby to Jct. Ore. 211 at Hamrick's Corner	- - - - -
171	Clackamas	Jct. US 99E at Milwaukie to Estacada	Ore. 212-Ore. 211
172	Eagle Creek-Sandy	Eagle Creek to Sandy	Ore. 211
180	Eddyville-Blodgett	Nashville to Blodgett	- - - - -
181	Siletz	Siletz to Toledo	Ore. 229
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 223
191	Kings Valley	Jct. US 20 to Dallas	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Hwy.	- - - - -
193	Independence	Independence to Jct. Ore. 22 near Salem	Ore. 51
200	Territorial	Monroe to Lorane	- - - - -
211	Albany-Lyons	Jct. US 20 to Lyons	Ore. 226
212	Halsey-Sweet Home	Jct. US 99 to Jct. US20	Ore. 228
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - - - -
214	Albany Airport	Jct. US 99 to Jct. US 20	- - - - -
220	Richardson-Eugene	Jct. US 99 at Eugene to Veneta	- - - - -
222	Springfield-Creswell	Jct. US 126 near Springfield to Jct. Ore. 58 near Pleasant Hill	- - - - -
223	Junction City-Eugene	Jct. US 99 at Junction City to Jct. US 99 at Eugene	- - - - -
225	McVay Highway	Jct. US 126 to Jct. US 99 north of Goshen	- - - - -

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
226	Goshen-Divide	Jct. US 99 at Goshen to Jct. US 99 at Divide	Ore. 231
230	Tiller-Trail	Jct. US 99 near Canyonville to Tiller	Ore. 42
231	Elkton-Sutherlin	Mile Post 14.31 to Jct. U.S. 99 near Sutherlin via North Connection	Ore. 225
232	Crater Lake North	Jct. West Diamond Lake Hwy. Mile Post 0.36 to Jct. East Diamond Lake Hwy. Mile Post 3.81	Ore. 230
233	West Diamond Lake	Jct. Ore. 62 near Union Creek to Jct. Crater Lake North Highway	Ore. 230
234	Oakland-Shady	Jct. US 99 near Oakland to Jct. US 99 south of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42N to Jct. US 99	Ore. 42
236	Yoncalla	Drain to Jct. US 99 at Rice Hill, M.P. 168.19	Ore. 235
240	Cape Arago	Jct. US 101 at North Bend to South Bay	- - - - -
241	Coos River	Jct. US 101 to Cooston County Road	- - - - -
242	Powers	Jct. Ore. 42 to M.P. 6.0	- - - - -
243	Empire-Coos Bay	Jct. US 101 to Jct. Cape Arago Hwy. at Empire	- - - - -
261	Williams	Jct. US 99 near Grants Pass to Munger Creek Co. Road	Ore. 238
271	Sams Valley	Jct. US 99 near Gold Hill to Jct. Ore. 62	Ore. 234
272	Medford-Provolt	Provolt to Medford	Ore. 238
281	Hood River	Jct. Ore. 35 at Hood River to Jct. Ore. 35 near Parkdale	- - - - -
282	Odell	Jct. Ore. 35 to Odell	- - - - -

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
291	Shaniko-Fossil	Shaniko to Antelope	Ore. 218
292	Mosier-The Dalles	Jct. US 30 at Mosier to Jct. US 30 near The Dalles	- - - - -
300	Wasco-Heppner	Ajax Co. Road, M.P. 29.20 to Jct. Ore. 74 at Heppner	Ore. 206-207
301	Fulton Canyon	Jct. US 30 to M.P. 1.28 (end of State section)	- - - - -
320	Lexington-Echo	Jct. Ore. 74 at Lexington to Jct. Hermiston Hwy. at Mile Post 27.28	Ore. 207
330	Weston-Elgin	Jct. Ore. 11 at Weston to Jct. Ore. 82 at Elgin	Ore. 204
333	Hermiston	Jct. US 730 near Cold Springs to Jct. Lexington-Echo Hwy. at Mile Post 17.92	Ore. 207
334	Athena-Holdman	Jct. Ore. 11 at Athena to Jct. US 395 near Holdman	- - - - -
335	Havana-Helix	Havana to Helix	- - - - -
339	Freewater	Jct. Ore. 11 near Milton to Washington State Line	- - - - -
340	Medical Springs	Jct. Ore. 86 to Pondosa	Ore. 203
341	Starkey	Jct. US 30 near Five Points to Starkey	- - - - -
342	Cove	Island City to Union	- - - - -
343	LaGrande-North Powder	Jct. US 30 near LaGrande to Jct. US 30 near North Powder via Union	Ore. 203
350	Little Sheep Creek	Joseph to Imnaha	- - - - -
360	Madras-Prineville	Jct. US 97 near Madras to Jct. US 126 at Prineville	US 26
361	Culver	Jct. US 97 at Madras to Jct. US 97 south of Culver	- - - - -
370	O'Neil	Entire length	- - - - -

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
371	Powell Butte	Jct. US 126 at Powell Butte to Jct. US 20 east of Bend	- - - - -
373	Cline Falls	Entire length	- - - - -
374	Tumalo-Deschutes	Jct. US 20 at Tumalo to Jct. US 97 at Deschutes	- - - - -
380	Paulina	Entire length	- - - - -
401	Beech Creek	Jct. Pendleton-John Day Hwy. to Jct. US 26 at Mt. Vernon	US 395
402	Kimberly- Long Creek	Jct. US 395 to Jct. Ore. 19 at Kimberly	- - - - -
420	Midland	Jct. Ore. 66 near Klamath Falls to Jct. US 97 near Midland	- - - - -
421	Klamath Lake	Jct. US 97 to Jct. Lake of the Woods Road	- - - - -
422	Chiloquin	Entire length	- - - - -
423	Lower Klamath Lake	Jct. US 97 near Midland to Jct. Ore. 39	- - - - -
425	East Diamond Lake	Jct. Crater Lake North Hwy. to Jct. US 97	Ore. 230
426	Hatfield	Jct. Ore. 39 near Merrill to Calif. State Line	- - - - -
427	Modoc Point	Entire length	- - - - -
428	Sun Mountain	Jct. US 97 to Jct. Ore. 62	- - - - -
431	Warner Valley	near Fort Klamath Jct.	- - - - -
440	Frenchglen	US 395 to Adel Jct. Ore. 78 near Burns to Frenchglen	Ore. 205
441	Diamond Valley	Jct. Ore. 78 near Princeton to M.P. 25.50 north of Diamond	- - - - -
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. near Crane to Jct. US 95 near Scotts Butte	Ore. 78

ATTACHMENT "B" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
450	Nyssa-Adrian	Jct. US 26-20 at Nyssa to Idaho State Line near Homedale	Ore. 201
455	Olds Ferry-Ontario	Jct. US 30 near Olds Ferry to Jct. US 30 near Ontario, including Weiser and Payette Spurs	US 30N-Ore. 201-Ore. 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermit (except from Mile Post 14.93 to Mile Post 21.84)	US 95
458	Jordan Valley	Entire Length	- - - - -

30583

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Jct. City to California State Line near Hilt	US 99
1E	Pacific East	Wash. Line north of Portland to Junction City	US 99E-US 99
1W	Pacific West	Jct. US 99E north of Portland to Junction City	US 99-US 99W
2	Columbia River	Astoria to Tongue Point Naval Base; also, Rainier to Washington Line near Wallula	US 30-US 730
4	The Dalles-Calif.	Jct. Ore. 216 near Maupin to California State Line near Dorris	US 197-97
5	John Day	Arlington to Condon; also Ochoco Jct. to Vale	Ore. 19-US 26
6	Old Oregon Trail	Jct. US 730 east of Boardman to Idaho State Line near Nyssa including Ontario Spur	US 30-Ore. 201, US 26-20
7	Central Oregon	Jct. US 97 at Bend to Jct. Ore. 201 at Cairo	US 20
8	Oregon-Washington	Jct. US 30 near Pendleton to Washington State Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria to Jct. Sunset Hwy. near Cannon Beach; also Wheeler to Hebo; also, Otis to Gold Beach; also Brookings to Calif. State Line	US 101
10	Wallowa Lake	Jct. US 30 at La Grande to Joseph	Ore. 82
11	Enterprise-Lewiston	Entire length	Ore. 3
13	Baker-Unity	Entire length	Ore. 7

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
15	McKenzie	Jct. US 99 at Eugene to McKenzie Bridge; also Sisters to Redmond	US 126
16	Santiam	Jct. US 99 at Albany to Jct. US 126 east of Sisters	US 20
17	McKenzie-Bend	Jct. US 126 east of Sisters to Jct. US 97 north of Bend	US 20
18	Willamette	Jct. US 99 near Goshen to Jct. US 97 north of Chemult	Ore. 58
19	Fremont	Jct. US 97 south of Lapine to California State Line near New Pine Creek	Ore. 31-US 395
20	Klamath Falls-Lakeview	Jct. US 97 at Klamath Falls to Jct. US 395 at Lakeview	Ore. 66
21	Green Springs	Mile Post 21.21 (Lincoln) to Jct. US 97	Ore. 66
22	Crater Lake	Jct. with US 99 at Medford to Shady Cover; also Rocky Point Road M.P. 89.82 to Jct. US 97	Ore. 62
23	Dairy-Bonanza	Jct. with Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Burns to Crane	Ore. 78
25	Redwood	Jct. US 99 near Grants Pass to California State Line near O'Brien	US 199
26	Mt. Hood	Jct. US 99 in Portland to Jct. Warm Spgs. Hwy. near Government Camp; also, Odell Jct. to Jct. US 30 at Hood River	US 26-Ore. 35
27	Alsea	Jct. US 101 at Waldport to Jct. US 20 at Philomath	Ore. 34
28	Pendleton-John Day	Jct. US 30 at Pendleton to Jct. Beech Creek Hwy.	US 395
29	Tualatin Valley	Jct. US 26 west of Portland to Scoggins Valley, via Forest Grove; also Carlton to Jct. US 99W	Ore. 8 Ore. 47

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
30	Willamina-Salem	Jct. Ore. 18 to Jct. US 99E at Salem	Ore. 22
31	Albany-Corvallis	Jct. US 99 at Albany to Jct. US 99W at Corvallis	US 20
33	Corvallis-Newport	Newport to Toledo; also, Burntwoods to Corvallis	US 20
34	Siuslaw	Jct. US 99 to High Pass Road, M.P. 45.90; also Florence to Mapleton	Ore. 36
35	Coos Bay-Roseburg	Jct. US 101 to Spruce & 8th Sts., Myrtle Point; also Winston to Jct. US 99	Ore. 42-Ore. 42N
36	Pendleton-Cold Springs	Jct. US 30 to Jct. Athena-Holdman Highway	US 395
37	Wilson River	Jct. US 26 near Banks to Jct. US 101 at Tillamook	Ore. 6
39	Salmon River	Jct. US 99W near McMinnville to Otis; includes old route via Sheridan and Willamina	Ore. 18
40	Beaverton-Hillsdale	Entire length	Ore. 10
41	Ochoco	Jct. US 97 at Redmond to Jct. Ore. 19	US 126-26
42	Sherman	Jct. US 30 at Biggs to Jct. US 197 south of Shaniko	US 97
44	Wapinitia	Jct. US 26 near Bear Springs to Jct. US 197 north of Maupin	Ore. 216
45	Umpqua	Jct. US 101 at Reedsport to Jct. US 99 at Anlauf	Ore. 38
47	Sunset	Jct. US 101 near Cannon Beach to Jct. US 99 at Portland	US 26
48	John Day-Burns	John Day to Jct. US 20 near Burns	US 395
49	Lakeview-Burns	Jct. US 20 near Oakerman Ranch to Valley Falls	US 395

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
50	Klamath Falls-Malin	Jct. Ore. 47 at Klamath Falls to California State Line near Malin	Ore. 29
51	Wilsonville-Hubbard	Jct. US 99 to Jct. US 99E near Hubbard	- - - - -
52	Heppner	Nye Jct. to Vinson; also, Jct. US 30 to Lexington	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US 97 at Madras	US 26
54	Umatilla-Stanfield	Jct. US 730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
56	T. H. Banfield Expressway	Sandy Boulevard, Portland to Jct. with Columbia River Highway	US 30
57	R. H. Baldock	Jct. US 99W near Tigard to Jct. US 99E south of Salem US 99 Business	US 99
102	Nehalem	Jct. Ore. 8 at Forest Grove to Jct. US 26 near Manning	Ore. 47
120	Swift	Jct. US 99 at Denver & Union Aves. to Columbia Boulevard, Portland	- - - - -
123	N.E. Portland	Jct. US 30 at St. Johns Bridge to Jct. US 30 near Fairview	US 30 alt.
150	Salem-Dayton	Jct. Ore. 22 at West Salem to Dayton	Ore. 221
155	Amity-Dayton	Dayton to Jct. US 99W near Lafayette	Ore. 233
160	Cascade	Jct. US 30 By-Pass (Killingsworth St., Portland) to Gladstone	Ore. 213
161	Woodburn-Estacada	Jct. US 99E to 2 miles east of Molalla	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US 20 including old route through Sublimity and Stayton; also State Street-Silver Creek Falls Connection	Ore. 22

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
163	Silver Creek Falls	Jct. US 99E at Salem to Jct. North Santiam Highway at M.P. 8.81	Ore. 22
164	Jefferson	Jct. US 99 to Jct. US 99 via Jefferson	- - - - -
170	Canby-Marquam	Canby to Jct. with Ore. 211 at Hamrick's Corner	- - - - -
171	Clackamas	Jct. US 99E at Milwaukie to Estacada	Ore. 212 Ore. 211
172	Eagle Creek-Sandy	Eagle Creek to Sandy	Ore. 211
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 223
191	Kings Valley	Dallas to Jct. US 20	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. Dallas-Rickreall Hwy.	- - - - -
200	Territorial	Monroe to Crow	- - - - -
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - - - -
214	Albany Airport	Jct. US 99 to Jct. US 20	- - - - -
222	Springfield-Creswell	Jct. Ore. 58 to M.P. 5.11, Jasper-Lowell Co. Road	- - - - -
225	McVay Highway	Jct. US 126 to Jct. US 99 north of Goshen	- - - -
226	Goshen-Divide	Jct. US 99 at Goshen to Jct. US 99 at Divide	Ore. 231
230	Tiller-Trail	Jct. US 99 to Tiller	Ore. 42
234	Oakland-Shady	Jct. US 99 at Oakland to Jct. US 99 South of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42N to Jct. US 99	Ore. 42
236	Yoncalla	Drain to Jct. US 99 at Rice Hill, Mile Post 168.19	Ore. 235
240	Cape Arago	Jct. US 101 to Charleston	- - - - -

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
241	Coos River	Jct. US 101 to Mile Post 1.13, Eastside	- - - - -
271	Sams Valley	Jct. US 99 near Gold Hill to Gold Hill	- - - - -
281	Hood River	Jct. Ore. 35 in Hood River to Jct. Ore. 35 near Parkdale	- - - - -
282	Odell	Jct. Ore. 35 to Odell	- - - - -
292	Mosier-The Dalles	Jct. US 30 at Mosier to Jct. US 30 near The Dalles	- - - - -
300	Wasco-Heppner	Ajax Co. Rd., M.P. 29.20 to Condon	Ore. 206
320	Lexington-Echo	Lexington to Jct. Hermiston Hwy. at M.P. 27.28	Ore. 207
333	Hermiston	Jct. US 730 near Cold Springs to Jct. Lexington-Echo Hwy. at M.P. 17.92	Ore. 207
334	Athena-Holdman	Jct. US 395 to Jct. Ore. 11 at Athena	- - - - -
335	Havana-Helix	Helix to Jct. with Athena-Holdman Hwy.	- - - - -
339	Freewater	Jct. Ore. 11 near Milton to Washington State Line	- - - - -
342	Cove	Island City to Cove	Ore. 237
343	LaGrande-North Powder	Jct. US 30 near LaGrande to Jct. US 30 near North Powder via Union	Ore. 203
360	Madras-Prineville	Jct. US 97 near Madras to Jct. US 126 at Prineville	US 26
361	Culver	Entire Length	- - - - -
370	O'Neil	Entire Length	- - - - -
371	Powell Butte	Jct. US 126 at Powell Butte to Jct. US 20	- - - - -
373	Cline Falls	Entire Length	- - - - -

ATTACHMENT "C" (Cont.)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
374	Tumalo-Deschutes	Jct. US 20 at Tumalo to Jct. US 97 at Deschutes	- - - - -
401	Beech Creek	Entire length	US 395
421	Klamath Lake	Jct. US 97 to Jct. Lake of the Woods Road	- - - - -
422	Chiloquin	Entire length	- - - - -
423	Lower Klamath Lake	Entire length	- - - - -
426	Hatfield	Jct. Ore. 39 near Merrill to Calif. State Line	- - - - -
427	Modoc Point	Entire length	- - - - -
442	Crane-Scotts Butte	Jct. Burns-Crane to Jct. I.O.N. Hwy. US 95	Ore. 78
450	Nyssa-Adrian	Nyssa to Idaho State Line near Homedale	- - - -
455	Olds Ferry-Ontario	Jct. US 30 near Olds Ferry to Jct. US 30 near Ontario including Weiser and Payette Spurs	US 30N Ore. 201 Ore. 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from Mile Post 14.93 to Mile Post 21.84)	US 95
458	Jordan Valley	Entire length	- - - - -

30590

OREGON STATE HIGHWAY DEPARTMENT
PERMIT DIVISION MAP

Issued pursuant to resolution adopted by State Highway Commission on September 11-12, 1958 under authority of ORS 483.525.

Subject to compliance with the Oregon Motor Transportation Code and Oregon Laws governing the operation of vehicles in all other respects, the following maximum lengths and gross weights(s) are allowed for combinations of vehicles, including load thereon, operating on the highways as indicated hereon, EXCEPT WHEN ENGAGED IN THE TRANSPORTATION OF LOGS, POLES, OR PILING

Group III — Any combination of not more than 2 vehicles — 80,000 lbs
Group I — Truck and Full Trailer or Truck Tractor and double semitrailer — 76,000 lbs
Restricted Group I — Truck Tractor and semitrailer (Semi limited to 36 ft.) — 74,000 lbs
Group II — Any combination of not more than 2 vehicles — 68,000 lbs

(a) Subject to reduced load limits posted pursuant to ORS 483.532
(b) See ORS 483.904(1)(c),(d),(e) as amended by Ch 651, Laws 1957 (Printed on reverse side)

PACIFIC OCEAN

CLATSOP · COLUMBIA · TILLAMOOK · WASHINGTON · CLACKAMAS · MARION · POLK · LINCOLN · LINN · BENTON · JEFFERSON · WHEELER · GRANT · DESCHUTES · CROOK · DOUGLAS · COOS · CURRY · JOSEPHINE · JACKSON · KLAMATH · LAKE · HARNEY · MALHEUR · BAKER · UNION · WALLOWA · GILLIAM · SHERMAN · WASCO · HOOD RIVER · MULTNOMAH · CLARK · SKAMANIA · KLICKITAT · YAKIMA · BENTON · FRANKLIN · WALLA WALLA · COLUMBIA · GARFIELD · ASOTIN · IDAHO · NEZ PERCE · LEWIS · CLEARWATER · LATAH · MOSCOW · PULLMAN · LEWISTON · CLARKSTON · ENTERPRISE · JOSEPH · BAKER · LA GRANDE · PENDLETON · HERMISTON · PASCO · KENNEWICK · RICHLAND · YAKIMA · GOLDENDALE · THE DALLES · MADRAS · PRINEVILLE · REDMOND · BEND · LAKEVIEW · KLAMATH FALLS · ROSEBURG · GRANTS PASS · MEDFORD · ASHLAND · COOS BAY · NORTH BEND · BANDON · GOLD BEACH · BROOKINGS · ONTARIO · VALE · BURNS · JOHN DAY · CANYON CITY · ST HELENS · SALEM · ALBANY · CORVALLIS · EUGENE · LEBANON · SWEET HOME · LINCOLN CITY · TOLEDO · NEWPORT · REEDSPORT · FLORENCE · TILLAMOOK · ASTORIA · SEASIDE · LONGVIEW · KELSO · CASTLE ROCK · KALAMA · VANCOUVER · CAMAS · WASHOUGAL · STEVENSON · HOOD RIVER · WHITE SALMON · BINGEN · PORTLAND · OREGON CITY · GRESHAM · TROUTDALE · MILWAUKIE · LAKE OSWEGO · WEST LINN · CANBY · MOLALLA · ESTACADA · SANDY · GOVERNMENT CAMP · ZIGZAG · RHODODENDRON · WELCHES · BRIGHTWOOD · SISTERS · CRESCENT · CHEMULT · CHILOQUIN · MERRILL · TULELAKE · ALTURAS · ADEL · SUMMER LAKE · PAISLEY · CHRISTMAS VALLEY · FORT ROCK · LA PINE · SUNRIVER · MILLICOMA · SUTHERLIN · OAKRIDGE · WESTFIR · MILL CITY · DETROIT · IDANHA · SCIO · STAYTON · SILVERTON · MOUNT ANGEL · GERVAIS · WOODBURN · HUBBARD · AURORA · DONALD · NEWBERG · DUNDEE · MCMINNVILLE · DAYTON · YAMHILL · CARLTON · SHERIDAN · GRAND RONDE · ELGIN · IMBLER · ISLAND CITY · COVE · UNION · NORTH POWDER · HALFWAY · RICHLAND · HUNTINGTON · WESTFALL · VALLEY · ADRIAN · NYSSA · MALHEUR · JORDAN VALLEY · WESTON · MILTON-FREEWATER · ATHENA · HELIX · PILOT ROCK · PENDLETON · UMATILLA · MISSION · PENDLETON · ECHO · STANFIELD · IRRIGON · BOARDMAN · ARLINGTON · CONDON · FOSSIL · MITCHELL · PRINEVILLE · MADRAS · METOLIUS · CULVER · TERREBONNE · SISTERS · CRESCENT · CHEMULT · CHILOQUIN · MERRILL · TULELAKE · ALTURAS · ADEL · SUMMER LAKE · PAISLEY · CHRISTMAS VALLEY · FORT ROCK · LA PINE · SUNRIVER · MILLICOMA · SUTHERLIN · OAKRIDGE · WESTFIR · MILL CITY · DETROIT · IDANHA · SCIO · STAYTON · SILVERTON · MOUNT ANGEL · GERVAIS · WOODBURN · HUBBARD · AURORA · DONALD · NEWBERG · DUNDEE · MCMINNVILLE · DAYTON · YAMHILL · CARLTON · SHERIDAN · GRAND RONDE · ELGIN · IMBLER · ISLAND CITY · COVE · UNION · NORTH POWDER · HALFWAY · RICHLAND · HUNTINGTON · WESTFALL · VALLEY · ADRIAN · NYSSA · MALHEUR · JORDAN VALLEY · WESTON · MILTON-FREEWATER · ATHENA · HELIX · PILOT ROCK · PENDLETON · UMATILLA · MISSION · PENDLETON · ECHO · STANFIELD · IRRIGON · BOARDMAN · ARLINGTON · CONDON · FOSSIL · MITCHELL · PRINEVILLE · MADRAS · METOLIUS · CULVER · TERREBONNE

NOTE
Each driver, chauffeur or owner of any combination of vehicles shall be responsible for determining the exact termini of any of the different colored sections of highways shown hereon by making inquiry of the Permit Division of the State Highway Department.

ATTACHMENT "D"

THE FOLLOWING EXCERPTS FROM THE STATUTES ARE APPLICABLE TO COMBINATIONS OF VEHICLES OPERATING OVER STATE HIGHWAY ROUTE NO. 86 FROM BAKER TO HOMESTEAD, OREGON AND OVER STATE HIGHWAY NO. 242 (POWERS SECONDARY HIGHWAY, COOS COUNTY) AND TO THE OPERATION OF 60-FOOT TRACTOR-SEMITRAILER COMBINATIONS OVER THE SPECIFIC HIGHWAYS NAMED.

O.R.S. 483.504. RESTRICTION ON WIDTH, HEIGHT AND LENGTH OF VEHICLES. (As amended by Chapter 621, Laws 1957, H.B. 294)

• • •

(4) No vehicle operated singly or as a unit in a combination of vehicles shall exceed a length of 35 feet, inclusive of front and rear bumpers, and no combination of vehicles, including any load thereon, shall exceed a total length of 50 feet, except that:

• • •

(c) When operating on State Highway Route Number 86 and State Highway Number 242, a combination of vehicles consisting of a truck tractor and semitrailer drawing one trailer, or a truck tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel or a motor truck and a trailer other than a house trailer may exceed a total length of 50 feet but shall not exceed a total length of 60 feet. [Notwithstanding the provisions of the resolution adopted by the Highway Commission pursuant to O.R.S. 483.525, a maximum gross weight of 76,000 pounds for such combinations is permitted on the Group III section (uncolored) of Oregon 86 and on the Group II section of State Highway Number 242 shown in green.]

(d) When operating over the Pacific Highway [Route No. U.S. 99]. The Sherman Highway. The Dalles-California Highway from its junction with the Sherman Highway to the Oregon-California State Line [U.S. 97]. The Willamette Highway [Ore. 58]. The Columbia River Highway from its junction with the Pacific Highway at Portland to the Oregon-Washington State Line [U.S. 30-730]. The Old Oregon Trail from its junction with the Columbia River Highway near Boardman to the Oregon-Idaho State Line near Nyssa, including the Ontario Spur [U.S. 30 and Ore. 201, part]. The Mt. Hood Highway from its junction with the Pacific Highway at Portland to the junction of the Warm Springs Highway near Government Camp, the Warm Springs Highway, the Madras-Prineville Highway, the Ochoco Highway from Prineville to the junction with the John Day Highway near Dayville, the John Day Highway from its junction with the Ochoco Highway to Vale, or the Central Oregon Highway from Vale to its junction with Old Oregon Trail at Cairo [U.S. 26], a combination of vehicles consisting of a truck tractor and semitrailer other than a house trailer may exceed 50 feet but shall not exceed a total length of 5[illegible] feet. [Under a resolution of the Highway Commission, adopted pursuant to authority of O.R.S. 483.525, such combinations of vehicles are limited to a maximum combined gross weight of 74,000 pounds.]

(e) Any semitrailer operated over the highways named or described in paragraph (d) of this subsection, may exceed a length of 35 feet but shall not exceed a length of 40 feet: But semitrailers over 35 feet in length shall not exceed 32 feet from the center or turning axis (kingpin) to the center of the rearmost axle, and no portion of such semitrailer or its body or load forward of the turning axis shall project to a greater distance than a 60-inch radius from the center of said turning axis.

NOTE: Material in brackets [ ] is added for the information of the industry and to clarify route descriptions.

30591

SUGGESTED TRUCK WEIGHING PROCEDURE AT OREGON STATE HIGHWAY SCALES

For the convenience of the industry as well as the scale operator it is suggested that weights be obtained in the following sequence:

(1) Weight of steering axle
(2) Entire weight of truck or tractor
(3) Entire weight of trailer (last vehicle or unit)
(4) Last axle(s) if a full trailer

Double Header combinations (trains) are to be weighed in the following sequence:

(1) Steering axle
(2) Tractor unit
(3) Drive axle(s) and last axle(s) of semitrailer
(4) Full trailer (last unit)
(5) Last axle(s) of full trailer

To aid the truck operators in spotting the axles on a scale platform the green signal light present at most scale installations will be used as follows:

(1) After weighing the steering axle the driver should proceed upon appearance of a continuous green light and should again stop when the light is turned off. This procedure would continue at each position of weighing.

(2) When the weighing is completed two flashes of the light would signify to the driver that he could proceed if desired.

If the above procedures are followed, the time element in weighing would be reduced and the driver's concentration on the proper placement of the equipment on the scale platform would be greatly relieved.

9.58

EXHIBIT "G-1"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highways shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-1" (Cont)

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highways as throughways, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood, Pacific, and Williams Secondary Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1002.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1002, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30595

EXHIBIT "G-2"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishement of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-2" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-2" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958 as Condemnation Resolution No. 1003.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1003, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-3"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location, of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-3" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promotes, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Deadmans Pass-Meacham Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1004.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1004, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30601

EXHIBIT "G-4"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the savety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Middleton-Rex Hill Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-4" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, location, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1005.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1005, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-5"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Tigard-Durham Road Section of the Beaverton-Tualatin Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Tigard-Durham Road Section of the Beaverton-Tualatin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Beaverton-Tualatin Highway and all of the contiguous real property of the respective

owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Tigard-Durham Road Section of the said Beaverton-Tualatin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1006.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1006, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-6"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-6" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his

EXHIBIT "G-6" (Cont)

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1007.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1007, under the heading "Real Properth Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30609

EXHIBIT "G-7"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutues, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connecting with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-7" (Cont)

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway, and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connecting with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of said widened and relocated Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted

unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1008.

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*FOOTNOTE:

The names of the property owners and the detailed dsecriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1008, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-8"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, improve and maintain the Salem By-Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-8" (Cont)

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement and betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, construction, improvement and maintenance of the said Salem By-Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

EXHIBIT "G-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1009.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1009, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30615

EXHIBIT "G-9"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to locate in part, relocate in part, construct and maintain the Cascade Secondary Highway and locate and construct a public way known as Airport Road; and

WHEREAS, for the purpose of locating in part, relocating in part, constructing and maintaining the said Cascade Secondary Highway and locating and constructing a public way known as Airport Road, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "G-9" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Cascade Secondary Highway and the public way known as Airport Road and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1010.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1010, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30617

EXHIBIT "G-10"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites; and

WHEREAS, under the provisions of ORS 366.340, the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction and establishment of a maintenance site, the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That the establishment and construction of the maintenance site for which the said real property is deemed to be necessary, is required and is being taken in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1011.

EXHIBIT "G-10" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1011, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30619

EXHIBIT "G-11"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-11" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway, including the Curtin Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintanance of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1012.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1012, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-12"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Dwight Creek Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-12" (Cont.)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Dwight Creek Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Dwight Creek Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his

EXHIBIT "G-12" (Cont.)

absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958 as Condemnation Resolution No. 1013.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1013, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30625

EXHIBIT "G-13"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain The Dalles-Eight Mile Creek Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-13" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportion by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations are are noted. *

3. That the relocation, construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-13" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1014.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1014, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-14"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and

maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1015.

EXHIBIT "G-14" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1015, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30631

EXHIBIT "G-15"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners

EXHIBIT "G-15" (Cont.)

and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the

event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation No. 1016.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1016, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-16"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the Cascade Locks-Vierto Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the widening, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-16" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1017.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1017, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30637

EXHIBIT "G-17"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-17" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel is general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1018.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcels of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1018, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-18"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location, of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "G-18" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "G-18" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1019.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1019, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30643

EXHIBIT "G-19"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of road building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of road building materials for use in connection with the construction and maintenance of highways of the state highway system; and

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "G-19" (Cont)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958, as Condemnation Resolution No. 1020.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1020, under the heading "Real Property Condemnation Resolutions," and said description, map, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30645

EXHIBIT "G-20"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rowena-Chenoweth Creek Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained un-

der the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Rowena-Chenoweth Creek Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's

respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Rowena-Chenoweth Creek Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "G-20" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of September, 1958 as Condemnation Resolution No. 1062.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1062, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30649

EXHIBIT "H"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, ORS 366.205 provides that the Highway Commission shall determine and adopt the general policy and decide all questions relating to the administration of the Highway Department; and

WHEREAS, ORS 366.205 further provides that the Commission has full power to make such rules and regulations as it deems necessary for the accomplishment of the purposes of ORS Chapter 366; and

WHEREAS, in the judgment of the Commission, no full time engineering employee should accept, in addition to his position with the State, any other employment or work, part time or otherwise, involving surveying or any type of engineering within the State of Oregon since such employment or work would not be in the best interests of the public as it would bring about a division of loyalties and be in direct conflict with his full time employment by the State as a public servant.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that no full time engineering employee shall accept, in addition to his position with the State, any other employment or work, either part time or otherwise, involving surveying or engineering within the State of Oregon.

2. The Commission does hereby adopt the following rule and regulation with respect to the acceptance of outside employment by full time engineering employees, to wit:

> "No full time engineering employee shall accept, in addition to his position with the State Highway Department, any other employment or work, part time or otherwise, involving surveying or engineering within the State of Oregon."

3. That this resolution be entered in full in the books and records of the Commission this 11th day of September, 1958, as Miscellaneous Resolution No. 219.

EXHIBIT "I"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the La Grande-North Powder Secondary Highway No. 343 is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on both shoulders of said highway between M.P. 1.60 and M.P. 1.74 where a race track has been established near said highway; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on either shoulder of the La Grande-North Powder Secondary Highway between M.P. 1.60 and M.P. 1.74 creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the shoulders of said highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 186 be entered in the minutes and records of the State Highway Commission as of the 11th day of September, 1958.

EXHIBIT "J-1"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highway signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September, 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as "through-stop" highways and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, said resolution concerning the Amity-Dayton Highway No. 155, ORE 233, provided as follows:

Road No. 155 - Amity-Dayton Highway - ORE 233

Between M.P. 0.00 at Road No. 1W, Pacific Highway West, US 99W near Amity, and M.P. 7.03 at Road No. 152, Three Mile Lane Highway, ORE 233.

Exception: Traffic on Road No. 155, Amity-Dayton Highway, ORE 233, shall not stop as it intersects Road No. 152, Three Mile Lane Highway, ORE 233; and

WHEREAS, a recent change in the alignment of this highway necessitates a change in "Through Highways" Resolution No. 13 designating said highway as a "through-stop" highway and establishing a four-way stop at the junction of Amity-Dayton Highway No. 155 and the Salem-Dayton Highway No. 150 in the city of Dayton; and

WHEREAS, that portion of said "Through Highways" Resolution No. 13 should be rescinded to indicate such change,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, based upon engineering investigation and the recommendation of the State Highway Engineer, that this Commission does hereby find, declare, resolve and order as follows:

1. That that portion of "Through Highways" Resolution No. 13 pertaining to the Amity-Dayton Highway No. 155 be rescinded and that the following section of that highway be designated as a "through-stop" highway:

Between M.P. 0.00 (the Pacific Highway West, No. 1W) and M.P. 9.20 (the Salem-Dayton Highway, No. 150).

EXHIBIT "J-1" (Cont.)

Exception: All traffic southbound on the Amity-Dayton Highway shall stop before entering the intersection of the Lafayette Highway No. 154.

That in all other respects the provisions of said resolution of September 21, 1949, shall remain in full force and effect.

2. That this resolution shall be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as "Through Highways" Resolution No. 13h and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads, and a like copy to the county clerk of Yamhill County and to the Superintendent of the Department of State Police for their information.

30653

EXHIBIT "J-2"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highway signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, said resolution concerning the Salem-Dayton Highway No. 150 provided as follows: That said highway be designated as a "through" highway from Dayton to West Salem; and

WHEREAS, a recent change in the alignment of this highway necessitates a change in said resolution adopted April 27, 1943, ("Through Highways" Resolution No. 4) designating said highway as a "through-stop" highway and the establishment of a four-way stop at the junction of Amity-Dayton Highway and the Salem-Dayton Highway in the city of Dayton; and

WHEREAS, said resolution should be revised to indicate such change,

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED, based upon engineering investigation and the recommendation of the State Highway Engineer, that this Commission does hereby find, declare, resolve, and order as follows:

1. That that portion of "Through Highways" Resolution No. 4 pertaining to the Salem-Dayton Highway No. 150 be rescinded and that this highway be redesignated as a "through-stop" highway as follows:

Between M.P. 0.63 (the Three Mile Lane Highway No. 152) and M.P. 20.45 (the Willamina-Salem Highway No. 30).

Exception: All traffic on the Salem-Dayton Highway shall stop before entering the Amity-Dayton Highway No. 155.

That in all other respects the provisions of said resolution of April 27, 1943, shall remain in full force and effect.

2. That this resolution shall be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as "Through

EXHIBIT "J-2" (Cont.)

Highways" Resolution 4b and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads and a like copy to the county clerks of Polk and Yamhill Counties, and to the Superintendent of the Department of State Police for their information.

EXHIBIT "K-1"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Tualatin River Bridge Section of the Scholls Highway in Washington County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Tualatin River Bridge Section of the Scholls Highway, beginning at Highway Engineer's Station 28+50, north of the Tualatin River and extending in a southerly direction to Highway Engineer's Station 47+00, south of said river, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1188), and the date of July, 1958, (Right of Way Map No. 8B-10-7 dated July, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of non access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as Survey Resolution No. 182.

EXHIBIT "K-1" (Cont)

* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 182, under the heading "Resolutions adopting Surveys", and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30657

EXHIBIT "K-2"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the North Yamhill River Section of the Pacific Highway West in Yamhill County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the North Yamhill River Section of the Pacific Highway West, beginning at Highway Engineer's Station 62+792 west of the North Yamhill River and extending in an easterly direction to Highway Engineer's Station 94+00, east of said river, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1192, and the date of August, 1958, (Right of Way Map No. 5B-8-15 dated July, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over said survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Pacific Highway West was designated as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly

known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as Survey Resolution No. 183.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 183, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30659

EXHIBIT "K-3"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of:

1. Cascade Locks-Viento Section of the Columbia River Highway in Hood River County.

2. Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway in Lane County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Cascade Locks-Viento Section of the Columbia River Highway, beginning at Highway Engineer's Station 197+22, a short distance east of the town of Cascade Locks, and extending in an easterly direction to Highway Engineer's Station 786+00 near Viento Park, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1197 and the date of September, 1958, (Right of Way Map No. 6B-35-5,6,7 dated August, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway, beginning at Highway Engineer's Station 36+00 at an intersection with Country Club Road and extending in an easterly direction to Highway Engineer's Station 150+00 approximately one mile east of Garden Way Road, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1220, and the date of September, 1958, (Right of Way Map No. 7B-31-20 dated May, 1955, and Right of Way Map No. 1A-13-22, dated September, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the engineer hereby is directed to file and preserve the same in the

EXHIBIT "K-3" (Cont.)

records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over said surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of complete access controlled highways.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Columbia River Highway was designated as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as Survey Resolution No. 184.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 184, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-4"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of:

1. Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway in Multnomah County.

2. Hamilton Street-Slavin Road Section of the Pacific Highway West in Multnomah County.

3. McMinnville Junction-Three Mile Lane Section of the Salmon River Highway in Yamhill County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway, beginning at Highway Engineer's Station 9+85, and extending in an easterly direction to the intersection of Pacific Highway West (S. W. Barbur Boulevard) together with the map, which for identification purposes bears Sketch Map File 1R-3-1204, and the date of May, 1958 (Right of Way Maps Nos. 6B-10-12 and 7B-32-11 dated December, 1943 and May, 1955) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Hamilton Street-Slavin Road Section of the Pacific Highway West, beginning at the intersection of the Beaverton-Hillsdale Highway and extending in a northerly direction to Highway Engineer's Station 58+02.1 at the intersection of S. W. Barbur Boulevard and S. W. Condor Street in the city of Portland, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1204 and the date of May, 1958

EXHIBIT "K-4" (Cont.)

(Right of Way Maps Nos. 6B-10-12 and 7B-32-11 dated December, 1943 and May, 1955) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

1c. That the survey of the McMinnville Junction-Three Mile Lane Section of the Salmon River Highway, beginning at Highway Engineer's Station 579+73.44 a short distance west of the intersection of the Salmon River Highway and Pacific Highway West, and extending in an easterly direction to Highway Engineer's Station 694+81.74 at an intersection with the Three Mile Lane Highway, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1206, and the date of September, 1958, (Right of Way Map No. 8B-10-6 dated July, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Pacific Highway West and the said Salmon River Highway were designated as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned state highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of September, 1958, as Survey Resolution No. 185.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 185, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of September 11 and 12, 1958

RESOLUTION

WHEREAS, ORS 366.135 authorizes and requires the State Highway Commission to appoint a Secretary; and

WHEREAS, H. B. Glaisyer, presently Secretary, has submitted his resignation effective October 31, 1958; and

WHEREAS, it is necessary to appoint his successor at the present time in order to insure uninterrupted conduct of the business of the Highway Commission; and

WHEREAS, Mr. Floyd A. Query is at present Assistant Secretary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That Floyd A. Query is hereby appointed as Secretary for the Highway Commission to serve in such capacity for a term of three years, said appointment to become effective and said term of three years to commence on November 1, 1958.

2. That the salary to be paid to Mr. Floyd A. Query is hereby fixed by the Commission in the sum of $810.00 per month, subject to confirmation by the Department of Finance and Administration.

3. That, in addition to the salary which shall be paid to Mr. Floyd A. Query, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That this resolution be entered in the minutes and records of the Commission as Miscellaneous Resolution No. 222 this 11th day of September, 1958.

Salem, Oregon
October 23, 1958

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. C. H. Armstrong, Parks Superintendent, was excused because of illness.

The Commission approved the minutes for the meeting held September 11 and 12, 1958.

The Assistant State Parks Superintendent stated that Mr. Armstrong had undergone an operation in a local hospital and is recovering rapidly. He also reported on the following park matters:

1. Request of Multnomah County that Government Island be designated as a state park: Development of Government Island as a recreational area, the Assistant Parks Superintendent stated, has been carefully investigated and although the use of the area would be considerable it would be mostly for the benefit of local people; also, the area would be costly to develop. In view of these facts it was his recommendation approved by the Commission that no consideration be given at this time to development of Government Island.

2. Renewal of concession lease with Mr. and Mrs. J. L. Campbell for operation of the Silver Falls State Park Lodge: The operation of the concession, the Assistant Superintendent stated, has been performed in a satisfactory manner and he recommended that the Commission approve extension of the agreement for operation for the year 1959. The Commission accepted his recommendation.

3. Adoption of budget for the State Parks Division for the year 1959: The Assistant Parks Superintendent called attention to some increases in administration, supervision, and maintenance, but he also pointed out that attendance had increased in much greater proportion. He called attention to proposed increases in overnight camping facilities and other major developments in several state parks including Rooster Rock Park, Unity Reservoir, Farewell Bend, and Owyhee Reservoir. A question was raised

as to whether $100,000 which had been authorized for expenditure by the Commission in 1958 had been included or excluded from the proposed total of $1,820,000. Action was deferred until the following day to clear up this matter. (On the following day the Assistant Superintendent reported that the item of $100,000 had been removed from the 1959 budget and added to the 1958 expenditures. The Commission thereupon approved the budget as presented). In discussing the parks budget Chairman McIver commented that it appears wise to spend more money on the development of existing park areas with a reduced expenditure for the acquisition of new sites.

Mr. George Henderson, member of the Travel Advisory Committee, appeared before the Commission concerning adoption of a budget for the Travel Information Division for the year 1959: The Committee, he stated, has worked the proposed budget over in considerable detail. He pointed out that advertising emphasis has been placed in the areas which have proven to provide the greatest number of tourists for the State of Oregon. Increasing use of television is also being made. Because of the general rise in cost for advertising media it now requires approximately 14 per cent additional funds to provide the same advertising impact as was secured in 1956. Of the total increase in budget above the 1958 figure, he pointed out that $44,000 is caused by an increase in costs and $50,000 has been added because of the Oregon Centennial Year. It was his opinion that increased advertising will increase highway gas tax revenues by encouraging people to travel in Oregon. He also commented that advertising competition for tourist traffic is increasing from other areas within and outside of the United States. He presented to the Commission details of the proposed budget and answered questions concerning it. After careful consideration the Commission approved the budget in the amount of $400,000 as presented. Chairman McIver expressed the Commission's appreciation to Mr. Henderson and the other members of the Committee for their conscientious work in the travel department and in parks matters.

4. Progress report on matters considered by the State Parks Advisory Committee: The Assistant Parks Superintendent commented briefly on matters which had been considered. He mentioned particularly the meeting to be held with them on November 14 at which time the D.A.R. and other societies will most likely submit their ideas on the establishment of Champoeg State Park as a national shrine or park. At this meeting it is also planned to discuss the construction of a fireproof museum building in Champoeg Park. Concerning the change of name from "Oswald West State Park" to the original name of "Short Sand Beach State Park", he stated that the Advisory Committee had indicated that they did not favor the change. A proposal by Mr. Hubert O. Jenkins to make a study of the interpretive and educational program possibilities in Oregon state parks was also discussed but the Committee decided to postpone the proposal for the present. Progress of acquiring lands in the Columbia Gorge was also discussed with the members of the Columbia Gorge Commission but no action was taken on acquisition or continuance of the funds provided for acquisition of areas in the Gorge. Action was deferred until the November 14 meeting. Concerning the state parks budget for 1959, the Assistant Parks Superintendent reported that the Parks Advisory Committee had unanimously approved it and had also approved the Parks Superintendent's proposed procedure of acquiring land

for Loeb State Park The Commission accepted the report as presented by the Assistant Superintendent.

5. Application to the federal government for approximately eight acres of land on the peninsula between the highway and Yaquina Head Lighthouse three miles north of Newport in Lincoln County: Confirmation of the application was requested by the Assistant Parks Superintendent who pointed out that the matter had been discussed on October 1 with Commissioners Chessman and Fridley. The site proposed provides a fine view of the shore and the ocean. An abandoned building, formerly used by the federal government as a radio station, is located on the land and is in good condition. To provide a serviceable road into the area it will be necessary to widen it and make other improvements which he estimated would cost $7,000. Under the recreation act property may be obtained from the federal government for approximately 50 per cent of the appraised value if approved by federal authorities. The appraised value is not definitely known at this time. The Commission confirmed authority to make application for acquisition of the area.

6. Request of Tillamook Rock Lighthouse Association that Tillamook Rock be designated as a state park: The Rock, he explained, is approximately $1\frac{1}{2}$ miles from the shore at a point approximately 3 miles north of the Cannon Beach area or about 4 miles south and west of Seaside. The lighthouse was installed in 1881 and was recently abandoned by the Coast Guard as being too expensive to maintain for the value furnished to shipping. Tillamook Rock is practically inaccessible for tourists with any degree of safety and he estimated that providing a light on the Rock would cost not less than $10,000 per year. No action was taken pending appearance of a delegation interested in the lighthouse. (The delegation did not appear at this meeting).

7. Installation of an information sign in Fort Stevens State Park regarding the Peter Iredale wreck: It is planned to install a sign where the park road enters the beach area near the Peter Iredale wreck. Wording for the sign, the Assistant Parks Superintendent continued, has been approved by the Oregon Historical Society. Commissioner Chessman commented that a portion of the old Peter Iredale wreck may be dangerous and he inquired as to the responsibility of the State Highway Commission in the matter. The Assistant Parks Superintendent was instructed to follow up on this matter. The Commission also approved the sign.

8. Proposed acquisition of 30 acres of land for overnight camping area between Winchester Bay and Reedsport: The proposed land, the Assistant Parks Superintendent stated, is satisfactory for overnight camping purposes and is badly needed in the area. Construction of camping facilities, he continued, is not feasible in the Umpqua Lighthouse State Park because of the steep hillside. It was his opinion that the property could be acquired for $8,000 or less and he requested authority to secure options. The Commission authorized the securing of options to purchase the property.

9. Proposed acquisition of 440 acres of timber land from the Bureau of Land Management under the recreational act: This property, the Assistant Parks Superintendent stated, is timber land upstream from Loeb State Park on the Chetco River in Curry County and contains an extensive grove of Redwood trees. It was his opinion that the area may be obtained for park purposes

for approximately 30 per cent of the appraised value of the land. The value of the timber, he stated, is approximately $111,600, but he felt that a 100 per cent discount would be justified as the property is to be acquired for park purposes and the application for the area will be made on that basis. The Commission approved the application.

10. Expansion of Collier State Park in Klamath County: The Assistant Parks Superintendent recalled that the Commission had approved purchase of land north of the original area, west of Spring Creek, and on the east side of the highway adjoining the park. In examining the area it has been found that an additional twenty acres on either side of Spring Creek and north of the land recently purchased can be acquired at a price of $5,000. This land is very desirable for park purposes and will be needed in the not too distant future; also, it is land which is valuable for home sites and, as such, the estimated value is approximately $13,000. Upon his favorable recommendation the Commission approved purchase of the land from Anna Biehn, Pearl Foster, Freida Biehn, and Marvin Lucas at the price of $5,000.

11. Request from Columbia Gorge Commission for an additional $50,000 for purchase of land in the Columbia Gorge, and $8,000 for salary and expenses of the executive Secretary for the biennium beginning July 1, 1959: The Assistant Parks Superintendent pointed out that of the original $50,000 allocated for acquiring property in the gorge, the Gorge Commission as of September 30, 1958, had expended $26,687. Negotiations which are in progress may result in the expenditure of approximately $11,000 additional funds in the next few months. It was his understanding that if additional funds are allocated it will be necessary to secure affirmative action by the State Legislature. The Gorge Commission, he continued, has been most cooperative, and have been economical in their recommendations for purchase of lands. Also, their executive secretary has been very useful in exploring problems relative to proposed purchases. Chairman McIver inquired if the State Parks Advisory Committee has made a recommendation on this matter. The Assistant Parks Superintendent stated that although the matter had been presented to them they had not yet made any definite recommendation. The Commission instructed that the request be referred to the Parks Advisory Committee with the request that they study the over-all parks picture in the Gorge area and submit their recommendation to the Commission.

12. Request of Representative R. E. Groener of Milwaukie for a study of state park possibilities in Clackamas County: The Assistant Parks Superintendent stated that the study could be conducted with the present forces available to the Parks Department and he so recommended. The Commission approved the study.

13. Request of the Oregon State Board of Aeronautics to defer construction of a fence between the used portion of Nehalem Bay State Park and the plane landing strip: The Assistant Parks Superintendent explained that construction of the fence is required of the Board of Aeronautics under terms of an agreement recently entered into. Park use is not considerable at the present time, but it was his opinion that usage would increase to such an extent that construction of the fence should be undertaken not later than March 1, 1960, and he recommended that this delay be allowed. The Commission approved his recommendation.

14. Request of Nehalem Bay Expansion Association that the name of "Short Sand Beach State Park" be restored to the area now known as "Oswald West State Park": This matter, the Assistant Parks Superintendent stated, was discussed with the Advisory Committee and it was their opinion that no change should be made and he so recommended. The Commission accepted the recommendation.

15. Report on operation of Honeyman State Park bathhouse: The Assistant Parks Superintendent called attention to the fact that prior to 1957 the bathhouse had been operated at a loss. 1957 showed a small profit, whereas the 1958 season showed a loss of $6.95. 10,016 swimmers used the facility in 1958. The Commission accepted the report.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Property Manager's monthly report showing rental receipts for the month of August in the amount of $7,021.35 and for September in the amount of $9,408.31 was presented by the Right of Way Engineer. He also submitted a report showing miscellaneous sales in the amount of $36,308.50 made since the last Commission meeting. The Commission accepted the reports.

Authority was requested by the Right of Way Engineer to offer for public sale the following parcels of right of way which are no longer needed for highway purposes:

a. 0.35 acre of the former Kelly property, File 21406, on the Goshen Divide Section of the Pacific Highway in Lane County for a minimum consideration of $1,000. See EXHIBIT "B-1".

b. 1.0 acre of the former George property, File 9084, on the Tampico-Lewisville Section of the Pacific Highway West in Benton County for a minimum consideration of $400.

c. 5,775 square feet of the former Prince property, File 25497, located in Gold Beach on the Oregon Coast Highway in Curry County for a minimum consideration of $5,000. See EXHIBIT "B-2".

d. Lots 21 to 28 inclusive, Block 11, Files 7824 and 7825, of the Bunker Hill Addition to Marshfield along the Oregon Coast Highway in Coos County for a minimum consideration of $1,000. See EXHIBIT "B-3".

e. 0.78 acre of the former Fennimore property, File 8515, on the Silverton-Pine Tree Corner Section of the Cascade Highway near Silverton in Marion County for a minimum consideration of $250.

f. 2.84 acres of the former Dower property, File 23419, on the McMinnville-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County for a minimum consideration of $1,000. See EXHIBIT "B-4".

The Right of Way Engineer commented that the minimum values represent fair market values for the properties. The Commission authorized sale of the properties and thereupon adopted the attached resolutions relative thereto marked EXHIBITS "B-1" through "B-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Confirmation of previous telephonic approval to pay the U. S. Forest Service the sum of $2,096 for timber removed from Forest Service property on the Crescent Lake Junction-The Dalles-California Highway Junction Section of the Willamette Highway in Klamath County was requested by the Right of Way Engineer. He explained that in highway construction through forest lands it is a normal requirement of the Forest Service that the State pay for the value of timber removed from right of way. The timber was sold by the State and he recommended that the Forest Service be reimbursed in the sum of $2,096. The Commission approved the payment.

Conveyance to the Oregon State Fish Commission of 1.76 acres of excess property on the Cascade Locks-Viento Section of the Columbia River Highway in Hood River County was presented by the Right of Way Engineer. The property is no longer needed for highway purposes and is fulfillment of a right of way obligation under File 51934. Following his favorable recommendation, the Commission approved transfer of the property for consideration of $1.00.

Consideration was given to a water line easement from Oregon Pulp & Paper Company allowing the placement of a reservoir and pipeline to be used in servicing Beverly Beach State Park. The reservoir and the pipe line are located on property owned by Oregon Pulp & Paper Company and the easement covers a period of ten years beginning September 11, 1958. The Commission approved the easement.

The Commission considered and upon the favorable recommendation of the Right of Way Engineer accepted a grant of right of way from the Bonneville Power Administration conveying the right to cross a Bonneville power line easement on the Valley Junction-Wallace Bridge Section of the Salmon River Highway in Polk County. The easement, the Right of Way Engineer stated, does not involve any consideration.

The Right of Way Engineer recommended and the Commission approved granting of a revocable permit to Mr. Kuck for livestock passage on right of way acquired under File 20409 on The Dalles-Eight Mile Creek Section of the The Dalles-California Highway in Wasco County.

The Commission also considered and following the favorable recommendation of the Right of Way Engineer approved granting of a dike easement to the Stillwell Drainage District on highway right of way on the McKinley

Moorage-Radio Station Section of the Netarts Highway in Tillamook County. The Right of Way Engineer stated that the easement will not damage the highway.

A request from the City of Vale to use a parcel of highway property in the city was presented by the Right of Way Engineer. The property involved lies at the westerly junction of the one-way street grid on the Central Oregon Highway within the city limits of Vale and is approximately 40 feet wide and 100 feet long. The city wishes to develop a small roadside rest area. As the property has no value to the State he recommended that it be deeded to the City of Vale with the stipulation that it be used for public purposes only and if the city decides to discontinue such use the title would revert to the State. The Commission approved the transaction by adopting the attached resolution relative thereto Marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Sale of 0.36 acre of excess property formerly owned by Elspes on the T.H. Banfield Expressway, Portland, was presented by the Right of Way Engineer. Halsey Development, Inc., who own adjoining property, wish to acquire the state parcel and he recommended that it be sold to them for the sum of $360 which is fair market value for the land. The Commission approved the sale.

Changes in location of existing points of access were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted, simply a change in location for convenience of the property owner and safety of the traveling public. Upon his favorable recommendation, the Commission approved the following Indentures of Access:

a. Woollett property, File 18873, on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County.

b. Brandt property, File 26320, on the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Yamhill County.

Attention was given to a proposed easement to the California-Pacific Utilities Company to allow a power line crossing on the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County. The Right of Way Engineer explained that the proposed easement does not allow any access to the highway and he recommended that it be granted. The Commission accepted his recommendation.

The Chief Counsel requested authority to acquire by condemnation if necessary the following properties that are needed as right of way in connection with various highway improvements or for other purposes and to tender offers for the same in conformity with instructions given him by the Commission in its resolution adopted December 20, 1951:

Grants Pass-Rock Point Section of the Pacific Highway

R-26888 - Walter E. Lewis, Jr., and Mary B. Lewis
Right of Way (Josephine County)
0.02 acre

Grants Pass-Rock Point Section (Cont.)

R-27111 - Carmen J. Rumbaugh and Joy V. Rumbaugh
Josephine County
Parcel No. 1: 0.02 acre for right of way
Parcel No. 2: 0.02 acre for right of way

R-27116 - Ernest F. Calhoun, Jennie Calhoun and Bertha Calhoun
Right of Way (Josephine County)
5.95 acres

R-27119 - Walter B. Holm and Rigmor L. Holm
Right of Way (Josephine County)
1.88 acres

R-27120 - Walter S. Yordan and Harriet E. Yordan
Right of Way (Josephine County)
2.08 acres

R-27122 - C. F. Bernet and Frances Bernet
Right of Way (Josephine County)
0.8 acre

R-27125 - Charles N. Farber and Charles Q. Farber, et al.
Right of Way (Josephine County)
0.84 acre (net)

R-27128 - Marjorie R. Child
Right of Way (Josephine County)
5.36 acres

R-27130 - Donald B. Kempf and Erma L. Kempf
Right of Way (Josephine County)
1.90 acres

R-27131 - Harley L. Reynolds and Della M. Reynolds
Josephine County
Parcel No. 1: 3.72 acres for right of way
Parcel No. 2: 0.05 acre for excess taking
Parcel No. 3: 0.05 acre for slope easement

R-27144 - Cecil A. Elliott and Hazel F. Elliott
Right of Way (Josephine County)
0.74 acre

R-27147 - George S. Kincaid and Alta F. Kincaid
Right of Way (Josephine County)
1.0 acre

R-27208 - William Chester Jackson
Josephine County
Parcel No. 1: 7.72 acres for right of way
Parcel No. 2: 0.44 acre for excess taking

Grants Pass-Rock Point Section (Cont.)

R-27213 - Glenn L. Simpson and Metta Z. Simpson
Right of Way (Josephine County)
1.04 acres

R-27220 - Robert J. Mundell and Phoebe A. Mundell
Jackson County
Parcel No. 1: 8.6 acres for right of way
Parcel No. 2: 0.12 acre for permanent easement for access road

R-27222 - Victor I. Richey and Mattie Richey
Right of Way (Jackson County)
2.56 acres

R-27226 - Ada Belle Hill Estate
Jackson County
Parcel No. 1: 1.26 acres for right of way
Parcel No. 2: 1.57 acres (net) for right of way

R-27227 - William C. Rice and Ruth M. Rice
Right of Way (Jackson County)
0.58 acre

R-27233 - Ada Belle Hill Estate
Right of Way (Jackson County)
3.68 acres

R-27236 - Nellie Mouw and Neil Mouw
Right of Way (Jackson County)
0.70 acre

R-27239 - Oscar N. Nelson
Right of Way (Jackson County)
1.60 acres (net)

R-27245 - Claude E. Palmer
Jackson County
Parcel No. 1: 11.7 acres for right of way
Parcel No. 2: 6.8 acres for right of way

R-27246 - Freeman F. Higginbotham and June Higginbotham
Right of Way (Jackson County)
4.5 acres

R-27247 - Russell P. Grimes and Mary E. Grimes
Right of Way (Jackson County)
2.33 acres

R-27248 - Charles C. Richmond and Emma B. Richmond
Right of Way (Jackson County)
11.7 acres

Grants Pass-Rock Point Section (Cont.)

R-27252 - Joe Allison and Opal Ruth Allison
Right of Way (Jackson County)
1.4 acres

R-27255 - Henry G. Corbin and Florence A. Corbin
Jackson County
Parcel No. 1: 16.1 acres for right of way
Parcel No. 2: 1.7 acres for right of way

R-27259 - Richard H. Long and Genora Long
Right of Way (Jackson County)
3.8 acres

R-27439 - Henry Karl Ladewig
Right of Way (Jackson County)
1.8 acres

R-28823 - Phil B. Buck and Lois Buck
Right of Way (Jackson County)
0.54 acre

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26716 - Ruth Elva Anders and John H. Anders
Malheur County
Parcel No. 1: 0.92 acre for right of way
Parcel No. 2: 1.82 acres for excess taking

Deadmans Pass-Meacham Section of the Old Oregon Trail Highway

R-28712 - Alfred F. Cunha and Alta Cunha
Right of Way (Umatilla County)
0.01 acre

R-28818 - Martha Lavadour Kirk
Right of Way (Umatilla County)
6.02 acres

R-28819 - Eric C. Schroeder
Right of Way (Umatilla County)
1.5 acres

R-28871 - Art Lindberg
Right of Way (Umatilla County)
0.7 acre

R-28873 - Carl Engdahl and Sadie Engdahl
Right of Way (Umatilla County)
1.9 acres

The Dalles-Eight Mile Creek Section of The Dalles-California Highway

R-20405 - Mildred Bettingen
Right of Way (Wasco County)
6.58 acres (net)

R-20408 - John L. McClaskey and Elsie McClaskey
Wasco County
Parcel No. 1: 15.5 acres for right of way
Parcel No. 2: 0.20 acre for permit of entry
Amended resolution to eliminate taking of 0.4 acre previously authorized, and to include frontage road clause and construction item.

R-26058 - William E. Davis and Grace Davis
Wasco County
Parcel No. 1: 11.0 acres (net) for right of way
Parcel No. 2: 0.4 acre for right of way

R-26059 - Raymond B. Pearcy and W. E. Davis, et al.
Right of Way (Wasco County)
9.47 acres

R-28822 - Ernest A. Kuck
Wasco County
Parcel No. 1: 0.34 acre for temporary easement for detour road.
Parcel No. 2: 0.27 acre for temporary easement for detour road.
Parcel No. 3: 0.4 acre for temporary easement for detour road.

R-28825 - William E. Davis and Grace Davis
Right of Way (Wasco County)
0.14 acre (net)

R-28844 - Dielschneider Equipment Company
Right of Way (Wasco County)
0.57 acre

North Yamhill River Section of the Pacific Highway West

R-28593 - Marvin N. Reese and Alta S. Reese
Right of Way (Yamhill County)
1.6 acres

Mosier-The Dalles Section of the Columbia River Highway

R-28219 - Sam A. Tindall and Boyd Tindall
Right of Way (Wasco County)
3.30 acres

October 23, 1958

Mosier-The Dalles Section (Cont.)

R-28221 - Harvey Machine Company, Inc.
Permanent Easement for Channel Change
(Wasco County)
1.38 acres

Wilderville-Grants Pass Section of the Redwood Highway

R-28516 - S. H. & W. Lumber Company
Right of Way (Josephine County)
0.32 acre

R-28634 - Louis F. Fickbohm and Beatrice M. Fickbohm
Josephine County
Parcel No. 1: 0.26 acre for right of way
Parcel No. 2: 0.05 acre for permanent easement for construction of a ditch

R-28832 - Charles K. Arrants and Alma Cleo Arrants
Scale Site (Josephine County)
0.14 acre

R-28833 - Charles E. Whittier and Jane F. Whittier
Scale Site (Josephine County)
0.13 acre

Middleton-Rex Hill Section of the Pacific Highway West

R-28568 - G. L. Wesling and Alice Wesling
Right of Way (Washington County)
0.55 acre

Albany-Judkins Point Section of the Pacific Highway

R-28562 - Melvin Francis Taylor and Dorothy Rose Taylor
Right of Way (Lane County)
0.02 acre

L-3045 (R-27330) - F. T. Glaser
Linn County
Parcel No. 1: 14.22 acres for right of way
Parcel No. 2: 70.63 acres (net) for right of way
Parcel No. 3: 2.55 acres (net) for right of way
Parcel No. 4: 1.68 acres (net) for right of way
Parcel No. 5: 0.8 acre (net) for right of way
Parcel No. 6: 3.81 acres (net) for channel change easement
Parcel No. 7: 1.55 acres (net) for channel change easement
Amended resolution to include permit of entry

Baker-Pleasant Valley Section of the Old Oregon Trail Highway

R-28055 - Anna Hempe, et al.
Baker County
Parcel No. 1: 23.27 acres (net) for right of way
Parcel No. 2: 1.47 acres (net) for right of way
Parcel No. 3: 0.21 acre (net) for excess taking
Parcel No. 4: 0.32 acre for easement for irrigation ditch
Parcel No. 5: 0.51 acre for easement for channel change
Parcel No. 6: 0.17 acre for permit of entry
Amended resolution to revise descriptions and eliminate Parcel No. 7 previously authorized

R-28056 - Frances M. Troy, et ux.
Baker County
Parcel No. 1: 22.68 acres for right of way
Parcel No. 2: 16.1 acres for right of way
Parcel No. 3: 0.32 acre for easement for channel change
Parcel No. 4: 0.6 acre for permit of entry
Amended resolution to revise descriptions

R-28059 - C. A. Brown
Baker County
Parcel No. 1: 8.87 acres for right of way
Parcel No. 2: 0.09 acre for right of way
Amended resolution to revise descriptions

Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways

R-27843 - Dale Prow and Edna I. Prow
Josephine County
Parcel No. 1: 0.81 acre for right of way
Parcel No. 2: 0.36 acre for right of way
Parcel No. 3: 1.62 acres for right of way
Parcel No. 4: 0.26 acre for right of way
Parcel No. 5: 0.02 acre for right of way
Amended resolution to change access provisions

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23313 - Hampton C. Platt and Pollyanna Platt
Right of Way (Josephine County)
2,120 square feet

Sunset Highway (Highlands Interchange)

R-28943 - Wilbur F. Preble and Fay Boyer Preble
Right of Way (Multnomah County)
127,220 square feet

Sunset Highway (Cont.)

R-28948 - A. Victor Rosenfeld and Betty C. Rosenfeld
Right of Way (Multnomah County)
1.75 acres

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23112 - Ray Bruce and Vera Bruce
Right of Way (Klamath County)
200 square feet

R-28939 - William E. Henderson and Maxine J. Henderson
Right of Way (Klamath County)
750 square feet

R-28940 - Robert A. Moore and Andrella M. Moore
Right of Way (Klamath County)
1,000 square feet

R-28941 - John D. Adams
Right of Way (Klamath County)
1,000 square feet

R-28942 - LeRoy Brown and Bessie L. Brown
Right of Way (Klamath County)
1,060 square feet

McMinnville-Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway

L-3084 (R-23413) - R. Kenneth Nissen
Right of Way (Yamhill County)
6.7 acres
Amended resolution to change location of farm crossing

L-3103 (R-23411) - J. J. Ewan, et al.
Right of Way (Yamhill County)
6.1 acres for right of way
Amended resolution to change access provisions

Valley Junction-Sheridan Section of the Salmon River Highway

L-3041 (R-26207) - D. D. Willis, et al.
Polk County
Parcel No. 1: 7.5 acres for right of way
Parcel No. 2: 1.13 acres for excess taking
Amended resolution to change access provisions

Butte Creek-Service Creek Section of the John Day Highway

R-28953 - Kinzua Lumber Company
Permanent Easement (Wheeler County)
0.05 acre

Valley Junction-Sheridan Section of the Salmon River Highway

R-28859 - Wesley E. Shenk and Evelyn M. Shenk
Right of Way (Polk County)
0.34 acre

Wilderville-Grants Pass Section of the Redwood Highway

R-28646 - Orville Stevenson and Anna P. Stevenson
Josephine County
Parcel No. 1: 0.12 acre for right of way purposes
Parcel No. 2: 0.33 acre for right of way purposes

Hayesville Junction-Wilsonville Junction of the Pacific Highway

R-28839 - Phillip E. Yergen
Wayside Rest Area (Clackamas County)
3.48 acres

Right of way maps and other data were submitted to the Commission. The Engineer advised that acquisition of the property listed is required in order to carry out plans for highway improvements and other purposes heretofore authorized by the Commission. After careful consideration of the proposed condemnations and in light of the information and advice submitted together with the general knowledge of the members of the Commission concerning the projects involved and the properties involved, the Commission authorized the Chief Counsel to condemn the properties by adopting the attached resolutions relative thereto marked EXHIBITS "J-1" through "J-20" which resolutions by this reference are made a part hereto with like effect as though extended in full herein

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A report on condemnation cases and other cases which have been tried in court from September 12 to October 21, 1958, was also presented by the Chief Counsel. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
September 12 to October 21, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2869 R-25403 Church Extension Plan, et al.	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 3,730	$ 10,000	$10,000
L-3032 R-27549 Harvey S. Crook, et al.	Curry	Oregon Coast	Myers Creek-Brookings	4,430	27,200	19,300

October 23, 1958

Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3031 R-27548 Byrdie B. Metzgus, et al.	Curry	Oregon Coast	Myers Creek-Brookings	$ 3,796	$14,000	$ 9,100
L-3033 R-27550 Oleta A. Walker, et al.	Curry	Oregon Coast	Myers Creek-Brookings	10,750	35,000	23,000
L-2756 R-12834 D. D. Hail, et al.	Douglas	Umpqua	Hinsdale Slough-Luder Creek	27,750	52,622	30,000
L-2698 R-21040 Venita Starnes, et vir.	Douglas	Pacific	Myrtle Creek-Canyonville	2,900	4,000	4,00
L-2759 R-26068 Loy Pamela Pitcairn, et al.	Josephine	Pacific	Jumpoff Joe Creek-Grants Pass	885	885	Judgme 88
L-3132 R-27965 Sterling Paul Jones, et al.	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	13,920	13,920	Judgme 13,92
L-2876 R-26804 Vernon Chitwood, et al.	Lane	Pleasant Hill-Creswell	Springfield-Creswell	3,150	6,000	5,0
L-2820 R-24096 Northern Lumber Co.	Marion	North Santiam		390	2,500	1,0
L-2957 R-22485 Carl N. Burgard, et ux.	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	1,950	6,000	3,0
L-2852 R-26375 Ruth Eckhardt, et al.	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	38,300	44,000	Judgm 44,0

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2797 R-21166 Chester P. Muzzio, et ux.	Multnomah	Portland-Salem Expressway	Harbor Dr. - Barbur Blvd.	$35,000	$53,000	$ 50,000
L-2953 R-27110 Portland Trust Bank, et al.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$ 600	2,500	1,800
L-2966 R-23679 H. A. Robertson, et ux.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	1,250	5,000	1,250
L-2983 R-26961 Reul O. Wilkins, et al.	Washington	Sunset		17,500	None shown	18,000

REPORT OF TRIAL OF OTHER CASES
October 21, 1958

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-3060	State Highway Comm.	James L. Ferguson	Yamhill	Collection of rent for surplus house	$ 50 plus $75 attorney fees and costs	$ 50
L-3039	State Highway Comm.	L. E. Chesser	Curry Circuit Court	Timber trespass	$ 930 plus costs	930 plus costs
L-2709	State Highway Comm.	Toddice L. Slayton	Multnomah District Court	Negligent damage to State property.	142.57	142.57
L-3160	Franklin Ford	State of Oregon Thomas A. Hudson and R. J. Hunter, employees	Marion District Court	Damage to plaintiff's vehicle from collision with grader--alleges negligence in flagging	493 plus $250-attorney fees	None

October 23, 1958

Trial of other Cases (Cont.)

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2867	S. P. Matheny	State Highway Commission	Marion Circuit Court	Inverse condemnation for flood damage to property due to construction of Portland-Salem Freeway	$10,000 land damages. $10,979 crop damages.	$ 12,5

(For additional details see the Chief Counsel's letter of October 21, 1958, on Report of Cases Tried in the General Files in the Commission office in Salem, Oregon).

The Chief Counsel also presented a report which was accepted by the Commission concerning condemnation cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Hoffarber, et al. R-27854	Washington	Beaverton-Tualatin	Tigard-Durham Rd.	$ 3,900 line appraisal	$ 4,300
Harris, et al. R-27865	Washington	Beaverton-Tualatin	Tigard-Durham Rd.	260	260
Hambach, et al. R-28097	Washington	Beaverton-Tualatin	Tigard-Durham Rd.	400	400
Hambach, et ux. R-27875	Washington	Beaverton-Tualatin	Tigard-Durham Rd.	200 line appraisal	685
City Church Extension Soc. of the Methodist Church R-25021	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	600	1,000
Scioly, et al. R-23663	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	45,050	51,050

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Schmidt, et al. R-27091	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	$ 4,380	$ 5,000
Winter, et al. R-28270	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	1,100	1,350
McCracken, et al. R-22891	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	6,125	8,750
Reagan, et al. R-25727	Linn	Pacific East	Albany-Judkins Point	175	250
Reagan, et al. R-28063	Linn	Pacific East	Albany-Judkins Point	185	250
Randolph, et al. R-25487	Linn	Pacific East	Albany-Judkins Point	528	628
Alspaugh, et al. R-22483	Douglas	Pacific	Myrtle Creek-Canyonville	1,400	1,250
Easter, et al. R-27992	Klamath	The Dalles-California	Klamath Falls-West Side By Pass	500	500
Cochrane, et ux. R-23073	Klamath	The Dalles-California	Klamath Falls-West Side By Pass	600	1,000
Kinney, et ux. R-27005	Multnomah	Columbia River	Portland-Bonneville	800	1,200
Wilson, et al. R-28000	Clatsop	Columbia River	Bradley Park-Columbia County Line	400	400
White, et ux. R-22583	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	950	950
Golden Rogue Plywood Co, Inc., et al. R-28086	Curry	Oregon Coast	Gold Beach-Cape Sebastian	600	800 subject to mineral rights

October 23, 1958

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Root R-27034	Jackson	Medford-Provolt	Main Street-8th Street	$ 37,000	$ 47,500
Fritts, et al. R-23965	Malheur	Old Oregon Trail	Ontario-Snake River	565	1,020
Robosky, et al. R-27559	Tillamook	Netarts	McKinley Moorage-Radio Station	100	250
Moore, et ux. R-24747	Coos	Coos Bay-Roseburg	Link Creek-Coquille	520	550
Buxton, et al. R-27797	Clatsop	Oregon Coast	Roosevelt Dr. (Seaside)	4,990	4,990
Briggs, et al. R-25281	Lane	Pacific	Albany-Judkins Point	3,250	3,250
Hoefs, et al. R-27626	Washington	Pacific West	Middleton-Rex Hill	6,950	7,300
Skuse, et al. R-27651	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	290	350
Bissett, et al. R-27861	Washington	Beaverton-Tualatin	Tigard-Durham Road	2,300	3,200
Henry, et ux. R-27627	Washington	Pacific West	Middleton-Rex Hill	310	310
Schuler, et ux. R-27172	Multnomah	Beaverton-Hillsdale	Washington County Line-Hillsdale	50	1,000
Cheever, et ux. R-28186	Douglas	Elkton-Sutherlin	Elkton-Kellogg	750	1,000
Tapp, et ux. R-28132	Washington	Sunset	North Plains Interchange	170	170

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Peterson, et al. R-23144	Klamath	The Dalles-California	Klamath Falls-West Side By Pass	$21,500	$22,350

(For additional details see the Chief Counsel's letter dated October 21 on report of cases settled in the General Files in the Commission office in Salem, Oregon).

A brief oral report was presented by the Chief Counsel concerning the status of court cases which are pending. He mentioned the Stumbo case on the Pacific Highway in Douglas County, the Vanport case in Portland, and commented briefly that the attorney prosecuting the case had recently died. Concerning the case of Logue and Miller in Rufus, along the Columbia River Highway in Sherman County, it was his opinion that the case could be settled out of court. He also reported that Mr. Franklin Ford had instituted legal proceedings against the Highway Department due to alleged negligence by the operator of a state power grader that Mr. Ford ran into. The Commission accepted the report.

The Commission considered and accepted a list of offers which have been offered, or will be offered, to the owners of real property needed for highway purposes prior to the institution of condemnation proceedings. Offers were approved as follows:

Middleton-Rex Hill Section of the Pacific Highway West

R-27605 - Lillie May Board, et vir. 0.02 acre for right of way purposes. Offer of $340.00 approved by Mr. McIver September 19, 1958.

R-27607 - J. A. Chausse, et al. 2.07 acres for right of way purposes. Offer of $2,120.00 approved by Mr. McIver September 18, 1958.

R-27610 - Edna M. Beitey, et ux. Parcel No. 1: 3.10 acres for right of way purposes and Parcel No. 2: 0.09 acre for right of way purposes. Offer of $3,740.00 approved by Mr. McIver September 24, 1958.

R-27614 - Ludwig Gimm, et al. 1.19 acres for right of way purposes. Offer of $1,900.00 approved by Mr. McIver September 24, 1958.

R-27618 - Howard S. Watmore, et al. 0.46 acre for right of way purposes. Offer of $2,450.00 approved by Mr. McIver September 30, 1958.

R-27625 - Fred H. Graue, et ux. 1.85 acres for right of way purposes. Offer of $6,150.00 approved by Mr. McIver September 19, 1958.

Middleton-Rex Hill Section (Cont.)

R-27626 - Marie E. Hoefs, et al. 0.81 acre for right of way purposes. Offer of $6,950.00 approved by Mr. McIver September 30, 1958.

R-27627 - Calvin G. Henry, et ux. 0.31 acre for right of way purposes. Offer of $310.00 approved by Mr. McIver September 18, 1958.

R-27628 - Frank I. Zell, et al. 0.62 acre for right of way purposes. Offer of $630.00 approved by Mr. McIver September 10, 1958.

R-27630 - Warren C. Liebig, et al. 0.41 acre for right of way purposes. Offer of $650.00 approved by Mr. McIver October 1, 1958.

R-27631 - Mildred S. Parduhn, et al. 0.55 acre for right of way purposes. Offer of $4,900.00 approved by Mr. McIver October 2, 1958.

R-27636 - Williams C. Hoover, et al. Parcel No. 1: 0.62 acre for right of way purposes and Parcel No. 2: 0.05 acre for right of way purposes. Offer of $3,840.00 approved by Mr. McIver September 24, 1958.

R-27697 - Ray Collings, et al. 1.43 acres for right of way purposes. Offer of $2,050.00 approved by Mr. McIver October 1, 1958.

R-27914 - Frank C. Davis, et ux. 0.13 acre for right of way purposes. Offer of $250.00 approved by Mr. McIver October 1, 1958.

Elkton-Kellogg Section of the Elkton-Sutherlin Highway

R-28176 & R-28177 - Carl O. Moore, et al. Parcel No. 1: 0.98 acre for right of way purposes and Parcel No. 2: 2.95 acres for right of way purposes. Offer of $1,830.00 approved by Mr. McIver October 2, 1958.

R-28182 - Shirley Baimbridge, et al. Parcel No. 1: 5.35 acres for right of way purposes and Parcel No. 2: 1.06 acres for easement for channel change. Offer of $1,000.00 approved by Mr. McIver September 18, 1958.

R-28186 - William Cheever, et al. 2.82 acres for right of way purposes. Offer of $750.00 approved by Mr. McIver October 1, 1958.

R-28187 - Robert F. Duncan, et ux. 4.96 acres for right of way purposes Offer of $1,000.00 approved by Mr. McIver September 10, 1958.

R-28188 - William Henry Baimbridge, et ux. Parcel No. 1: 11.96 acres for right of way purposes; Parcel No. 2: 1.45 acres for easement for approach road; and Parcel No. 3: 0.43 acre for easement for approach road. Offer of $3,575.00 approved by Mr. McIver September 18, 1958.

R-28189 - John W. Gorman, et al. Parcel No. 1: 18.42 acres for right of way purposes and Parcel No. 2: 2.95 acres for right of way purposes. Offer of $5,515.00 approved by Mr. McIver September 26, 1958.

R-28805 - Carl O. Moore, et al. 5.29 acres for right of way purposes. Offer of $3,000.00 approved by Mr. McIver September 29, 1958.

Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways

R-27823 - Harry C. Macfarlane, et ux. 0.04 acre for right of way purposes. Offer of $1,250.00 approved by Mr. McIver September 16, 1958.

R-27824 - Ella Price Macfarlane, et al. 1.20 acres for right of way purposes. Offer of $17,500.00 approved by Mr. McIver October 6, 1958.

R-27825 - R. L. Macfarlane, et al. 0.27 acre for right of way purposes. Offer of $3,500.00 approved by Mr. McIver September 26, 1958.

R-27841 - A. A. Creswell, et al. 0.35 acre for right of way purposes. Offer of $33,780.00 approved by Mr. McIver September 22, 1958.

R-27843 - Dale Prow, et al. Parcel No. 1: 0.81 acre for right of way purposes; Parcel No. 2: 0.36 acre for right of way purposes; Parcel No. 3: 1.62 acres for right of way purposes; Parcel No. 4: 0.26 acre for right of way purposes; and Parcel No. 5: 0.02 acre for right of way purposes. Offer of $98,480.00 approved by Mr. McIver October 9, 1958.

R-27847 - Union Oil Company of California. 0.66 acre for right of way purposes. Offer of $13,200.00 approved by Mr. McIver October 8, 1958.

R-27848 - Chapman Lumber Company, et al. 0.62 acre for right of way purposes. Offer of $2,480.00 approved by Mr. McIver October 2, 1958.

R-28003 - Manfred F. Metzger, et al. 0.45 acre for right of way purposes. Offer of $9,800.00 approved by Mr. McIver September 16, 1958.

Sunset Highway (North Plains Interchange)

R-28132 - J. E. Tapp, et ux. 0.46 acre for right of way purposes. Offer of $170.00 approved by Mr. McIver September 23, 1958.

R-28156 - General Petroleum Corporation, et al. 3,892 square feet for right of way purposes. Offer of $14,700.00 approved by Mr. McIver September 19, 1958.

R-28157 - L. M. Loos, et ux. Parcel No. 1: 2,190 square feet for right of way purposes and Parcel No. 2: 1,820 square feet for right of way purposes. Offer of $1,000.00 approved by Mr. McIver September 23, 1958.

R-28158 - Lottie M. Schneringer, et al. Parcel No. 1: 600 square feet for right of way purposes; Parcel No. 2: 0.97 acre for right of way purposes; and Parcel No. 3: 1,537 square feet for right of way purposes. Offer of $1,350.00 approved by Mr. McIver September 23, 1958.

R-28159 - Eunice F. Hicks, et al. Parcel No. 1: 4,110 square feet for right of way purposes; and Parcel No. 2: 6,260 square feet for right of way purposes. Offer of $2,460.00 approved by Mr. McIver September 23, 1958.

Sunset Highway (Cont.)

R-28381 - H. W. Currin, et ux. 0.17 acre for right of way purposes. Offer of $150.00 approved by Mr. McIver September 10, 1958.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-25530 - Alma F. Russell, et vir. Parcel No. 1: 3.95 acres for right of way purposes and Parcel No. 2: 5.90 acres for park purposes. Offer of $13,350.00 approved by Mr. Chessman September 16, 1958.

R-28086 - Golden Rogue Plywood Co., Inc. Parcel No. 1: 0.86 acre for right of way purposes and Parcel No. 2: 0.62 acre for temporary construction easement. Offer of $600.00 approved by Mr. Chessman September 10, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25186 - Clara Coleman, et al. Parcel No. 1: 26.73 acres for right of way purposes; Parcel No. 2: 2.7 acres for excess taking; Parcel No. 3: 3.58 acres for permit of entry; and Parcel No. 4: 0.17 acre for permit of entry. Offer of $8,275.00 approved by Mr. McIver October 9, 1958.

R-25286 - Archie M. Reed, et ux. Parcel No. 1: 17.39 acres for right of way purposes; Parcel No. 2: 2.72 acres for right of way purposes; Parcel No. 3: 1.00 acre for right of way purposes; and Parcel No. 4: 11.44 acres for right of way purposes. Offer of $22,000.00 approved by Mr. McIver October 15, 1958.

R-25289 - Eugene Sand and Gravel Company. 14.3 acres for right of way purposes. Offer of $23,000.00 approved by Mr. McIver September 9, 1958.

Goble-St. Helens Section of the Columbia River Highway

R-10835 - Rosa F. Howard, et al. 0.21 acre for right of way purposes. Offer of $10,100.00 approved by Mr. Chessman October 2, 1958.

R-26398 - Michael Dean Neer, et al. 0.47 acre for right of way purposes. Offer of $8,620.00 approved by Mr. Chessman October 2, 1958.

R-26402 - John Rupprath, et ux. 0.14 acre for right of way purposes. Offer of $11,500.00 approved by Mr. Chessman October 14, 1958.

Pacific Highway (Curtin Interchange)

R-28506 - O. D. McAllister, et al. 1.83 acres for right of way purposes. Offer of $3,500.00 approved by Mr. McIver September 24, 1958.

Medford Section of the Pacific Highway

R-28272 - Earl Zundell, et al. 0.52 acre for maintenance site. Offer of $1,500.00 approved by Mr. McIver October 17, 1958.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26625 - Ernest J. Wehner, et al. Parcel No. 1: 0.96 acre for right of way purposes; Parcel No. 2: 0.17 acre for right of way purposes; Parcel No. 3: 0.35 acre for right of way purposes; and Parcel No. 4: 3,375 square feet for right of way purposes. Offer of $6,150.00 approved by Mr. Chessman October 3, 1958.

Dwight Creek Section of the Redwood Highway

R-28522 - Theodore R. Webb, et al. 0.73 acre for right of way purposes. Offer of $730.00 approved by Mr. McIver September 26, 1958.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23144 - Elizabeth Jean Peterson, et al. 9,360 square feet for right of way purposes. Offer of $21,500.00 approved by Mr. McIver August 29, 1958.

The Commission's action confirmed telephonic approval previously given relative to the offers.

A written report was presented by the Chief Counsel concerning orders issued by the Public Utilities Commissioner regarding railroad crossing matters in which the Highway Commission has been made a party. These orders have been summarized as follows:

PUX 185: Application of Union Pacific Railroad Company for authority to maintain existing tracks and to construct an additional spur track across Earl Street in the City of Madras. This crossing is not under the jurisdiction of the Highway Commission and no objection was made to the issuance of a proper order.

PUX 234: Southern Pacific train speeds within the city limits of the City of Medford. Original order, October 23, 1957, and supplemental order issued September 25, 1958. Neither of these orders affects speeds at crossings in which the Highway Commission has an interest in Medford.

PUX 278: Application of the City of Phoenix for authority to construct a crossing at grade with the tracks and right of way of Southern Pacific Company in Phoenix. This crossing is not on a city street under jurisdiction of the Highway Commission and no objection was made.

PUX 280: Application of Inman-Poulsen Timber Corporation for authority to construct a private road crossing across Lincoln County Road No. 608. This crossing is on a county road not under jurisdiction of the Highway Commission and no objection was made.

PUX 282: Application of Polk County for authority to alter and change the location of crossing at grade of the tracks and right of way of Southern Pacific Railroad on Polk County Road No. 654 at or near Ballston. This crossing is on a county road not under jurisdiction of the Highway Commission and no objection was made.

PUX 287: Klamath Falls By-Pass Overcrossing project. This matter arose upon the application of the State Highway Commission to construct

an overcrossing structure over and above the tracks and right of way of Southern Pacific Company on a revised location of The Dalles-California Highway. (Order No. 36254 issued September 18, 1958.) This overcrossing is located near the northerly end of the Klamath Falls By-Pass Section. The order was issued in accordance with the application filed by the Highway Commission.

The Chief Counsel recommended and the Commission approved a one-step increase from $550 per month to $575 per month for Mr. Robert A. Holland, an attorney, effective November 1, 1958. He commented that Mr. Holland had been promoted to the job of overseeing the preparation and filing of all complaints in condemnation cases and has been doing a very creditable job.

The Commission discussed with the Engineer and the Chief Counsel damages to the properties owned by A. V. Rosenfeld and Wilbur F. Preble on the Highlands Interchange Section of the Sunset Highway in Multnomah County. The Engineer stated that highway construction in the narrow canyon section appeared to be responsible for a slide situation. The area has moved approximately 18 inches and the property owners have been advised to vacate their properties. He pointed out that a delegation is scheduled to appear before the Commission concerning this matter on the following day. The Chief Counsel stated that it appears that condemnation proceedings may have to be instituted as the damaged parties are basing their claims for settlement on cost, which provides a considerably higher figure than the basis of market value used by the State. He also commented that the two property owners have insurance which may cover them in this instance and negotiations may be necessary with the insurance carriers. Action was deferred pending the appearance of the delegation. (When the delegation appeared the Commission made no commitment but advised them that their problem would be carefully considered.)

Consideration was given to a form of resolution conveying to Sam, Verda, Aaron, and Verna Ropp a parcel of land near the westerly right of way line of the Albany Airport Secondary Highway in Linn County. The Chief Counsel explained that the land had been acquired from the Ropps for road building materials and the deed had provided, among other things, that the property revert to the Ropps when the road building materials have been exhausted and the property is no longer needed for highway purposes. These conditions now exist, he stated, and he recommended that the property be conveyed to them. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein. In connection with this transaction the Chief Counsel asked authority, which the Commission granted, to hold up transmittal of the deed to the Ropps until they have lowered a culvert in a satisfactory manner.

An oral report was presented by the Chief Counsel concerning the status of the approach road to the Columbia River Ferry at Biggs on U. S. 97. Investigation of this matter disclosed that the 800 foot section of the

road adjoining the state highway is owned by the U.S. Army Engineers who have granted an easement to Sherman County. The County is to maintain the 800 foot section and the balance of the approach road to the ferry slip is to be maintained by the operator of the ferry. The Commission accepted the report and took no further action.

The Commission considered utility adjustment agreements with the California-Oregon Power Company, the Oregon Water Corporation and the California-Pacific Utilities Company on the Klamath Falls Section of The Dalles-California Highway in Klamath County. The Chief Counsel explained that these agreements are necessary in construction of the Klamath Falls By-Pass Section and he recommended that they be approved. The Commission approved the agreements.

Consideration was given to a claim made by Roy A. Dunn for damage to his property on the Little Nestucca Secondary Highway in Tillamook County because of a land slide. The Chief Counsel stated that the contractor had taken material from an area beyond the area outlined by the survey stakes. Subsequently, a slide occurred due to heavy rainfall. After negotiation, Mr. Dunn agreed to accept the sum of $3,000 in lieu of removing the slide material from his property and has also agreed to give a complete release for further damage claims. Upon the Chief Counsel's favorable recommendation the Commission approved the settlement of the claim as outlined.

A request was considered from Fred W. Calef, City Attorney for the City of Independence, that the Commission consent to extending the city limits of the City of Independence to include a portion of the Monmouth-Independence Highway. The Chief Counsel commented that the city made the request so that the area can be patrolled by the city police. The Commission approved the request by adopting the attached resolution marked Exhibit "P".

The meeting was recessed at 12:00 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer bids received on September 30 and on October 21, 1958. Action was deferred until 4:00 p.m. when the award of contracts was announced.

The Engineer reported award of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been satisfied, and he asked the Commission to confirm the award of the following contracts:

(1) Grading and paving the Tigard-Bonita Road Section of the Beaverton-Tualatin Highway, Washington County. Bids received July 29, 1958. Contract awarded September 11, 1958 to Oregon Asphaltic Paving Company, Portland, low bidder.

(2) Construction of Crook Creek and Edson Creek Bridges, Curry County. Bids received September 9, 1958. Contract awarded September 12, 1958 to Sig Andersson, North Bend, low bidder.

(3) Construction of Grave Creek Bridge on Josephine County Road No. 5 in Leland, Josephine County. Bids received September 9, 1958. Contract awarded September 12, 1958 to Ausland Construction Company, Grants Pass, low bidder.

(4) Construction of Saspal Slough Bridge at M. P. 4.1 on Brownsmead Loop Road, Clatsop County. Bids received September 9, 1958. Contract awarded September 15, 1958 to Workman and Wilson, Canby, low bidder.

(5) Construction of culverts on Prairie Creek Section of Zumwalt County Road, Wallowa County. Bids received September 9, 1958. Contract awarded September 18, 1958 to Bechtel Brothers, LaGrande, low bidder.

(6) Grading and bridge construction on Belts Road-Lane County Line Section of Pacific Highway, Linn County. Bids received August 26, 1958. Contract awarded September 23, 1958 to Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, Salem, low bidder.

(7) Grading and paving on 122nd Avenue-136th Avenue Section of N.E. Glisan Street in Portland, Multnomah County. Bids received September 9, 1958. Contract awarded September 25, 1958 to Warren Northwest, Inc., Portland, low bidder.

(8) Grading and paving Hunter Creek-Buene Vista Wayside Section of Oregon Coast Highway, Curry County. Bids received August 26, 1958. Contract awarded September 29, 1958 to Peter Kiewit Sons' Company, Vancouver, low bidder.

(9) Grading and paving the Comstock-Anlauf Section of Pacific Highway, Douglas County. Bids received September 9, 1958. Contract awarded October 6, 1958 to White Bros. Construction Co., Inc.. Walla Walla, Washington, low bidder.

(10) Construction of Rough and Ready Creek-Dwight Creek Bridges on Redwood Highway, Josephine County. Bids received September 9, 1958. Contract awarded October 6, 1958 to Peter Kiewit Sons' Company, Omaha, Nebraska, low bidder.

(11) Paving on Sundial-Multnomah Falls Section of Columbia River Highway, Multnomah County. Bids received August 26, 1958. Contract awarded October 7, 1958 to Rogers Construction Co., Portland, low bidder.

(12) Paving North Plains Interchange Section of Sunset Highway, Washington County. Bids received August 26, 1958. Contract awarded October 9, 1958 to Warren Northwest, Inc., Portland, low bidder

(13) Grading and stone base on Elkton-Smith Bridge Section of Elkton-Sutherlin Highway, Douglas County. Bids received August 26,

1958. Contract awarded October 10, 1958 to M. J. Brassfield Company and J. M. Purcell Construction Company, low bidder.

(14) Grading and oiling the North Bend Airforce Station Access Road on Lungren County Road, Coos County. Bids received September 9, 1958. Contract awarded October 20, 1958 to Robert Angell, Eastside, low bidder.

(15) Grading and paving Middleton-Yamhill County Line Section of Pacific Highway West, Washington County. Bids received August 26, 1958. Contract awarded October 20, 1958 to Fred H. Slate Co. and E. C. Hall Co., Portland, low bidder.

(16) Grading Linn County Line-McKenzie River Section of Pacific Highway, Lane County. Bids received September 9, 1958. Contract awarded October 21, 1958 to Natt McDougall Company, Portland, low bidder.

The Commission confirmed the awards as reported.

Under authority previously granted him the Engineer reported that temporary construction speed zones had been established on certain highway contracts to provide safety for the traveling public. The Commission confirmed the Engineer's action in establishing the following reduced speed zones:

(1) 35 mile per hour speed zone on the Glover Overcrossing-Upper Perry Section of the Old Oregon Trail between M. P. 247. 7 and M. P. 255. 5, effective 10:00 a. m. September 17, 1958.

(2) 35 mile per hour speed zone on North Oakland-Sutherlin Section of the Pacific Highway from M. P. 178. 39 to M. P. 182. 24, effective 8:00 a. m. October 7, 1958.

(3) 30 mile per hour speed zone on the Perry-Oro Dell Section of the Old Oregon Trail between M. P. 255. 30 and M. P. 255. 70, effective 11:00 a. m. October 16, 1958. This action is to amend a previous speed zone regulation adopted August 31, 1958 providing for a 35 mile per hour speed zone between M. P. 255. 54 and M. P. 258. 33

The Engineer reported that successful test runs had been made with a 60-foot truck and full trailer combination over several sections of state highways, and it had been determined that the equipment could negotiate these sections without encroaching upon the opposing traffic lane. The Commission confirmed his action in reclassifying the following highway sections:

(1) Halfway Highway No. 55 from junction with the new alignment of the Baker-Homestead Highway to Halfway reclassified from Group II to Group I.

(2) Halfway-Cornucopia Highway No. 413 from Halfway to M. P. 5.82 near the Holbrook Creek Road reclassified from Group III to Group I.

(3) Pine Creek Highway No. 414 from Halfway to a junction with new alignment of the Baker-Homestead Highway reclassified from Group III to Group I.

(4) Richardson-Eugene Highway No. 220 from Elmira to Noti reclassified from Group III to Group I.

The Engineer reported that as instructed by the Commission at the September 11 meeting he had made an investigation concerning the use of fireproof construction for a sign shop and storage building at the Salem shops. This type of construction, using concrete girders and a concrete roof, added approximately $30,000 to the original estimate of $125,000. He recommended a fire resistant type of construction using concrete floors, tiltup concrete walls, bowstring roof trusses with built-up roofing, and four concrete fire walls at intervals in the building at an estimated cost of $125,000. The Commission approved the type of construction as recommended and authorized start of construction as soon as possible.

The Commission also discussed with the Engineer construction of a storeroom building at the Salem shops. The Engineer stated that plans have not been completed for this building, and it was his recommendation that the design and plans be completed so that bids could be called early in the Spring of 1959. Preliminary estimates indicate that the building will cost approximately $360,000. He called attention to an unassigned amount of $365,937 in the 1958 budget for improvements to miscellaneous properties, and recommended that $360,000 of this amount be carried forward to the 1959 budget and earmarked for construction of the storeroom building. The Commission approved his recommendations.

Items of unfinished business as they appeared on the Secretary's Summary, dated September 12, 1958, were considered as follows:

1. Request by the City of Springfield that Second and Third Streets in Springfield be designated as a couplet and added to the Federal-aid Secondary Highway System: The Engineer stated that a

meeting has been arranged with city officials in the near future, and it is expected that the matter can be resolved at that time. The Commission ordered this item to remain on the list of unfinished business.

2. Request of Nehalem Bay Expansion Association to restore the name of "Short Sand Beach State Park" to the area recently named "Oswald West State Park": The Parks Superintendent earlier in the day submitted a report on this and the Commission ordered that it be removed from the list of unfinished business and that the Parks Superintendent advise the Association of the Commission's action.

3. Construction of sign shop and storeroom in the highway shops area in Salem: A report was submitted by the Engineer earlier in the day and the Commission ordered this item deleted from the list of unfinished business.

4. Status of approach road to Columbia River ferry at Biggs on US 97: As the Chief Counsel had submitted a report on this matter earlier in the day, the Commission ordered the item deleted from the list of unfinished business.

5. Request of Olson-Johnson Equipment Company for commercial access at the northeast corner of the intersection of US99 and East Broadway Avenue, Eugene. The Engineer stated that as instructed by the Commission at its September meeting the matter had been reinvestigated, and it was found that the adjoining property owner does have an access to the highway. Although the investigation is not complete, it appears that it may be possible to give Walton a similar type of access. The Commission ordered this item to remain on the list of unfinished business.

The Commission gave attention to a program of work in cities under 5,000 population for the year 1959 under the $250,000 Special State Tax Street Fund. The Engineer explained that approximately 60 requests for improvement had been received, whereas it was possible to approve approximately one-fourth of that amount because of lack of funds. He explained further that projects are selected from cities whose streets are receiving excessive wear through sudden increases in population or because of heavy and unusual industrial traffic. Also considered is the number of projects that a city has previously received. Upon his favorable recommendation the Commission approved fourteen projects, as follows:

City	Division	Estimated Cost		
		State	City	Total
Florence	III	$20,000	$ 9,200	$ 29,200
Brookings	III	20,000	5,300	25,300
Cottage Grove	III	16,600	--	16,600
Central Point	III	16,200		16,200

State Tax Street fund projects (Cont.)

City	Division	Estimated Cost State	City	Total
Clatskanie	II	$ 20,000	$ 400	$ 20,400
Vale	V	20,000	2,500	22,500
Madras	IV	20,000	3,800	23,800
Eagle Point	III	6,700	--	6,700
Glendale	III	20,000	2,650	22,650
Junction City	III	17,400	--	17,400
Elgin	V	20,000	6,300	26,300
Burns	V	19,200	--	19,200
Bandon	III	19,900	--	19,900
Prairie City	V	16,950	--	16,950
Recommended for Approval		$252,950	$ 30,150	$283,100
Estimated Transfer from 1958 Fund		17,000		
Estimated Total 1959 Fund		$269,950		

The Engineer at this time introduced Mr. M. B. Wood of the U. S. Forest Service and the Honorable Charles O. Porter, United States Congressman from the Fourth District. Mr. Wood outlined briefly the procedure used in preparing the forest road program for 1959. The Engineer explained some changes made since the program was discussed at the September meeting. Considerable time, he stated, has been spent in determining the program to be presented today in the total amount of $5,022,625.00 and he recommended that it be approved. The Commission deferred action pending further study.

Representative Porter appeared before the Commission to request placement on the forest road system of a section along the Rogue River from Collier Bar to Oak Flat. He also requested that he be furnished an estimate of cost for construction of this section and stated that the Forest Service had given their approval on this section of road. He also pointed out that other sections might be constructed with forest access funds and funds available from contraverted lands. Opening up of this road, he stated, is essential to the economy of the county and urged that early priority be given in construction of the road to Selma along the Rogue and Illinois Rivers. The city officials of Gold Beach and Brookings, he continued, have written letters to him urging construction of this highway. He again urged placing of the section from Collier Bar to Oak Flat on the forest road system as it is a key section in the development of this highway. The Engineer explained that in conjunction with the officials of the U. S. Forest Service and the Bureau of Public Roads 1300 miles of additional forest roads are being considered, however, these have not yet been approved. Chairman McIver thanked Representative Porter and stated that his request would be given careful consideration.

The Engineer presented for the Commission's consideration a proposed list of additions to the forest highway system. He also presented a map in which the proposed additions were shown in red. These routes, he continued, are being considered by the U. S. Forest Service, Bureau of Public Roads, and the State Highway Department and at this time can be considered as tentative only. Individual maps will be prepared and forwarded to the Commission within the next few weeks. No action was taken at this time.

Consideration was given to a request made by the Bureau of Public Roads that the State repair a damaged fish ladder and correct erosion damage in Fall Creek on the Neskowin-Otis Section of the Oregon Coast Highway in Lincoln County. The Engineer reported that it is necessary to repair the damage immediately for the benefit of migrating fish and the Bureau has agreed to reimburse the State for all costs not to exceed $2,500. He recommended that the work be done to be covered by an appropriate agreement. The Commission accepted his recommendation.

Attention was given to a letter written by James W. Harrison, County Judge of Coos County, requesting improvement of the Golden and Silver Falls Park road in Coos County. The Engineer recalled that at a previous meeting he had been asked to submit a report on cost and feasibility of improving the road within the park. Such investigation was made and it was found that the project is too costly to warrant consideration at this time. The Commission accepted the Engineer's findings and requested that Mr. Harrison be so advised.

The Commission considered acceptance of a check in the amount of $315.00 submitted by Bennett and Hickey in forfeiture of their Contract No. 5308 for fencing in Beverly Beach State Park awarded to them September 11, 1958. With his proposal the contractor had submitted a five percent bid bond to assure execution of the contract. The contractor claimed that he had left out some material in figuring his bid and consequently had submitted too low a bid. The amount of Mr. Hickey's bid, the Engineer stated, was $6,195, five percent of which would amount to $309.75. He recommended that the contractor's check be accepted and that he be refunded any balance due him. The Commission accepted the forfeiture and ordered the project readvertised.

An agreement with the U. S. Forest Service and Bureau of Public Roads was considered having to do with an extension of Oregon Forest Highway Route 49 (Mt. Hood Highway) northerly approximately three miles to a new terminus at the Mt. Hood Post Office. The Engineer explained that the extension is necessary otherwise the new construction on the forest highway project would stub end about three miles from the present route. The change has been approved by the Bureau of Public Roads and the U. S. Forest Service and he recommended that it be approved by the Highway Commission. The Commission accepted his recommendation.

The Engineer presented an agreement with the U. S. Bureau of Reclamation, Crook County, and the State Highway Department pertaining to reconstruction of the Crooked River Highway necessitated by proposed construction of the Crooked River Dam in Crook County. He recalled that

the matter had been discussed at some length previously with the parties involved and an oral basis of agreement had been agreed upon. The agreement has now been reduced to written form and upon his favorable recommendation the Commission approved the agreement.

Under authority previously granted to him the Engineer reported that a survey had been conducted for relocation of the Rowena-Chenoweth Section of the Columbia River Highway in Wasco County. In compliance with state and federal laws a hearing had been held in The Dalles on August 14, 1958. There was no opposition to the route and he recommended that the survey be approved. The Commission approved the survey by adopting the attached resolution relative thereto marked EXHIBIT "M", which resolution by this record is made a part hereof with like effect as though extended in full herein.

Replacement of a timber grade separation structure on the McKenzie Highway at Judkins Point between Eugene and Springfield was recommended by the Engineer. He pointed out that the structure was built during the war years of untreated timber, and has now deteriorated to the point where replacement is necessary. The new structure will be on new alignment requiring one-half mile of new highway as well as a 700 foot four-lane concrete viaduct. He estimated the cost of the project at $650,000, and to finance it he recommended deferment of the Seventh Street project in Grants Pass in the amount of $375,000 and the Diamond Lake Boulevard-Mosher Street project in Roseburg in the amount of $50,000, the utilization of $120,000 of Division II reserve, balancing this by transferring from Division III to Division II the Division III reserve in the 1959 Primary Federal-Aid Program, the application of the savings on the Tenth Street-Nineteenth Street project in Springfield in the amount of $25,000, and additional savings accrued on the Third Street-Green Springs Highway Project in Ashland in the amount of $80,000. All of the projects mentioned are included in the 1960 Urban Federal-Aid Program. The Commission approved the project.

(For additional details concerning financing of this project, see the Engineer's letter dated October 21, 1958, in the General Files in the Office of the Commission, Salem, Oregon.)

The Engineer submitted for the Commission's consideration a proposed budget for the calendar year 1959. He pointed out briefly that the budget anticipates expenditures in the amount of $126,905,000. He also called attention to the fact that the proposed budget does not use all of the federal matching funds which will be available during 1959. If all federal funds were used the budget could be increased about $16,000,000 for construction on the ratio of $4.00 provided by the federal government for $1.00 provided by the State. Chairman McIver commented that the providing of additional State funds will be a matter for the Legislature to consider and the Highway Department should furnish them the facts. The Commission approved the budget as presented. (For additional details concerning this project see the Engineer's letter dated October 10, 1958, and the copy of the budget in the Office of the Secretary in Salem.)

The Engineer brought up for discussion the disposition of a section of the Three Rivers Highway which will be replaced by the Dolph-Boyer Cutoff when it is constructed. He pointed out that the Dolph-Boyer Cutoff has been approved as a part of the Forest Highway System, and when the approximate six mile section is constructed there would be eliminated approximately 14.4 miles of the existing Three Rivers Highway between Valley Junction and Dolph. Tillamook County Court has agreed to maintain approximately one mile of the old highway in Tillamook County and Polk County Court has agreed to maintain a section of approximately one and one-half miles in Polk County. Yamhill County Court, however, has refused to assume maintenance of the approximate 13 mile section in Yamhill County stating that the new road does not benefit Yamhill County. Considerable thought and analysis, the Engineer stated, has been given to the matter, and it appears that Yamhill County has been requested to assume an unwarranted burden. He recommended that the State retain the old section of the Three Rivers Highway in Yamhill County when the Dolph-Boyer Cutoff is constructed, and at that time change its status from a primary to a secondary highway. He cited several instances in which similar practice has been followed, including the Olds Ferry-Ontario Section, the section between La Grande and North Powder, and several sections of the Pacific Highway between Portland and the California line. The Commission approved his recommendation.

Consideration was given to a petition submitted by residents of Hubbard and Woodburn requesting the installation of a flashing beacon at the intersection of the Woodburn-Estacada Highway and Meridan Road east of Woodburn. The Engineer stated that an investigation had been made and although traffic volumes at the intersection are relatively low the accident record is severe. He recommended that a flashing beacon be installed at an estimated cost of $600. The Commission accepted the recommendation.

The Commission also considered the matter of cooperating with the City of Klamath Falls in the installation of a traffic signal at the intersection of South Sixth Street (Klamath Falls-Lakeview Highway) and Washburn Way (Midland Secondary Highway). The Engineer explained that an investigation revealed the need for a signal. Considerable additional traffic will be generated through the intersection because of personnel travelling to the nearby air base housing project. The intersection is located at the city limits and half of the intersection is outside of the city. He recommended that the signal be installed at a total estimated cost of $11,000, the State to pay $8,250 and the City $2,750. The Commission approved the recommendation.

The Engineer reported that negotiations have been underway with the City of Baker to install a semi-actuated traffic signal at the intersection of Fourth Street and Broadway (US30) in Baker. An investigation has determined that the installation is warranted and as the City has agreed to cooperate in the project, he recommended that the signal be installed at a total estimated cost of $5,000 with the understanding that the City is to pay one-half of the cost of installation and to furnish all of the maintenance and electrical energy needed in the operation of the signal. The Commission approved the installation.

In adjusting the "D" or "Crash" Fund projects on county roads to meet the December 1, 1958 deadline for contracting the Engineer reported

that it has been necessary to make transfers from one county to another in order to commit all of these "D" Funds. Signed agreements have been received from each of the counties affected and he recommended that the following transfers be approved:

1. Transfer from Columbia County to Wallowa County DS Funds totaling $5,000.

2. Transfer from Wallowa County to Columbia County regular FAS funds totaling $5,000.

3. Transfer from Hood River County to Wallowa County DS Funds totaling $3,000.

4. Transfer from Wallowa County to Hood River County regular FAS Funds totaling $3,000.

5. Transfer from Umatilla County to Clackamas County DS funds totaling $8,000.

6. Transfer from Clackamas County to Umatilla County regular FAS funds totaling $8,000.

7. Transfer from Josephine County to Clackamas County DS funds totaling $6,000.

8. Transfer from Clackamas County to Josephine County regular FAS funds totaling $6,000.

The Commission approved the transfer of funds as presented.

The Commission gave attention to a letter submitted by Francis S. Landrum, Klamath Falls, urging incorporation into the Oregon Highway System of a highway from Adel easterly to the northwestern terminus of the projected Nevada highway at the Nevada-Oregon border. The Engineer stated that the project is probably too large for Lake County to finance; however, there are no other funds to apply to the project. It was his thought that the State might be able to furnish some engineering services and at some later date consider placement of the highway on the Oregon highway system. The matter was discussed briefly and the Commission instructed that Mr. Landrum be advised that the State does not have funds for the project at this time.

The Engineer reported that the County Courts of Lake and Klamath Counties have agreed that the sum of $75,000 in Federal-Aid Secondary (County Road) Funds which would normally be allocated to Klamath County in the 1960 apportionment is to be transferred to Lake County for expenditure on the "Winnemucca-to-the-Sea" road. The money is to be transferred back to Klamath County in the 1962 Federal-Aid (County Road) Secondary allocations. He did not see any reason to object to the transfer but suggested that the counties be advised that the State cannot guarantee any continuation of the county road secondary funds as this matter is determined by Congress, and if the funds are not available, adjustment of county expenditures must be handled entirely by the two county courts. Upon his favorable recommendation the Commission approved the transfer.

Consideration was given to a request made by the City of Corvallis that the State design and call for bids on a traffic signal at Ninth and Harrison Streets in Corvallis. The Engineer explained that this is a city street and the City proposes to pay for the signal and reimburse the State for the cost of preparing plans which he estimated at $225. Following his favorable recommendation the Commission approved the request.

Projects selected by Jackson, Lake, Lane, and Polk Counties for the 1960-61 County FAS Program were presented by the Engineer. All of these projects, he stated, have been approved by the Highway Department and he recommended that the following allocations be approved:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Jackson	287	Butte Falls Section, 2.4 miles. Paving	$ 65,000	1960
Lake	699	Adel-East. Grade and drainage.	$ 255,000	1960
Lane	860	Willamette River Bridge, Structure only.	$ 515,000	1961
Polk	744	West Unit, Bethel-Zena, 2 miles. Grade and surface	$ 85,000	1960
		TOTAL	$ 920,000	

SUMMARY: FISCAL YEARS 1960 and 1961 FUNDS

	1960	1961	Total
Available Funds	$3,900,000	$3,900,000*	$7,800,000
Previously Approved	416,000	--	416,000
Unprogrammed Balance	$3,484,000	$3,900,000	$7,384,000
Proposed Projects 10/10/58	405,000	515,000	920,000
Unprogrammed Balance	$3,079,000	$3,385,000	$6,464,000

*Fiscal year 1961 funds estimated to be same as fiscal year 1960.

The Commission approved the projects.

Consideration was given to a major program change with the U. S. Forest Service authorizing the use of $10,000 of Forest Highway funds programmed for survey work to finance a forest highway needs study. The Engineer explained that the money required does not reduce the Forest Highway program. Following his favorable recommendation the Commission approved the agreement.

The Commission gave attention to a letter written by Violet C. Rinehart, President of the Oregon Coast Ad Club, requesting construction of rest room facilities at an information center on the Oregon Coast Highway at the junction of Roads End road in Wecoma, Lincoln

County. The Engineer pointed out that construction of these facilities would be expensive and might be the basis of setting a precedent for similar construction at many other locations. The Commission accepted his recommendation that the request be denied.

The Commission also considered letters from the City Council of Gold Beach and the Curry County Court requesting the addition to the Forest Highway System of a section of road extending from the Oregon Coast Highway at Gold Beach easterly and southerly to a connection with the Redwood Highway at Selma. The Engineer stated that he had received no word from officials of the U.S. Forest Service recommending this road as a forest highway. He suggested that the writers of the letters be advised that this is one of the roads being considered in the 1,300 miles of additional forest highways now being studied. The Commission approved his suggestion.

The Engineer reported that contract numbers 4825, 4862, 4944, 4969, 4979, 5006, 5044, 5049, 5054, 5056, 5076, 5081, 5085, 5089, 5091, 5095, 5122, 5124, 5136, 5139, 5159, 5160, 5162, 5163, 5166, 5175, 5178, 5185, 5187, 5189, 5191, 5202, 5210, 5220, 5221, 5226, 5234, 5237, 5244, 5254, 5256, 5263, 5268, 5269, 5282, 5283, 5286, and 5313 for highway construction have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Authority was requested by the Engineer, and granted by the Commission, to increase the project authorization on Contract No. 4996 for construction of the S. W. 2nd Avenue-South City Limits (John Day) Section on the John Day-Burns Highway in the amount of $4,300. The Engineer explained that the overrun was caused by an increase in surfacing and binder quantities and by an overrun in time which increased the engineering costs.

The Commission considered the matter of assuming costs to revise the Parkrose Water District's water main because of construction of the Airport-Alberta Street Section of the Cascade Highway in Multnomah County. The Engineer explained that in making a cut across Killingsworth Avenue it was necessary to move and lower the water main and to revise connections to 11 residences and to move one fire hydrant. The Water District alleges that it has no funds to do the work which he estimated would cost $2,735.45. Chairman McIver inquired if there is any chance of collecting the money from the Water District. The Chief Counsel suggested that a demand be made on the Water District to move the facility at their own expense and if they fail to do so to take legal action to collect. The Engineer pointed out that it has been necessary to move many water systems during highway construction and in a great many cases the State has been required to pay for the cost of moving. However, some of the more solvent water districts have paid for the moving of their facilities. Chairman McIver pointed out that it appeared unfair to require those water districts in a solvent

condition to pay for moving their facilities and the State be required to pay for the moving of facilities owned by other districts. It was his thought that in all cases in which the water district has an obligation to move their facilities at their own expense that they should be requested to do so, and that legal action be taken to collect for the cost of moving if the State has to perform the work. The Commission approved the Chairman's statement of policy.

Mr. T. A. Kommers, representing W. R. Grasle Company, electrical contractors, appeared before the Commission concerning Contract No. 5311 for illumination of the Highlands Interchange in Multnomah County. He pointed out that the contract was awarded September 11, 1958, but work cannot be started until April, 1959, when the roadway contract will be nearly completed. Quotations, he continued, were secured from subcontractors for painting, concrete bases, and trenching, and these contractors are not willing to hold their prices firm until early summer of next year. He requested that additional compensation be allowed because of the delay or, if this is not agreeable, that the contract be voided by mutual consent. Following Mr. Kommers' departure, the Engineer pointed out that the contractor knew when he made the bid that the contract could not be completed during 1958. The Commission instructed the Engineer to consult further with the contractor and submit a report at the next Commission meeting.

Authority was requested by the Engineer to reimburse Pacific Telephone and Telegraph Company in the amount of $19,899.87. He explained that prior to September, 1956, it had been planned that the west end of the Banfield Freeway would connect to the Burnside Bridge, involving removal of 700 feet of the northerly sidewalk, to which sidewalk was attached the telephone company's main east-west cable connections. The plans were discussed with them and at the Engineer's request they undertook rearrangement of their facilities. In September of 1956, with the advent of the Interstate program, it was determined that Interstate standards could not be met by the proposed connection with Burnside Bridge and the plan was abandoned. The telephone company was notified of the change of plans on September 10, 1956, and were requested to discontinue work. Up to that time the telephone company had expended the sum of $19,899.87. He recommended that the company be reimbursed for their expenditure up to the time that the change in plans was made. The Commission approved the payment subject to auditing.

Amendment of Speed Zone Resolution No. 84 was recommended by the Engineer who reported that a request had been received from Charles D. Schmidt, Superintendent of the Salem schools, requesting school crossing signs at a newly established crossing of US 99E in the vicinity of the 12th Street junction. Following his favorable recommendation the Commission approved the following amendment to Speed Zone Resolution No. 84: 30 miles per hour between the south city limits of Salem at Mile Point 52.34 and Ratcliff Drive at Mile Point 52.56 on the Pacific Highway East south of Salem; 45 miles per hour on the Pacific Highway East between Ratcliff Drive at Mile Point 52.56 and Boone Road at Mile Point 54.46, except that between a point 350

feet north of Lansford Drive at Mile Point 53.69, and a point 250 feet north of Hilflicker Lane at Mile Point 53.89 the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request made by Mr. Al Morrison of the Union Oil Company at Coos Bay concerning alleviation of traffic hazards caused by parking along the westerly side of the Oregon Coast Highway in the vicinity of the Union Oil bulk storage plant between North Bend and Coos Bay. The Engineer reported that an investigation had disclosed that parked vehicles are the cause of the hazard by restricting sight distance and the maneuvering area for vehicles turning off the highway into the oil plant driveway. He recommended that parking be prohibited on the westerly side of the North Bend-Coos Bay Section of the Oregon Coast Highway between the Standard Oil Company driveway at Mile Point 236.92 and the Union Oil Company driveway at Mile Point 236.96. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "L-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also stated that his attention had been called to hazards caused by shoulder parking on the westerly side of the Oregon Coast Highway north of Tillamook. An investigation revealed that vehicles parking on the westerly shoulder in the vicinity of a drive-in restaurant block access to motels and restrict sight distance for vehicles attempting to enter the highway from the motel driveways or from Goodspeed Road. In view of these facts and for the safety of the traveling public, he recommended that shoulder parking be prohibited on the westerly side of the Oregon Coast Highway between a point 50 feet north of Goodspeed Road, at Mile Point 64.74 and a point 0.09 mile south of Goodspeed Road at Mile Point 64.84. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "L-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority for out-of-state travel for the following employees:

L. B. Farnam to Detroit, Michigan, to drive out new Commission car. Cost of travel estimated at $365.

J. Al Head, Assistant Traffic Engineer, to attend national meeting of Institute of Traffic Engineers in Miami, Florida, November 9-14, 1958, at an estimated cost of $485.

L. H. Young, Assistant Construction Engineer, and J. D. Walker, Division Engineer, to Everett, Washington, to inspect concrete paving methods at an estimated cost of $64.20 for both men.

Confirmation was requested for this trip which was taken September 18 and 19, 1958.

Carl W. Jordan, Director of Travel Information Division, to attend American Convention and Travel Institute Convention at Reno, Nevada, December 12-14, 1958, at an estimated cost of $185.

R. B. Sipprell, Director of Permits, to attend Western Regional Conference of the Council of State Governments at Los Angeles, California, November 12 and 13, 1958, at an estimated cost of $160.

W. C. Williams, Highway Engineer; G. S. Paxson, Assistant Highway Engineer; Leonard I. Lindas, Chief Counsel; Mark Astrup, Landscape Engineer, to attend annual meeting of the Highway Research Board in Washington D. C., from January 5 through January 9, 1959, at an estimated cost of $390 for each of the four persons, or a total of $1,560.

The Commission authorized the out-of-state travel as presented.

The Engineer stated that an offer has been made by the Econolite Corporation of Los Angeles to give some highway employees a five-day course of instruction in the maintenance of traffic signal controllers. Some trouble has been had with a new type of controller due to unfamiliarity with the equipment. It was his opinion that the instruction would be worth while and he recommended that Mr. Robert Judson and Mr. William Zirbes be authorized to take the course of schooling from November 10 to November 14 at Los Angeles at an estimated cost of $215 each. The Commission accepted his recommendation.

The Commission considered an invitation from the Redwood Empire Association that the Commission, the State Highway Engineer, and the Secretary participate in the Inter-County Highways and Legislative Conference at the annual convention November 1, 1958, in Santa Rosa, California. The Commission instructed the Secretary to convey to the Association their regrets that they would be unable to attend because of business commitments.

The Commission discussed with the Engineer the installation of telephonic equipment in the State Highway Building in Salem to transmit bid openings directly from Salem to the Portland office of the Associated General Contractors. The Engineer recalled that this matter had been discussed with members of the Commission previously and is presented at this time for confirmation. Under the oral agreement with the Associated General Contractors it was agreed that the Portland Chapter of the Associated General Contractors would be responsible for installation of the equipment at the Highway Building in Salem and would pay all expenses involved in connection with the installation and the transmittal of the telephonic bid opening broadcasts thereafter. The Commission confirmed the arrangement, which the Engineer stated, would be in operation for the bid opening November 12, 1958.

A proposed payment to the Bureau of Land Management in the amount of $268.40 was presented by the Engineer. He explained that in the grading and paving of the Divide-Anlauf Section of the Pacific Highway it was necessary to open a quarry. In clearing the land for the quarry, the contractor cut down between 12 and 14 fir trees outside the boundary of the land owned by the State and on land controlled by the Bureau of Land Management. The cutting was caused by a misunderstanding by both the contractor and the State's Engineer as to location of the property boundary lines. He recommended that the Bureau be paid the sum of $268.40 for the value of timber removed from its land. The Commission approved the payment.

A request from the Oregon State Game Commission to use State property for a public access to dredge ponds near the John Day River in the vicinity of Mt. Vernon was presented by the Engineer. He explained that the Game Commission intends to stock the ponds with fish and the access would be for the public. Such access would not be harmful to the State property and would not preclude the State from obtaining road building materials in the future. He therefore recommended that the Commission enter into an agreement with the Game Commission allowing it to use the property. The Commission accepted his recommendation.

The Commission considered a request from the U. S. Army Recruiting Service to erect a recruiting sign on the northerly side of the right of way of the Santiam Highway at M.P. 3.83. This type of sign, the Engineer stated, complies with Oregon laws and the location and sign text have been approved. The Commission accepted his recommendation that the permit be granted.

Attention was given to a request from the United States National Bank of Portland for permission to use the Highway Department IBM type 650 computer if its own machine should be out of order. The Engineer pointed out that the bank has offered to reciprocate allowing the State to use their machine in case the State machine is out of order. The proposed agreement provides use of the Highway Department machine by the bank during the night hours and weekends, and state use of the bank's machine during the daytime hours. In either case the party using the other's machine is to furnish its own personnel and materials and pay $35 per hour for the use of the machine. Following his favorable recommendation the Commission approved the arrangement.

The Commission also considered a proposal by the City of Newberg to annex an additional area to the city, part of which is composed of the Pacific Highway West on the easterly side of the city. The Engineer recommended that the Commission consent to the annexation as the status of the highway would not be affected. The Commission accepted his recommendation.

The Engineer reported that a new section of the Hay Canyon-John Day River portion of the Wasco-Heppner Secondary Highway in Sherman County has been completed. Under terms of an agreement previously entered into with the County, the old section of highway is now ready

to be transferred to the County and he recommended that such transfer be formally made. The Commission approved the transfer by adopting the attached abandonment resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a resolution designating as Lake of the Woods Secondary Highway the route of the former Little Butte Secondary Highway extending from a junction with the Crater Lake Highway at Eagle Point southerly and easterly to a junction with the Klamath Lake Secondary Highway at Rocky Point and thence southerly over the Klamath Lake Secondary Highway No. 421 to a junction with The Dalles-California Highway in Klamath Falls. This entire route, he stated, has been redesignated as the Lake of the Woods Secondary Highway No. 270 and is in accord with previous conversations and agreements with Jackson and Klamath Counties. The Commission approved the designation of the Lake of the Woods Secondary Highway by adopting the attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the designation of the Lake of the Woods Secondary Highway, the Engineer recalled that Klamath County had agreed to take over the portion of the Klamath Lake Secondary Highway from Rocky Point to Fort Klamath when the State designated as a secondary highway the old Lake of the Woods Highway in Klamath County. Such action has been taken and he recommended that the northern end of the Klamath Lake Highway from a point near Fort Klamath southerly to Rocky Point be abandoned to Klamath County. The Commission approved the abandonment and thereupon adopted the attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered the appointment of an Assistant Secretary to succeed Floyd Query who has been appointed as Secretary effective upon Mr. Glaisyer's retirement November 1, 1958. On the recommendation of the Secretary, the Commission approved the appointment of Mr. Cecil W. Head, Office Manager in the Secretary's Office, as Assistant Secretary for a period of four years and at a starting salary of $575 per month to be effective November 1, 1958. The Commission also adopted the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A resolution was presented by the Engineer extending the Lafayette Secondary Highway No. 154 from its present northerly terminus to an intersection with the new Dayton By-Pass road (Three Mile Lane) approximately one-half mile west, and extending the Salem-Dayton Secondary Highway No. 150 from its present northerly terminus at Dayton approximately one-half northeasterly to a connection with the new Dayton By-Pass road. In the same resolution a portion of the old Amity-Dayton Highway No. 155 which was abandoned to Yamhill

County sometime ago is being placed on the Dayton By-Pass road. This short section extends from a junction with the Pacific Highway West southerly to the point where the new Dayton By-Pass joins the old alignment of the Amity-Dayton Secondary Highway. The Commission adopted the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Based upon the favorable recommendation of the Engineer, the Commission approved redesignating the Albany Airport Secondary Highway No. 214 as a part of the Pacific Highway No. 1. The Engineer explained that this is caused by construction of the interstate highway which follows the route of the existing Albany Airport Secondary Highway. The Commission adopted the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period September 8, 1958, through October 17, 1958.

The next Commission meeting date was confirmed for December 11 and 12, 1958, in the Conference Room of the State Highway Building in Salem, and a tentative date, January 22 and 23, 1959, was set for the following meeting.

Consideration was given to a Commission inspection trip through northeastern and central Oregon. The Commission selected the dates of November 14 through 17, 1958, and instructed the Engineer to prepare an itinerary which would take them over portions of the Columbia River Highway and U.S. 30 to the Brownlee and Oxbow Dam sites on the Snake River and over portions of Highway 26.

The Commission discussed with the Engineer matters to be presented by delegations scheduled on the following day, but no action was taken pending appearance of the delegations.

The Commission also discussed with the Engineer and the Right of Way Engineer the status of future contract jobs.

At 4:00 p.m. Commissioner Chessman announced the award of contracts for which bids had been received September 30 and October 21, 1958.

BIDS RECEIVED IN SALEM ON SEPTEMBER 30, 1958

"Construction of Clear Creek Bridge on County Road No. FAS 810 at Viola in Clackamas County. The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at $38,360.00.

"Construction of Bear Creek Bridge and grading and paving on Bear Creek County Road, south of Svensen, in Clatsop County.

The Commission awarded the contract to the low bidder, Palmberg Paving Co., Inc., Astoria, at $25,704.00.

"Sunset Bay State Park Extension in Coos County. The Commission awarded the contract to the low bidder, Rex Kimsey Construction Co., Stayton, at $58,764.00.

"Grading and bituminous surfacing on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, under Alternate "A", at $324,877.50.

"Grading and paving the East Unit, Garden Valley Road Section of the Garden Valley County Road, just north of Roseburg, in Douglas County. The Commission rejected all bids as being too high.

"Santiam Junction-Suttle Lake Rock Production project on the Santiam Highway, near Hogg Butte, in Jefferson and Linn Counties. The Commission awarded the contract to the low bidder, F. H. McEwen, Eugene, at $34,000.00.

"Grading, paving, and construction of two concrete structures on the Redwood Highway Junction Section of the Pacific and Redwood Highways at Grants Pass in Josephine County. The Commission elects to accept the low bid of R & M Construction Co. & W. M. Ausland, Grants Pass, in the sum of $754,059.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving the North Albany Junction-Lebanon Road Section of the Pacific Highway, south of Albany, in Linn County. The Commission awarded the contract to the low bidder, Roy L. Houck & Sons and Roy L. Houck Sons Corp., Salem, at $1,683,464.50.

"Construction of two undercrossings and six twin drainage structures on the South Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, at $641,485.60.

"Grading and paving, construction of two reinforced concrete deck girder bridges, and furnishing crushed materials in stock pile on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County. The Commission awarded the contract to the low bidder, Twin City Construction Co. and Clarence Braden, Pasco, Washington, at $792,571.10.

"Construction of Detroit Maintenance Building in Marion County. The Commission awarded the contract to the low bidder, Meyer Construction Co., Silverton, at $27,114.00.

"Roadside improvement on the Battle Creek Junction-North Albany Junction Section of the Pacific Highway, north of Albany, in Marion and Linn Counties. The Commission awarded the contract to the low bidder, Knight Pearcy and Kenneth E. Nielsen, Salem, at $42,803.10.

"Stone leveling course and oiling the North Unit, Bomber Range Road Section of the Bomber Range Road, east of Boardman, in Morrow County. The Commission awarded the contract to the low bidder, Dorman Construction Co., Vancouver, Washington, at $87,008.50.

"Construction of Hillsdale-Barbur Boulevard-Hamilton Street structures, grading and paving on the Beaverton-Hillsdale and Pacific West Highways in Multnomah County. The Commission elects to accept the low bid of Hannan Brothers Company, Portland, in the sum of $407,386.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading the Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road, near Oceanside, in Tillamook County. The Commission awarded the contract to the low bidder, Access Construction, Oreg. Ltd., Roseburg, at $40,379.90.

"Metal Guardrail on the Wallowa Lake Section of the Joseph-Wallowa Lake Highway, near Joseph, in Wallowa County. The Commission awarded the contract to the low bidder, J. C. Denton & Sons, Beaverton, at $45,305.00.

"Paving and furnishing crushed materials in stock piles on the Big Eddy-Rufus Section of the Columbia River Highway, near The Dalles, in Wasco and Sherman Counties. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $305,388.00.

"Construction of Sunset Highway Undercrossing of First Street at North Plains in Washington County. The Commission awarded the contract to the low bidder, Richard L. Martin Co., Oswego, at $92,614.00.

BIDS RECEIVED IN SALEM ON OCTOBER 21, 1958

"Construction of Eagle Creek Bridge on County Road No. FAS-511, near Richland, in Baker County. The Commission rejected all bids as being too high.

"Construction of Sandy Sand Storage Shed in Clackamas County. The Commission awarded the contract to the low bidder, Serge R. Perrin, Oregon City, at $9,140.00.

"Construction of Fairview Bridge over North Fork Coquille River on Myrtle Point-Fairview Highway, near Coquille, in Coos

County. The Commission elects to accept the low bid of Sig Andersson, Coos Bay, in the sum of $48,935.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of $14,200.00 is deposited by the County.

"Traffic signal installation on Cape Arago Highway at Newmark Avenue and Ocean Boulevard in Empire in Coos County. The Commission awarded the contract to the only bidder, Trowbridge Electric, Roseburg, at $3,600.00.

"Construction of Deschutes River Bridge on Century Drive Highway in Deschutes County. County Project. The Commission referred all bids to Deschutes County for award.

"Grading and oiling on Fairgrounds Interchange Frontage Road on the Pacific Highway at Roseburg in Douglas County. The Commission awarded the contract to the low bidder, Thornton-Bell, Roseburg, at $12,965.00.

"Grading and paving East Unit, Garden Valley Road Section of the Garden Valley County Road, north of Roseburg, in Douglas County. The Commission elects to accept the low bid of Inter-City Sand & Gravel Co., Inc., Eugene, in the sum of $89,080.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $12,400 is deposited by the County, and approval of the Bureau of Public Roads is received.

"Myrtle Creek-Fords Bridge Roadside Improvement on Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at $18,200.25.

"Jumpoff Joe Creek-Louse Creek Roadside Improvement on Pacific Highway, north of Grants Pass, in Josephine County. The Commission awarded the contract to the low bidder, Rich & Sons Nursery, Hillsboro, at $17,544.00.

"Construction of three structures on the Nevada Avenue Interchange in Klamath Falls on the Klamath Falls Section of The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at $334,099.50.

"Construction of Lost River Bridge on Langell County Road, near Bonanza, in Klamath County. The Commission elects to accept the low bid of Tom Lillebo Construction Co., Reedsport, in the sum of $34,101.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of $1,900.00 is deposited by the County.

"Beverly Beach Park Fencing Project on the Oregon Coast Highway, near Depoe Bay, in Lincoln County. The Commission awarded the contract to the low bidder, Highway Protection Corp., Chicago, Illinois, at $10,780.00.

"Devils Lake State Park Extension in Lincoln County. The Commission awarded the contract to the low bidder, Robert C. Wilson, Corvallis, at $57,976.70.

"Construction of Rock Creek Bridge, near Logsden, and Mill Creek Bridge, near Toledo, in Lincoln County. The Commission elects to accept the low bid of Workman & Wilson, Canby, in the sum of $47,840.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $22,470.00 is deposited by the County.

"Construction of nine undercrossing structures on the South Santiam Junction-Lane County Line Section of the Pacific Highway, south of Albany, in Linn County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, under Alternate "A", at $560,873.00.

"Grading and paving of access road on the Fort Hill Truck Scale Site on the Salmon River Highway, west of Willamina, in Polk County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $25,765.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading the Grass Valley-Rutledge Section of the Grass Valley-Rutledge County Road in Sherman County. The Commission elects to accept the low bid of R. C. Marvel Construction Co., Inc., Goldendale, Washington, in the sum of $32,924.20 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of $1,850.00 is deposited by the County.

"Grading Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, east of Pendleton, in Umatilla County. The Commission elects to accept the low bid of Rogers Construction Co., Portland, in the sum of $1,658,362.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County. The Commission elects to accept the low bid of Roy L. Houck & Sons and Roy L. Houck Sons Corp., Salem, in the sum of $686,428.50 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of structure and grading on the Dry Creek Bridge Section of Long Hollow Road, near Dufur, in Wasco County. The Commission elects to accept the low bid of Erick Enquist, Troutdale, in the sum of $34,832.50 and directs the State Highway Engineer to award

the contract to said bidder as soon as approval of Wasco County is received and the sum of $9,700.00 is deposited by the County.

The Commission signed the following agreements and other papers:

"Bargain and Sale Deed" conveying to the State Game Commission 1.76 acres of excess property on Cascade Locks-Viento Section of Columbia River Highway.

"Easement for Reservoir and Water Line" accepting a water line easement from Oregon Pulp and Paper Company in connection with water service for Beverly Beach State Park.

"Agreements" accepting a grant of right of way from Bonneville Power Administration which authorizes construction of a new highway across a power line easement and the Willamina and Grand Ronde Railway on Valley Junction-Wallace Bridge Section of Salmon River Highway.

"Permit" granting to Mr. and Mrs. Ernest Kuck an easement for livestock passage on right of way acquired for The Dalles-Eight Mile Creek Section of The Dalles-California Highway.

"Grant of Easement" granting the Stillwell Drainage District a dike easement on right of way on McKinley Moorage-Radio Station Section of Netarts Highway.

"Agreement" with the U. S. Forest Service and U.S. Bureau of Public Roads covering an extension of the Mt. Hood Highway northerly approximately three miles so as to connect the new Polallie Creek Section to the Mt. Hood Loop northeasterly from Parkdale.

"Agreement" with the U.S. Bureau of Reclamation and Crook County covering reconstruction of the Crooked River Highway necessitated by construction of the Crooked River Dam in Crook County.

"Agreement" with the U.S. Forest Service authorizing the use of $10,000 of Forest Highway funds heretofore programmed for surveys to finance a Forest Highway Needs Study.

"Agreement" with the State Game Commission allowing the use of State property as a public access to dredge ponds which are located on this property.

"Permit" U. S. Army Recruiting Service to erect a recruiting sign on the northerly side of the right of way of the Santiam Highway at M.P. 3.83.

"Agreement" with City of Newberg that the State consent to the annexation of a portion of state right of way to the city.

"Bargain and Sale Deed" deeding to the City of McMinnville 1.36 acres of land. (Authorized September 11, 1958)

"Sign Permit" permitting Pendleton Commandery No. 7, Knights Templar of Oregon to erect a sign on the southerly side of the Old Oregon Trail Highway. (Authorized July 31, 1958)

"Bargain and Sale Deed" covering direct sale of land to the City of Portland. (Authorized May 8, 1958)

"Agreement" between State and City of Grants Pass covering installation of railroad traffic signals on 6th and 7th Streets in Grants Pass. (Authorized August 16, 1956

"Agreement" between Multnomah County and State covering the reconstruction of Hamilton Street-Slavin Road and Hillsdale-Barbur Boulevard Section, Beaverton-Hillsdale Highway No. 40 and Pacific Highway West. (Authorized November 1, 1957)

"Finance Agreement" covering improvement of FAS Highway 667, Grass Valley-Rutledge Section.

"Finance Agreement" covering bridge construction in Lincoln County.

"Finance Agreement" covering Eagle Creek Bridge construction in Baker County.

"Finance Agreement" covering the North Fork Coquille River Bridge in Coos County.

"Finance Agreement" covering improvement of FAS 829, North Unit, Bomber Range Road Section in Morrow County.

"Finance Agreement" with Klamath County covering bridge construction over the Lost River at Langell Valley.

"Finance Agreement" with Clatsop County covering Bear Creek Bridge construction on FAS 755.

"Finance Agreement" with Clackamas County covering the Clear Creek Bridge construction on FAS 810.

"Indentures of Access" on the following properties:

(a) Wollett property on Calapooya Creek-Sutherlin Section of Elkton-Sutherlin Highway, Douglas County.

(b) Brandt property on Newberg-Gearin Corner Section of Hillsboro-Silverton Highway, Yamhill County.

"Agreements" with California Oregon Power Company, Oregon Water Corporation, and California-Pacific Utilities Company, re utility adjustments on the Klamath Falls Section of U.S. 97.

"Easement","Permit Agreement" granting to California Pacific Utilities Company an easement for a power line and a permit for a power line crossing the Hilgard-La Grande Section of Old Oregon Trail Highway, Union County.

The meeting was adjourned at 4:20 p.m. to reconvene at 10:00 a.m. the next day.

Salem, Oregon
October 24, 1958

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following people were present:

M. K. McIver, Chairman
R. B. Chessman, Commissioner
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

A delegation from the Sandy Chamber of Commerce appeared before the Commission regarding plans concerning improvements on the Mt. Hood Highway between Sandy and Gresham. The following persons were present: Dick Revenaugh, Chairman of Joint Highway Committee of Chamber of Commerce; Tom Scales, Member of the Highway Committee, both from Sandy; Larry Aylsworth, Gresham Chamber of Commerce; and Glenn Schaeffer, School Board Member of Sandy Highway School, Boring. Mr. Revenaugh acted as spokesman for the group. He stated that they are submitting a plea for the modernization of the five and one-half mile section of the Mt. Hood Highway (US26) between the easterly edge of Gresham and the westerly edge of Sandy. It is their opinion, he continued, that this section is now inadequate, dangerous, and detrimental to the growth of the area and of the State and that it does not properly serve the local residents, the tourists, or the commercial transportation lines. It is their wish, he added, that

the Highway Commission proceed with plans to make this highway into a modern four-lane thoroughfare, especially in view of the fact that the highway east of Sandy is now being relocated and modernized. He mentioned that their request is based on the following facts: this highway is now part of the trans-state network; it intersects and joins with most of the modern metropolitan highways recently constructed or under construction in or around Portland; it taps a vast and plentiful Central Oregon farm and ranch land; and because of its scenery it is one of the most popular highways in the state from the standpoint of sightseers. He stated that the modernization of this highway had the unqualified support of the Sandy, Gresham, Portland, and Oregon City Chambers of Commerce, the Mt. Hood Pow Wowers; the Clackamas County Court, and various trucking and sportsmen's associations. He filed letters and other material with the Commission from some of these organizations endorsing this project. Chairman McIver advised the group that the Commission had had this highway in mind for many years and has started to modernize it; however, it is not possible to do the complete highway at one time but the section they have in mind is the next one to be constructed. In answer to Chairman McIver's question as to whether the group had contacted the Highway Department regarding the schedule of the programming of this section, Mr Revenaugh advised that he understood there is no concrete plan for improvement of the section and they felt there should be some planning on it. At the request of Chairman McIver the Engineer explained that in the current program the Commission has about $800,000 allocated to that portion of the highway outside of the national forest so that the most torturous section between Sandy and Alder Creek was put under contract. He added that it is the Commission's intention to continue improvement of this highway in the next five year program. However, there is a question where the money should be spent first -- from Alder Creek eastward or between Sandy and Gresham. He suggested that it might be desirable to make surveys of the uncompleted portion of the highway so the Commission would be in a better position to acquire right of way. Chairman McIver informed the group that the Commission would give due consideration to their project when the next five-year program is made up.

The Oregon Roadside Council appeared before the Commission regarding legislation to regulate outdoor advertising on state highways as set forth in the national standards contained in the Federal Highway Act. Representing this council were Harold Gill, President, and Thornton Munger, Vice President, both from Portland. Mr. Gill, who was spokesman, stated that the passage of the Federal bill regulating billboards and offering the states one-half of one percent bonus on their national allowance brings up the question of billboards along the two federal interstate highways -- US 99 and US 30. He advised that their original intention was to ask the Highway Commission to sponsor the bill, but after discussing it with the Engineer, it was decided to take their information to the State Legislative Council. However, it was their desire to appear before the Commission to present the points they thought should be in the bill including the following: (1) the principal points of the bill should be in compliance with the U.S. Department of Commerce standards in all particulars; (2) authorize the Highway Commission to

construct information sites and to lease the advertising spaces therein; (3) the bill should apply to the entire length of US 30 and US 99, both the constructed and yet to be constructed portions regardless of when the right of way was purchased; (4) authorize the Highway Commission to acquire by means of purchase or condemnation the rights to advertise on property adjacent to the right of way; (5) make revisions pertaining to prohibited areas retroactive after five years in the case of signs legally existing prior to the effective date of this bill; (6) place administration of informational sites and all other signs along the interstate highways under the jurisdiction of the State Highway Commission; and (7) adjust the terms of this bill so it will be consistent with the Oregon Statutes. The Engineer explained that any right of way purchased for the two interstate highways under the Federal Highway Act after 1956 could be controlled by federal legislation; however, a great deal of this right of way was purchased prior to 1956 so it does not come under the existing Federal bill. Chairman McIver thanked the delegation for appearing and informed them that the Commission would consider the information presented.

A delegation consisting of John Kendall, Attorney; Henry Carey, Jr., Attorney; and Victor Rosenfeld, client of Mr. Kendall, all from Portland, appeared before the Commission regarding landslides affecting two properties on Canyon Road at Highlands Interchange, Multnomah County. Mr. Carey advised that he was appearing on behalf of Mr. Wilbur Preble whose residence is near the new zoo in Portland. Due to excavation of Canyon Road by the Highway Commission's contractor a substantial slide occurred which resulted in damage to the Preble house. In fact, he added, the Commission has requested Mr. Preble to vacate the premises because of the great danger. He presented pictures to the Commission taken of Mr. Preble's house and property and stated that the State has admitted its liability. It was his understanding that the State is prepared to purchase the property so the only question involved is that of valuation. The State's appraiser has submitted an offer of $53,000; however, it was his contention that this is not sufficient compensation to allow Mr. Preble to replace his home. He commented that the insurance adjuster has valued this home at $80,000, exclusive of the land. Mr. Carey enumerated the many improvements which have been added to the Preble home and requested that he be compensated not less than $75,000 for his property.

Mr. Kendall spoke on behalf of Mr. Victor Rosenfeld whose residence is across the road immediately west of the Preble property. Mr. Rosenfeld, he stated, has a problem similar to Mr. Preble's. He exhibited pictures showing the present condition of the house and property and explained details regarding the size, the layout, and the special features of the house and property, including the cost of each. He advised that Mr. Rosenfeld has actually expended $84,746 in his residence property. The State, he added, has offered $54,000 as settlement. He requested that the Commission not adhere to the principle of the fair market value because he believes this is an unusual situation and the property owner should be entitled to what it is going to cost to replace his home with a comparable one. Chairman McIver advised the group that the Commission understands the problem and will give it consideration.

(Later in the session the Commission authorized the securing of options from Messrs. Preble and Rosenfeld. See ahead for additional entry.)

The Commission considered the adoption of the budget for the State Parks Division for the year 1959 which had been submitted by the Assistant State Parks Superintendent on the previous day. In compliance with the Commission's request of the preceding day, the Assistant State Parks Superintendent reported that the $100,000 which had been authorized for expenditure by the Commission in 1958 had been added to the expenditures for 1958. The Commission after careful consideration adopted the budget as presented. (For details of the budget see copy filed in the Salem Office.)

Adoption of the 1959 Forest Highway Program, totaling $5,022,625 was considered by the Commission. This program was presented to the Commission by Mr. W. A. Wood, Engineer with the U.S. Bureau of Public Roads on the preceding day at which time the State Highway Engineer recommended its adoption. After careful consideration, the Commission unanimously adopted the following program:

OREGON

FISCAL YEAR 1960 FOREST HIGHWAY PROGRAM

FH Route	Route Name and Type Work	Length (Miles)	Forest Hwy. Funds
3 (A5)	Neskowin-Otis Junction. Grading and Structures.	0.90	$ 450,000
7	Siuslaw Highway. Mapleton-Florence Grading, Surfacing & Paving	5.0	400,000
17	Crater Lake Hwy. Lewis Road-Cascade Gorge Grading	5.0	700,000
31	Fremont Highway Grading, Surfacing & Bituminous Surface	3.3	340,000
32 (A4)	Heppner-Spray Grading and Surfacing	5.0	250,000
46	Cascade Lakes Highway Grading Surfacing (Elk Lake - southward)	5.0 10.5	400,000
47	North Umpqua Highway Grading and Bridge (Marsters Bridge Section)	5.0	500,000

1960 Forest Highway Program (Cont.)

FH Route	Route Name and Type Work	Length (Miles)	Forest Hwy. Funds
51	Belknap Springs Highway. Grading, Bridge	9.6	$ 1,000,000
52	Ukiah-Starkey Highway Bituminous Surfacing	20.0	200,000
53	Lake of the Woods McAllister Sps. - East Grading	5.0	600,000
			$ 4,840,000
	Lump Fund Surveys		100,000
			$ 4,940,000
	Unprogrammed Balance		82,625
			$ 5,022,625

Mr. Walter W. Foster, Attorney, Dallas, appeared before the Commission regarding access to the R. W. Piper property at Clackamas on the Clackamas Secondary Highway. Also present were R. W. Piper, Clackamas, and Dirk Bennett, Portland. Mr. Foster stated that he was appearing on behalf of his uncle, Mr. Piper, who owns land adjacent to the Clackamas Overcrossing Section on the Clackamas Highway where it joins 82nd Street. He advised that in the process of negotiations, the Highway Commission adopted a resolution declaring the necessity of taking access on the south side of Mr. Piper's property; however, the negotiations were unsuccessful so it was necessary to try the case. During the progress of the trial, he continued, the counsel for the Highway Commission made an offer to Mr. Piper's attorney whereby a settlement might be arranged which would allow Mr. Piper certain access on the overcrossing section. He added that Mr. Piper was never informed of this offer and only learned of it a few months ago. He commented that apparently restriction of access is not as essential as it was originally indicated to be, so it is their feeling that the matter should be corrected and Mr. Piper allowed reasonable access to his property from the relocated section of highway. Chairman McIver thanked Mr. Foster for presenting the matter and advised him that he would be informed of the Commission's decision. (Later in the session the Commission denied the request for access. See ahead for additional entry.)

The Engineer brought to the Commission's attention a request from Sherman Pederson, Portland, and others, for the installation of traffic signals at the intersection of the Beaverton-Hillsdale Highway

and S. W. 82nd Avenue west of the community of Raleigh Hills. He reported that a traffic engineering investigation has been made which reveals that traffic conditions at this intersection meet the standard warrants for the installation of traffic signals at rural intersections. He recommended installation of a fully-actuated signal at this intersection at an estimated cost of $7,500 and advised that sufficient funds have been provided in the 1959 Minor Betterment Budget to cover the cost of the work. The Commission approved the signal installation.

The Engineer brought up for discussion administrative rules set forth in the Department of Finance and Administration's Bulletin No. 22, "Regulations Governing Professional Service Contracts". He pointed out that the regulations contained in this bulletin may cause interference with certain operations of the Highway Department, particularly the awarding of highway contracts, the employment of appraisers for right of way acquisition, title insurance investigations, etc. Also discussed was the matter of whether or not the Department of Finance and Administration because of these regulations would have the authority to select the advertising agency for the Travel Information Division for next year. The Commission authorized the Chief Counsel to make a thorough study of the matter and report his findings to the Commission.

County Judge O. E. Effenberger, Tillamook, appeared before the Commission to introduce the members of the new Road Committee of the Tillamook Chamber of Commerce. The following persons also appeared: T. H. Bailey, Chairman of the Highway Committee of the Chamber of Commerce; Fred Guyton and J. S. Livingston, Members of the Highway Committee; Burford Wilkerson, Manager of the Chamber of Commerce, all from Tillamook; and Verne Ayers, Newport, Manager of the Oregon Coast Association. Judge Effenberger advised the Commission that the Tillamook Chamber of Commerce has appointed a new Highway Committee and he introduced the Chairman of that Committee, Mr. Bailey. Mr. Bailey introduced the other members of the Highway Committee. He stated that their number one program is the Bay City-Garibaldi Section of U.S. 101. This Committee, he stated, will represent all of Tillamook County, and it is their desire to work in harmony with the Highway Department. Mr. Ayers advised that the Oregon Coast Association is going to have a directors' meeting on November 16 and it is his understanding that they will reiterate the stand they took two years ago designating US 101 from Bay City to Garibaldi as their number one objective. Judge Effenberger thanked the Commission for the opportunity of appearing before them.

The Chief Counsel read a resolution honoring H. B. Glaisyer upon his retirement as Secretary of the State Highway Commission which retirement will become effective on October 31, 1958. The Commission unanimously adopted the resolution as read which resolution is attached hereto marked EXHIBIT "I", and by this reference is made a part hereof with like effect as though extended in full herein.

Mr. Carl Jordan, Director of the Travel Information Division, advised the Commission that the film "Vacation Adventures in Oregon

State Parks" would be ready for viewing at 1:00 p.m. that day in Room 418. Chairman McIver stated that he and the other members of the Commission would be present to see this film and he extended an invitation to all persons present to attend. In answer to Mr. Fridley's query as to how many prints the Travel Information Division would have prepared, Mr. Jordan advised that at the present time six prints would be made and as others are needed they would be prepared.

Mr. Gene Huntley, Director of Personnel and Public Relations, on behalf of the members of the Highway Commission and the employees of the State Highway Department, presented to H. B. Glaisyer, Secretary, his service award pin in recognition of 40 years of faithful service to the State Highway Department. Mr. Glaisyer thanked the Commission and Mr. Huntley, and advised that he will wear his pin with a great deal of pride.

Chairman McIver brought up the matter of the property owned by Mr. Preble and Mr. Rosenfeld which has been damaged by landslides and on whose behalf their attorneys appeared earlier in the session. He pointed out that if the State can acquire these properties at this time some of the improvements thereon can be preserved, and should the ground ever stabilize, the State may have something to salvage. The Commission authorized the Chief Counsel to secure options from these property owners for as good a price as can be obtained, and to telephone the Commission the results thereof.

In this connection the Right of Way Engineer called to the Commission's attention a claim which has just been received for similar damages suffered by a property owner adjacent to the Preble property. He stated that the owner claims the land is cracking and as a result, the potential sale of the property has been ruined so he requests that the State purchase it. The Right of Way Engineer pointed out that his department would investigate the claim to see whether or not the State is liable.

Chairman McIver brought up for Commission action the request of Mr. R. W. Piper for access to his property on the Clackamas Overcrossing Section of the Clackamas Secondary Highway on whose behalf Mr. Walter W. Foster, an attorney, appeared earlier in the session. The Engineer recommended that the request for access be denied due to the fact that the State had acquired and paid for all access rights the value of which had been determined in a condemnation trial. Mr. Piper, he added, has the same access to 82nd Avenue that he had before the road was built. The Commission adopted the Engineer's recommendation.

The Engineer advised the Commission that at the bid opening to be held in Salem on November 12, 1958, there are two projects: (1) construction of the Eagle Creek Bridge in Baker County, and (2) construction of a reinforced concrete deck girder and prestressed concrete beam structure to carry The Dalles-California Highway over California Avenue in Klamath Falls, Klamath County, that are to be financed with "Crash Funds" and must be awarded before December 1,

1958, in order to qualify for these funds. Since the next Highway Commission meeting is not scheduled until December 11 and 12, 1958, he requested authority to award these two contracts if the bids received are acceptable and after he has contacted the Commission with the results of the bids received. The Commission authorized the Engineer to award these two contracts on the basis outlined above.

There being no further business to come before the Commission, the meeting adjourned at 12:00 noon.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "P"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

October 23 and 24, 1958

EXHIBIT "A"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28292 Williams, Grant and Rose (Grant)
Right of Way, 1415 N. E. Williams Ct., Sta. 367
Option expires March 14, 1959
3,400 sq. ft. at $0.50 per sq. ft. $1,700.00
House 4,300.00

Amount to be paid owners - chrg to Right of Way $6,000.00

Grantors to vacate 40 days after notice.

Entire taking -

EXHIBIT "A" (Cont)

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28289 DuBoise, Anderson D. and Irene J. (Grant)
Right of Way, 10 N.E. Halsey, Sta. 367
Option expires March 21, 1959

2,500 sq.ft. at $0.50 per sq.ft.	$1,250.00
House	3,250.00
Amount to be paid owners - chrg to Right of Way	$4,500.00

Grantors to vacate 40 days after notice.

Entire taking -

28335 Bennett, Della (Grant)
Right of Way, 1416 N.E. Williams Ct., Sta. 367
Option expires March 17, 1959

3,300 sq.ft. at $0.50 per sq.ft.	$1,650.00
House	2,850.00
Amount to be paid owner - chrg to Right of Way	$4,500.00

Grantor to vacate 40 days after notice.

Entire taking -

HILLSDALE BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

28070 Rasmussen, Carl and Dorothy (Scott)
Right of Way, 646 S.W. Cheltenham, Sta. 2+75 PT
Option expires March 8, 1959

2,165 sq.ft. at $0.23+ per sq.ft.	$500.00
Amount to be paid owners - chrg to Right of Way	$500.00

Complete restriction of access -

28066 Hamel, Harlan E. and Mavis R. (Scott)
Right of Way, 870 S.W. Cheltenham, Sta. 6
Option expires March 18, 1959

14,055 sq.ft. at $0.1807+ per sq.ft.	$ 2,540.00
House	12,810.00
Damage	1,545.00
Amount to be paid owners - chrg to Right of Way	$16,895.00

EXHIBIT "A" (Cont)

HILLSDALE BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

28066 Hamel, Harlan E. and Mavis R. (Cont)

Grantors to give possession 30 days from notice.

THINGS TO BE DONE BY THE STATE

Fence r/w with type 3 fence.
Re-establish sewer service to property, if affected by construction. Fill and level basement excavation when house is moved.

Complete restriction of access -

EAST PORTLAND-OREGON CITY SECTION - PACIFIC HIGHWAY EAST

28518 Terminal Ice & Cold Storage Co. (Grant)
Right of Way, S.E. McLoughlin Blvd. and Milport Rd.
Option expires March 21, 1959, Sta. 361

0.01 acre Gratis

Transaction enables State to block 24" culvert at 364+50 and divert flow of water to new culvert near 361.

Access not controlled -

TUALATIN RIVER BRIDGE SECTION - SCHOLLS HIGHWAY

28577 Lillegard, Frank E. and Mary E. (Grant)
Right of Way, Sta. 35-41
Option expires March 15, 1959

0.59 acre $25.00

Amount to be paid owners - chrg to Right of Way $25.00

Access not controlled -

28578 Steele, Louis C. and Mary (Grant)
Right of Way, Stas. 47-41
Option expires March 15, 1959

0.36 acre at $400 per acre $144.00

Amount to be paid owners - chrg to Right of Way $144.00

Access not controlled -

EXHIBIT "A" (Cont)

NORTH YAMHILL RIVER SECTION - PACIFIC HIGHWAY WEST

28594 Scott, Albert T. and Ernestine (Boehmer)
Right of Way, Stas. 73-93
Option expires March 16, 1959

0.28 acre at $1,000 per acre	$ 280.00
0.72 acre at $800+ per acre	580.00
0.48 acre at $500 per acre	240.00
2.97 acres at $300- per acre	890.00
0.30 acre at $125+ per acre	40.00
Damage	780.00
Amount to be paid owners - chrg to Right of Way	$2,810.00

THINGS TO BE DONE BY THE STATE

Construct approach, S., approx. 87+50 and pave.
Access: 87+50 and 90+00, S., unrestricted.

Access controlled -

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27635 Keyes, Francis T. and Ila L. (Grothaus)
Right of Way, Stas. 648-650
Option expires March 23, 1959

0.23 acre at $800 per acre	$ 184.00
Trees, shrubs, lawn and driveway	900.00
Proximity damage	3,116.00
Amount to be paid owners - chrg to Right of Way	$4,200.00

Improvements to be removed from r/w within 60 days from notice of acceptance or they become property of State, and Grantors to give possession within same time.
Access: 649+25, S., unrestricted.

Access controlled -

27624 Hendrickson, C. H. (Grothaus)
Right of Way, Stas. 608-612
Option expires October 1, 1958

0.7 acre, improved	$1,750.00
Well	350.00
Allow. to salvage hse., garage, pump and pumphouse, oil house, irrigation pump	4,450.00
Amount to be paid owner - chrg to Right of Way	$6,550.00

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27624 Hendrickson, C. H. (Cont)

Grantor may salvage improvements within 60 days after notice of acceptance, or they become property of State, and to give possession within same time.

THINGS TO BE DONE BY THE STATE

Construct box culvert.

Entire taking -
Confirmation of phone approval by Mr. McIver September 23, 1958.

27627 Henry, Calvin G. and Evelyn H. (Grothaus)
Right of Way, Stas. 619-622
Option expires March 24, 1959

0.31 acre at $1,000 per acre	$310.00	
Amount to be paid owners - chrg to Right of Way		$310.00

Entire taking -

27607 Chausse, J. A. and Irene (Grothaus)
Right of Way, Stas. 510-520
Option expires April 3, 1959

1.55 acres at $1,000 per acre	$1,550.00	
0.52 acre at $400 per acre	208.00	
1.60 acres, Excess, at $800+ per acre	1,360.00	
0.22 acre, Excess, at $300+ per acre	69.00	
Damage	363.00	
Amount to be paid owners - chrg to Right of Way		$3,550.00

Entire taking -

27610 Beitey, Edna M. and Joseph G. (Grothaus)
Right of Way, Stas. 524-538
Option expires April 5, 1959

3.1 acres at $700 per acre	$2,170.00	
0.09 acre at $400+ per acre	40.00	
Timber	600.00	
Damage	930.00	
Amount to be paid owners - chrg to Right of Way		$3,740.00

30727

EXHIBIT "A" (Cont)

MIDDLETON-REX HILL SECTION - PACIFIC HIGHWAY WEST

27610 Beitey, Edna M. and Joseph G. (Cont)

THINGS TO BE DONE BY THE STATE

If necessary to remove two fir trees partially in r/w fell on Grantors' property and remove stumps.
If water line disturbed pipe to be protected or replaced under hwy., but State not to maintain after replacement and construction completed.
Protect drainfield, and provide 6" drain line along r/w line 60' in length.
Provide approaches, 15' wide, at 525+50 and 533+00.
Access: 525+50, 526+75, and 533+00, 40', W.; 535+50 and 538+00, 25', W., unrestricted.

Access controlled -

27618 Watmore, Howard S.; Doster, Robert L. et al (Grothaus)
Right of Way, Stas. 573-588
Option expires October 30, 1958

0.46 acre	$ 218.00	
Cement steps, ret. wall, graveled driveway, etc.	232.00	
Proximity damage	2,000.00	
Amount to be paid owners - chrg to Right of Way		$2,450.00
State to assume 1958-59 taxes. Estimate		25.00
TOTAL (Estimate) - chrg to Right of Way		$2,475.00

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line 15' wide at 579+80, and a graded and graveled road from N. side of driveway to level land in Lot 16, with ditch or creek to be relocated, if necessary. Fill Hwy. shoulder out to existing cut along Co. Rd. 500.
Protect or replace concrete steps.
Provide access to Chehalem Mt. Orchard Lot 14.
Access: 579+80, 583+20, 586+20 and 574+50, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

NORTH PLAINS INTERCHANGE SECTION - SUNSET HIGHWAY

28157 Loos, L. M. and Lucille G. (Grant)
Right of Way, Sta. 2560
Option expires March 22, 1959

4,010 sq. ft. and damage	$1,000.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Complete restriction of access -

WAUNA-WESTPORT JUNCTION - COLUMBIA RIVER HIGHWAY

28287 Crown-Zellerbach Corporation (Benner)
Channel Change Easement, Stas. 321-328
Easement signed September 26, 1958

0.94 acre, easement	$ 25.00	
Ease. over add. 30' strip to reconstruct hauling rd., including timber loss	175.00	
Amount to be paid owner - chrg to Right of Way		$200.00

THINGS TO BE DONE BY THE STATE

Construct or re-establish any portion of logging rd. damaged by construction on Grantor's property adjacent and parallel to w. boundary of property described in easement.

Access not controlled -

FOGARTY CREEK STATE PARK SECTION- OREGON COAST HIGHWAY

28829 Armstrong, John A. et ux; Ross, Kina (Friess)
Park
Option expires March 17, 1959

2.36 acres at $600 per acre	$1,416.00	
Road improvement	334.00	
Amount to be paid owners - chrg to Park		$1,750.00

Entire taking -

BEVERLY BEACH STATE PARK SECTION - OREGON COAST HIGHWAY

28020 Oregon Pulp and Paper Company
Easement for reservoir and water line
Easement signed September 11, 1958

0.21 acre, ten yr. easement	Gratis

30729

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25734 Herman, Audrey M. and Willard SUPPLEMENTAL (Henry)
Release of Obligations, Stas. 2559-2585
Waiver of Access signed September 26, 1958

Damage: 250 acres at $53.50 per acre	$13,375.00
1.19 acres± at $235- per acre to be conveyed to Grantors	- 275.00
Amount to be paid owners - chrg to Right of Way	$13,100.00

Convey to Grantors 1.19 acres± as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the release and waiver of access is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Previous $23,000 September 12-13, 1957 approval obligated State to provide frontage road and approach roads.

25733 Malpass, Richard W.; Malpass, David C. et al SUPPLEMENTAL (Henry)
Release of Obligations, Stas. 2532-2537
Release signed October 2, 1958

Damage: 35 acres at $77 per acre	$2,695.00
0.25 acres± to be deeded back to Grantors	- 70.00
Amount to be paid owners - chrg to Right of Way	$2,625.00

Convey to Grantors 0.25 acre± as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the release of obligations is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Previous $5,000 February 27-28, 1958 approval obligated State to provide frontage and approach roads.

Complete restriction of access -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION-PACIFIC HIGHWAY

26707 Malpass, David C. and Evelyn R. SUPPLEMENTAL (Henry)
Release of Obligations, Stas. 2530-2537
Release signed October 2, 1958

Damage: 100 acres± at $68.50 per acre	$6,850.00
E. 20' of r/w to be deeded back to Grantors	- 100.00
Amount to be paid owners - chrg to Right of Way	$6,750.00

Convey to Grantors the above r/w as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the release of obligations is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Previous $17,750 February 27-28, 1958 approval obligated State to provide frontage road.

Complete restriction of access -

DEADY-SHADY SECTION - PACIFIC HIGHWAY

28600 Luellen, Cecil R.; Hodges, Henry M. et al (Riley)
Easement to dispose of waste
Easement expires September 15, 1960

0.5 acre, 2 yr. easement	$10.00
Amount to be paid owners - chrg to Right of Way	$10.00

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27129 Talbott, Orren H. and Aldia M. (Allen)
Right of Way, 1213 Beacon Dr., Stas. 102-106
Option expires February 25, 1959

3.75 acres at $200 per acre	$ 750.00
0.15 acre at $730+ per acre	110.00
Damage	340.00
Amount to be paid owners - chrg to Right of Way	$1,200.00

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS -ROCK POINT SECTION - PACIFIC HIGHWAY

27138 Trumbull, Walt W. and Marjory (Curfman)
Right of Way, Stas. 126-130
Option expires March 9, 1959

1 acre at $1,000 per acre	$1,000.00
1.35 acres at $600 per acre	810.00
House, 1,040 sq. ft. at $3.75 per sq. ft.	3,900.00
Garage, 480 sq. ft. at $1 per sq. ft.	480.00
Barn and wood shed	230.00
Damage	150.00

Amount to be paid owners - chrg to Right of Way $6,570.00

Grantors to vacate 30 days after notice or by November 10, 1958, whichever is later.

Complete restriction of access -

27118 McGregor, Donald G. and Lucille (Allen)
Right of Way, Stas. 77-82
Option expires March 22, 1959

3.33 acres at $1,500 per acre	$4,995.00
Severance damage	1,355.00

Amount to be paid owners - chrg to Right of Way $6350.00

Grantors to remove shed from r/w within 30 days after notice. May use property for grazing purposes until needed for construction but not later than July 1, 1959.

THINGS TO BE DONE BY THE STATE

Provide access to irrigation water.

Complete restriction of access -

27143 Guinotte, Marguerite (Allen)
Right of Way, Stas. 129-130
Option expires March 22, 1959

0.05 acre	$ 50.00
Severance damage	350.00

Amount to be paid owner - chrg to Right of Way $400.00

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS - JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27182 Mills, Richard L. and Dorothy Phyllis (Curfman)
Right of Way, 113 S. Jones Creek Rd., Stas. 184-186
Option expires March 23, 1959

1.24 acres at $1,200+ per acre	$ 1,500.00
House, 1,240 sq. ft. at $8.50- per sq. ft.	10,500.00
Amount to be paid owners - chrg to Right of Way	$12,000.00

Grantors to vacate 30 days after notice or December 1, 1958, whichever is later.

THINGS TO BE DONE BY THE STATE

Construct S. frontage road between Jones Creek Road and Portola Dr. Grantors to have unrestricted access to same.

Complete restriction of access -

27183 Strunk, Arthur H. and M. Gladys (Curfman)
Right of Way, 141 Jones Creek Rd., Stas. 186-189
Option expires March 23, 1959

0.36 acre at $850- per acre	$300.00
Amount to be paid owners - chrg to Right of Way	$300.00

THINGS TO BE DONE BY THE STATE

Fence right of way line. Grantors to have unrestricted access to the relocated Foothill Blvd. to be constructed by State.

Complete restriction of access -

27114 Kelly, E. L. and Lois (Allen)
Right of Way, Stas. 52-65
Option expires March 17, 1959

0.5 acre at $2,000 per acre	$ 1,000.00
3.0 acres at $1,400 per acre	4,200.00
4.9 acres at $300 per acre	1,470.00
House, 750 sq. ft. at $5 per sq. ft.	3,750.00
6 sheds	180.00
Amount to be paid owners - chrg to Right of Way	$10,600.00

Grantors to vacate 30 days after notice.

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27114 Kelly, E. L. and Lois (Cont)

THINGS TO BE DONE BY THE STATE

Construct access road, N.E., within r/w connecting balance of Grantors' property with Beacon Drive.

Complete restriction of access -

27206 Brecount, Hubert O. and Shirley D. (Allen)
Right of Way, 3311 Foothill Blvd., Sta. 241
Option expires March 7, 1959

0.6 acre	$1,000.00
2.35 acre at $255+ per acre, with some minerals	600.00
1.15 acres, Excess	70.00
House, 496 sq.ft.	4,410.00
Timber and minerals	170.00

Amount to be paid owners - chrg to Right of Way $6,250.00

Grantors to vacate 30 days after notice.

Entire taking -

27192 Bentley, James E. et ux; Bower, C. Lyle (Curfman)
Right of Way, Stas. 198-199
Option expires April 1, 1959

0.86 acre at $1,000 per acre	$ 860.00
House	1,792.00
Outbuildings	375.00
Damage	173.00

Amount to be paid owners - chrg to Right of Way $3,200.00

Complete restriction of access -

27197 Downing, Robert James and Rocksey (Curfman)
Right of Way, 2974 Foothill Blvd., Stas. 214-217
Option expires March 29, 1959

0.32 acre at $700+ per acre	$225.00
Damage to dam	25.00

Amount to be paid owners - chrg to Right of Way $250.00

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27197 Downing, Robert James and Rocksey (Cont)

THINGS TO BE DONE BY THE STATE

Fence right of way

Complete restriction of access -

28094 Pillsbury, Frank H. (Allen)
Right of Way, 2044 E. "A" St., Tt Stas. 3135-139
Option expires March 25, 1959

0.9 acre at $750 per acre	$ 675.00	
Fruit trees	135.00	
Severance damage	440.00	
Amount to be paid owner - chrg to Right of Way		$1,250.00

Complete restriction of access -

27145 Hogan, Owen L.; Martin, Leon J. et al (Allen)
Right of Way, 2000 Tokay Heights, Stas. 131-133
Option expires March 29, 1959

1.23 acres	$2,000.00	
House, 1,285 sq. ft. at $5.70+ per sq. ft.	7,350.00	
Garage and chicken house	550.00	
Severance damage	100.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

Grantors to vacate 30 days after notice.

Complete restriction of access -

27200 City of Grants Pass (Holt)
Right of Way, Stas. 226-232
Option expires April 1, 1959

0.28 acre	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE

Reestablish road approach to Foothill Blvd.

Complete restriction of access -

EXHIBIT "A" (Contd)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27238 Nelson, Norman and Emma S. (Rawlins)
Right of Way, Stas. 386-388
Option expires March 16, 1959

1.62 acres at $500+ per acre	$850.00	
Amount to be paid owners - chrg to Right of Way		$850.00

Complete restriction of access -

27256 Breeding, William H. (Riley)
Right of Way, Stas. 495-499
Option expires March 23, 1959

1.29 acres at $3,000- per acre	$3,780.00	
Severance damage	970.00	
Amount to be paid owner - chrg to Right of Way		$4,750.00

Complete restriction of access -

27243 Klusman, C. J. and T. V. (Rawlins)
Right of Way, Stas. 398-400
Option expires March 17, 1959

2.51 acres at $500 per acre	$1,255.00	
House, 670 sq.ft. at $4 per sq.ft.	2,680.00	
Well, pump and timber	609.00	
Damage	156.00	
Amount to be paid owners - chrg to Right of Way		$4,700.00

Complete restriction of access -

27237 Tait, Wm. and Elizabeth A. (Rawlins)
Right of Way, Stas. 384-386
Option expires March 23, 1959

1.40 acres at $600 per acre	$ 840.00	
Timber	45.00	
Damages	765.00	
Amount to be paid owners - chrg to Right of Way		$1,650.00

Complete restriction of access -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27240 Walker, Raymond E. and Kathleen M. (Rawlins)
Right of Way, Stas. 392-394
Option expires March 21, 1959

1.77 acres at $500 per acre	$ 885.00	
Timber	18.00	
Damage	97.00	
Amount to be paid owners - chrg to Right of Way		$1,000.00

Complete restriction of access -

27224 Sylvane, Ed (Rawlins)
Stockpile and Material Source, Stas. 386-388
Option expires March 28, 1959

2 acres at $75 per acre	$150.00	
Cabin	371.00	
Timber	29.00	
Amount to be paid owner - chrg to Quarry Site		$550.00

Grantor to give possession within 30 days after acceptance.

Entire taking -

27229 Owsley, John (Rawlins)
Right of Way, Stas. 367-370
Option expires March 29, 1959

1.25 acres at $500 per acre	$625.00	
Severance damage	165.00	
Amount to be paid owner - chrg to Right of Way		$790.00

Complete restriction of access -

27231 Patterson, A. W. and Mabel A. (Rawlins)
Right of Way, Stas. 372-374
Option expires March 29, 1959

1.01 acres at $500 per acre	$505.00	
Timber	18.00	
Damage	277.00	
Amount to be paid owners - chrg to Right of Way		$800.00

Complete restriction of access -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27249 Rockstead, Elmer A. and Genevieve D. (Rawlins)
Right of Way, Stas. 445-452
Option expires March 28, 1959

0.23 acre at $500 per acre	$115.00
Severance damage	110.00
Amount to be paid owners - chrg to Right of Way	$225.00

Complete restriction of access -

27254 Miller, Earl L. and Clara S. (Riley)
Right of Way, 5609 Foothill Blvd., Stas. 488-491
Option expires March 29, 1959

0.13 acre at $2,500 per acre	$325.00
Improvements: fencing	25.00
Amount to be paid owners - chrg to Right of Way	$350.00

THINGS TO BE DONE BY THE STATE

Reconstruct existing road approach to co. rd.

Complete restriction of access -

27257 Anderson, Walter and Edna (Riley)
Right of Way, Stas. 499-501
Option expires March 31, 1959

1.26 acres at $3,000 per acre	$3,780.00
Walnut trees and timber	170.00
Severance damage	800.00
Amount to be paid owners - chrg to Right of Way	$4,750.00

Complete restriction of access -

27258 Buck, L. J. and Elsie M. (Riley)
Right of Way, Stas. 502-503
Option expires March 29, 1959

0.50 acre	$2,750.00
Garage, 624 sq.ft. at $0.70+ per sq.ft.	450.00
Severance damage	300.00
Amount to be paid owners - chrg to Right of Way	$3,500.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27258 Buck, L. J. and Elsie M. (Cont)

Grantors to remove pump and tank within 30 days after notice.

Complete restriction of access -

28824 Cooper, Frank L. and Billy L. (Riley)
Right of Way, Sta. 503
Option expires March 28, 1959

0.2 acre	$2,250.00	
House, 750 sq.ft. at $5 per sq.ft.	3,750.00	
Sheds, yard and landscaping	500.00	
Amount to be paid owners - chrg to Right of Way		$6,500.00

Grantors to vacate within 30 days after notice.

Entire taking -

27232 Stewart, Brenton G. and Beatrice K. (Rawlins)
Right of Way, Stas. 374-376
Option expires April 2, 1959

1.07 acres at $500 per acre	$535.00	
Timber	30.40	
Severance damage	124.60	
Amount to be paid owners - chrg to Right of Way		$690.00

Complete restriction of access -

27241 Edmonds, Harold L. and Ruby V. (Rawlins)
Right of Way, Stas. 394-396
Option expires March 23, 1959

2.04 acres at $500 per acre	$1,020.00	
Timber	36.00	
Damages	244.00	
Amount to be paid owners - chrg to Right of Way		$1,300.00

Complete restriction of access -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27244 Combs, Gladys M. and Shade (Rawlins)
Right of Way, Stas. 400-403
Option expires March 22, 1959

2.4 acres at $500 per acre	$1,200.00	
Severance damage	350.00	
Amount to be paid owners - chrg to Right of Way		$1,550.00

Complete restriction of access -

27221 Turner, Theodore H.; Barger, D. Jean et al (Rawlins)
Right of Way, Stas. 361-368
Option expires March 24, 1959

2.85 acres at $500 per acre	$1,425.00	
0.09 acre, ditch easement (Temporary)	25.00	
House, 580 sq.ft. at $4 per sq.ft.	2,320.00	
Barn, 900 sq.ft.; garage, well and pump	1,410.00	
Timber	170.00	
Damage	3,400.00	
Amount to be paid owners - chrg to Right of Way		$8,750.00

Grantors to give possession 30 days from acceptance.

Complete restriction of access -

27253 Town of Rogue River (Riley)
Right of Way, Stas. 463-468
Option expires April 6, 1959

0.75 acre at $75 per acre	$ 56.25	
Severance damage	2,039.06	
Amount to be paid owner - chrg to Right of Way		$2,095.31

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27833 City of Grants Pass (Holt)
Right of Way, Stas. 1342-1349
Option expires March 16, 1959

2.25 acres at $7,000 per acre	$15,750.00	
Amount to be paid owner - chrg to Right of Way		$15,750.00

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27833 City of Grants Pass (Cont)

City retains right to landscape area in r/w, outside toe of slope, after project is completed and use for park purposes, subject to paramount right of State.

THINGS TO BE DONE BY THE STATE

Prepare and seed to lawn area in r/w outside toe of slope. Re-establish access road beneath bridge. Cap irrigation lines at r/w line, excepting those useful to be re-established and protected, as necessary.

Complete restriction of access -

27838 Geasland, Louise Avalon; Boyer, D. W. (Curfman)
Right of Way, Stas. LR 1357-LR 1358
Option expires March 20, 1959

2,178 sq.ft. at $1.65+ per sq. ft.	$3,600.00	
Office and shed	5,500.00	
Yard improvements, 1,250 sq.ft. asphalt at $0.15+/	200.00	
Damage	700.00	
Amount to be paid owners - chrg to Right of Way		$10,000.00

Grantor to vacate within 30 days after acceptance, but retains possession of bldg. until January 1, 1959.

Complete restriction of access -

27837 Guertler, H. A. and Meta (Morgan)
Right of Way, Stas. LR 1356-LR 1357
Option expires March 9, 1959

7,400 sq.ft. at $0.10 per sq.ft.	$ 740.00	
Warehouse, 816 sq.ft. and shed, 110 sq.ft. at $1/	926.00	
Fumigation hse., 260 sq.ft. at $2.50/sq.ft.	700.00	
Damage	884.00	
Amount to be paid owners - chrg to Right of Way		$3,250.00

Complete restriction of access -

EXHIBIT "A" (Cont)

HAYES HILL-GRANTS PASS SECTION - REDWOOD HIGHWAY

28919 City of Grants Pass (Holt)
Right of Way, Sta. RR 56
Option expires March 16, 1959

3,000 sq. ft.	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Entire taking -

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28510 Daron, Nathaniel and Mary M. (Rawlins)
Right of Way, Stas. 791-792
Option expires March 7, 1959

0.21 acre, 9,148 sq. ft. at $0.05- per sq. ft.	$ 450.00	
Shrubs	350.00	
Severance damage	750.00	
Amount to be paid owners - chrg to Right of Way		$1,550.00

THINGS TO BE DONE BY THE STATE

Reconstruct driveway.

Complete restriction of access to 0.18 acre parcel -

28512 Wilson, W. B. and Maurine J. (Riley)
Right of Way, Stas. 792-795
Option expires March 12, 1959

0.83 acre at $3,000+ per acre	$2,500.00	
House, 836 sq. ft. at $5.70+ per sq. ft.	4,800.00	
Garage, 520 sq. ft. at $1.75- per sq. ft.	900.00	
Driveway, curbing, etc.	800.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

Property to be vacated within 30 days after notice of acceptance.

Entire taking -

28514 Florer, Kenneth H. and Hattie S. (Riley)
Right of Way, 913 Hwy. 199, Stas. 793-799
Option expires March 9, 1959

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28514 Florer, Kenneth H. and Hattie S. (Cont)

0.62 acre at $4,000+ per acre	$2,500.00	
House, 1,008 sq. ft. at $5- per sq. ft.	5,000.00	
Machine shop, 2,892 sq. ft. at $2+ per sq. ft.	6,000.00	
Amount to be paid owners - chrg to Right of Way		$13,500.00

Grantors to vacate within 30 days after notice.

Complete restriction of access -

28604 Barry, James W. and Betty K. (Rawlins)
Right of Way, Stas. 715-729
Option expires March 1, 1959

0.42 acre at $700+ per acre	$300.00	
Amount to be paid owners - chrg to Right of Way		$300.00

Complete restriction of access -

28608 Miller, Jack R. and Gertrude (Rawlins)
Right of Way, Stas. 741-743
Option expires March 10, 1959

0.13 acre at $1,650+ per acre, well and sep. tank	$ 215.00	
House	7,350.00	
Garage	900.00	
Easement for ditch, 0.05 acre (Temporary)	30.00	
Amount to be paid owners - chrg to Right of Way		$8,495.00

Complete restriction of access -

28606 Robbins, Oscar A. and Georgia Myrtle (Rawlins)
Right of Way, Stas. 731-741
Option expires March 11, 1959

1.13 acres at $950- per acre	$1,065.00	
0.04 acre, temp. ditch easement	20.00	
House	2,700.00	
Well and pump hse., wood shed, garage	600.00	
Amount to be paid owners - chrg to Right of Way		$4,385.00

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28606 Robbins, Oscar A. and Georgia Myrtle (Cont)

THINGS TO BE DONE BY THE STATE

Construct access rd., N., from Dowell Rd. to Grantors' existing rd. opp. 740.

Complete restriction of access -

26795 Wade, Raymond D. and Bernice A. (Rawlins)
Scale Site, Sta. 821
Option expires March 31, 1959

0.01 acre	$50.00
Amount to be paid owners - chrg to Misc. Sites	$50.00

Complete restriction of access -

28641 Florey, Chauncey and Marjorie (Mudd)
Right of Way, Sta. 780
Option expires March 29, 1959

0.39 acre at $750+ per acre	$300.00
0.08 acre, temp. ditch ease.	30.00
Barn and chicken house	400.00
Amount to be paid owners - chrg to Right of Way	$730.00

Complete restriction of access -

28834 Rannells, W. D. (Rawlins)
Scale Site, Stas. 819
Option expires March 31, 1959

0.12 acre at $0.04-per sq.ft.	$200.00
Severance damage	100.00
Amount to be paid owner - chrg to Misc. Sites	$300.00

Complete restriction of access -

28835 Wade, Myrtle (Rawlins)
Scale Site, Stas. 815-819
Option expires March 31, 1959

0.24 acre at $0.04-per sq.ft.	$408.00
Severance damage	72.00

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28835 Wade, Myrtle (Cont)

Amount to be paid owner - chrg to Misc. Sites		$480.00

Complete restriction of access -

28635 Pardee, Stella H. (Mudd)
Right of Way, Stas. 758-761
Option expires March 14, 1959

0.36 acre at $800 per acre	$288.00	
0.07 acre, ditch easement (Temporary)	28.00	
25+ rods fencing at $4 per rod	100.80	
Amount to be paid owner - chrg to Right of Way		$416.80

Complete restriction of access -

28644 Santee, Eugene L. and Grace Irene (Rawlins)
Right of Way, Stas. 788-789
Option expires March 14, 1959

0.11 acre	$ 250.00	
0.02 acre, ditch easement (Temporary)	10.00	
Berries and garden	250.00	
Replace drainfield	300.00	
Severance damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,310.00

Grantors to remove present drainfield 30 days from acceptance.

Complete restriction of access -

28638 Woolley, Nat L. (Rawlins)
Right of Way, Stas. 771-767
Option expires October 30, 1958

0.34 acre at $1,000 per acre	$ 340.00	
0.07 acre, temp ditch easement	Gratis	
House, 1,346 sq.ft. at $7.15+ per sq.ft.	9,660.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

Complete restriction of access -

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28603 Wooldridge, Frank and Ruth (Mudd)
Right of Way, 1820 Jerome Prairie Rd., Stas. 716-726
Option expires March 28, 1959

1 acre at $1,000.00 per acre	$1,000.00
1.9 acres at $800 per acre	1,520.00
Milk house, 792 sq. ft.	2,500.00
58 rods fencing at $4 per rod	232.00

Amount to be paid owners - chrg to Right of Way $5,252.00

THINGS TO BE DONE BY THE STATE

Reconstruct irrigation ditch.

Complete restriction of access -

28643 Vaught, Owen and Camille (Curfman)
Right of Way, Stas. 786-788
Option expires March 29, 1959

0.24 acre at $0.04 per sq. ft.	$ 425.00
0.05 acre, temp. ditch easement	25.00
Barn, 672 sq. ft. at $1.25 per sq. ft.	840.00
Damage	500.00

Amount to be paid owners - chrg to Right of Way $1,790.00

Complete restriction of access -

28605 Koebrich, Joseph August and Mary Elizabeth (Rawlins)
Right of Way, Stas. 728-731
Option expires April 6, 1959

0.38 acre at $500 per acre	$200.00

Amount to be paid owners - chrg to Right of Way $200.00

Complete restriction of access -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28468 Menasha Wooden Ware Corporation (Morgan)
Right of Way, Stas. S 311-S 326, S 374-S 385
Option expires March 21, 1959

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION-OREGON COAST HIGHWAY

28468 Menasha Wooden Ware Corporation (Cont)

0.56 acre, incl. 0.03 acre temp easement for random fills, at $200 per acre	$112.00	
1.62 acres at $400 per acre	648.00	
11,330 BF Douglas Fir at $30 per MBF	339.90	
1,830 BF Hemlock at $15 per MBF	27.45	
Amount to be paid owner - chrg to Right of Way		$1,127.35

Grantor retains mineral rights.
Nine access points same as in option #25897, approved June 27-28, 1957.

Access controlled -

28842 Coos County (Morgan)
Borrow Area, Stas. 655-660
Option expires March 16, 1959

3.79 acres at $15 per acre	$56.85	
Amount to be paid owner - chrg to Borrow Pit		$56.85

THINGS TO BE DONE BY THE STATE

Level off waste area.

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28216 McKenzie, Ida Bell (Bucknum)
Right of Way, Stas. 1903-1906
Option expires March 9, 1959

0.32 acre	$ 525.00	
0.40 acre, Excess	1,700.00	
House #1 and attached garage	5,000.00	
Garage	750.00	
Yard improvements and sewage disposal system	1,500.00	
Damages (Sewage system cannot be re-established)	14,525.00	
Amount to be paid owner - chrg to Right of Way		$24,000.00
State to assume one-half of 1958-59 taxes. Estimate		120.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$24,120.00

EXHIBIT "A" (Cont)

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28216 McKenzie, Ida Bell (Cont)

Grantor to vacate 30 days after notice.

Entire taking -

SOUTH UNIT, GRASS VALLEY KENT SECTION - SHERMAN HIGHWAY

25649 Wilson, Leatitia (Bucknum)
Right of Way, Stas. 1551-1641
Option expires March 17, 1959

9 acres at $200 per acre	$1,800.00
100 trees at $1 each	100.00
612 rods woven wire fence at $3.50 per rod	2,142.00
415 rods barbed wire fence at $3 per rod	1,245.00
Amount to be paid owner - chrg to Right of Way	$5,287.00

Farm crossings, 60' wide, at 1623+50 and 1571+70.
Access: 1640+40, 60' wide, E., and 25' wide W., agricultural and residential purposes.

Access controlled -

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES-CALIFORNIA HIGHWAY

23103 Quam, L. M. and Mae M. (Bucknum)
Right of Way, 933 Gobi St., Stas. 97-99
Option expires April 1, 1959

4,820 sq.ft. at $0.10+ per sq.ft.	$ 500.00
House, 650 sq.ft. at $5 per sq.ft.	3,250.00
Hse. shed, garage, wall, lawn, trees, shrubs, etc.	1,000.00
Amount to be paid owners - chrg to Right of Way	$4,750.00
State to assume last half of 1958-59 taxes. Estimate	50.00
GRAND TOTAL (Estimate) - chrg to Right of Way	$4,800.00

Grantors to vacate 30 days after notice.

Entire taking. -

EXHIBIT "A" (Cont)

KLAMATH FALLS WEST SIDE BY-PASS SECTION - THE DALLES - CALIFORNIA HIGHWAY

28947 Newtz, Thelma Clara; Callagan, Robert J. et ux (Bucknum)
Right of Way, 738 California Ave., Stas. 107-108
Option expires March 31, 1959

9,000 sq.ft. at $0.20+ per sq.ft.	$2,000.00	
House, 800 sq.ft. at $8 per sq.ft.	6,400.00	
Attached double garage and addition to hse.	1,650.00	
Yard improvements	200.00	
Amount to be paid owners - chrg to Right of Way		$10,250.00
State to assume last half of 1958-59 taxes. Estimate		100.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$10,350.00

Grantors to vacate 30 days after notice.

Entire taking -

BUTTE CREEK-BURTON CANYON SECTION - JOHN DAY HIGHWAY

28905 Crawford, W. E. and Belle (Bucknum)
Right of Way, Stas. 1385-1387
Option expires April 5, 1959

0.07 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Access: 1367+00, W., and 1380+00. E., agricultural and residential; 1392+20, W. and 1390+80, W., unrestricted.

Access controlled -

28906 Ogle, Philip B. and Shirley J. (Bucknum)
Easement for drainage ditches, Sta. 1137
Easement signed October 7, 1958

250 sq.ft. easement, permanent	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

THINGS TO BE DONE BY THE STATE

Reestablish fences if disturbed.

EXHIBIT "A" (Cont)

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28348 City of Canyon City (Brainerd)
Right of Way, Stas. 0-6+50
Option expires March 24, 1959

0.51 acre	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Complete restriction of access -

28350 Bliss, Floyd A. and Laura M. (Brainerd)
Right of Way, Stas. 9-12
Option expires March 24, 1959

0.13 acre at $1,000 per acre	$130.00	
Moving irr. pump from creek	20.00	
Amount to be paid owners - chrg to Right of Way		$150.00

Complete restriction of access -

28493 van der Vlugt, G. G. and Martha R. (Brainerd)
Right of Way, Stas. 205-237
Option expires March 24, 1959

4.44 acres at $300 per acre	$1,332.00	
Re-est. 260 rods barbed wire fence at $3.50 per rod	910.00	
Re-est. 100' picket fence at $1 per ft.	100.00	
Parking area, pond, lawn, trees and flowers	408.00	
Encroachment damage and reduction of area	850.00	
Amount to be paid owners - chrg to Right of Way		$3,600.00

THINGS TO BE DONE BY THE STATE

Re-est. Grantors' irr. system where disturbed.
Access: 205+50, 222+50, 223+40 and 232+45, W.; 221+55, 227+10 and 233+25, E., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28351 Braeme, David E. (Brainerd)
Right of Way, Stas. 11-19
Option expires March 25, 1959

0.06 acre at $1,000 per acre	$ 60.00	
Allow. for garden area, well and irrigation system	500.00	
Encroachment damage	300.00	
Amount to be paid owner - chrg to Right of Way		$860.00

By Bargain and Sale Deed, to give satisfactory title.

Access: 17+50, W., unrestricted.

Access controlled -

CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28811 Smith, Carl C. et ux; Willden, Charles R. (Cozad)
Radio Site
Option expires March 16, 1959

3.85 acres at $175 per acre (1.0 A. and 2.85 A. perm. ease. for access rd.)	$673.75	
Amount to be paid owners - chrg to Misc. Site		$673.75

HELIX JUNCTION-ATHENA SECTION - ATHENA-HOLDMAN HIGHWAY

28602 Catron, Grace (Brainerd)
Material Source
Option expires March 10, 1959

12.56 acres at $425 per acre	$5,338.00	
Amount to be paid owner - chrg to Material Source		$5,338.00

Exploratory option to be accepted if material found satisfactory.

EXHIBIT "A" (Cont)

HILGARD-LA GRANDE SECTION - - OLD OREGON TRAIL HIGHWAY

28810 Trow, Ralph O. and Eula E. (Chatwood
Easement for Drain Ditch
Easement signed October 1, 1958

0.05 acre, permanent easement $25.00

Amount to be paid owners - chrg to Right of Way $25.00

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

28044 Gillingham, Susie Iva Geyer (Chatwood)
Right of Way, Stas. 204-225
Option expires March 7, 1959

1.0 acre at $100 per acre $100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Complete restriction of access -

28060 Jensen, Norman and Josephine (Chatwood)
Right of Way, Stas. 721-723
Option expires March 8, 1959

1.3 acre $25.00

Amount to be paid owners - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE

Fence r/w with type I fence.
Provide S. frontage road and old hwy. to be used as N. frontage road.

Complete restriction of access -

28142 Logan, George W. and Eunice Walter (Chatwood)
Right of Way, Stas. 163-204
Option expires March 7, 1959

EXHIBIT "A" (Cont)

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

28142 Logan, George W. and Eunice Walter (Cont)

30 acres at $20 per acre	$600.00	
3.9 acres at $100 per acre	390.00	
Allow. to move billboards	50.00	
Severance damage	235.00	
Amount to be paid owners - chrg to Right of Way		$1,275.00

Signs to be removed 30 days after notice.

THINGS TO BE DONE BY THE STATE

Fence r/w with type I fence.
Provide S. frontage road.

Complete restriction of access -

28045 Burke, William and Margaret (Chatwood)
Right of Way, Stas. 180-255
Option expires March 15, 1959

44.07 acres at $10+ per acre	$450.00	
Rev. pumping system and pipe across new hwy.	735.00	
Damages	150.00	
Amount to be paid owners - chrg to Right of Way		$1,335.00

THINGS TO BE DONE BY THE STATE

Install 4" conduit opp. 222+00. Estimated cost	$ 120.00
Install 12x13 foot underpass at 252+24.	
Install type 1 fence on r/w line. Provide S. frontage rd	

Complete restriction of access -

28050 Dougharity, John W. and Pauline A. (Chatwood)
Right of Way, Stas. 364-386
Option expires March 23, 1959

17 acres at $100 per acre	$1,700.00	
5.1 acres at $10- per acre	50.00	
Damages	750.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

30753

EXHIBIT "A" (Cont)

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

28050 Dougharity, John W. and Pauline A. (cont)

THINGS TO BE DONE BY THE STATE

Fence r/w with type I fence.
Install 8x8' stockpass at 427+00 and 16x13' underpass at 390+60.

Complete restriction of access -

28051 Dougharity, John W. and Pauline A. (Chatwood)
Right of Way, Stas. 429-474
Option expires March 23, 1959

32.5 acres at $10 per acre	$325.00
Damages	250.00
Amount to be paid owners - chrg to Right of Way	$575.00

THINGS TO BE DONE BY THE STATE

Fence r/w with type I fence.

Complete restriction of access -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

28784 Craig, Nell and William C. (Curfman)
Temporary Easement for Detour Rd., Sta. 20
Easement signed October 9, 1958

0.87 acre, temp. ease., at $285+ per acre	$250.00
Amount to be paid owners - chrg to Right of Way	$250.00

Access not controlled -

28715 Southern Pacific Company (Wright)
Right of Way, Sta. 112
Letter of September 26, 1958

0.273 acre[t]	$100.00
Amount to be paid owner - chrg to Right of Way	$100.00

Grantor reserves oil, gas and mineral rights without the right of surface entry.

Complete restriction of access -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25735 Miller, C. Dudley, Jr. and Janet H. (Porter)
Right of Way, Stas. 2585-2623
Warranty Deed signed October 13, 1958

26.08 acres at $250+ per acre	$ 6,525.00	
Damages	18,475.00	
Amount to be paid owners - chrg to Right of Way		$25,000.00
Taxes for 1958-59 to be pro-rated. Estimated State's share		150.00
TOTAL (Estimate) - chrg to Right of Way		$25,150.00

THINGS TO BE DONE BY THE STATE

Fence r/w line and maintain.

Complete restriction of access -
Confirmation of phone approval by Mr. McIver October 8, 1958.

25667 Quimby, Paul R. SUPPLEMENTAL (Boehmer)
Release of damage, Stas. 2120-2147
Release signed October 15, 1958

Fire damage to crop: 22.2 acres at $8+ per acre	$180.00	
Amount to be paid owner - chrg to Surveying		$180.00

JEROME PRAIRIE-GRANTS PASS SECTION - REDWOOD HIGHWAY

28648 Hilton, L. S.; Hyde, W. G. et ux (Rawlins)
Perm. Slope Ease., Sta. 785
Option expires March 21, 1959

Perm. sl. ease., 0.02 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Reconstruct Grantors' present access if disturbed.

Complete restriction of access -

EXHIBIT "A" (Cont)

COLLIER MEMORIAL STATE PARK SECTION - THE DALLES-CALIFORNIA HIGHWAY

28979 Biehn, Ann; Foster, Pearl H. B. et al (Bucknum)
Park
Option expires April 1, 1959

20 acres at $250 per acre	$5,000.00	
Amount to be paid owners - chrg to Park		$5,000.00
State to pay current taxes and revenue stamp tax. Est.		55.00
GRAND TOTAL (Estimate) - chrg to Park		$5,055.00

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27179 Nevitt, Charles; Lowery, Helen M. et al (Curfman)
Right of Way, Stas. 173-182
Option expires April 7, 1959

1 acre at $2,000 per acre	$2,000.00	
0.25 acre at $250+ per acre	65.00	
7.35 acres at $750+ per acre	5,515.00	
House	6,500.00	
Fruit room, sheds, calf barn	1,000.00	
Damage	6,420.00	
Amount to be paid owners - chrg to Right of Way		$21,500.00

Grantors to vacate 30 days after notice.

THINGS TO BE DONE BY THE STATE

Fence right of way.
Grantors to have unrestricted access to relocated Foothill Blvd., to be constructed by State on N. side of Freeway.

Complete restriction of access -

27194 Wyatt, Lillard D., Pratt, Eugene W. et al (Curfman)
Right of Way, 2959 Foothill Blvd., Stas. 210-212
Option expires April 5, 1959

0.70 acre at $2,400 per acre	$1,680.00
House, 1,060 sq.ft. at $5 per sq.ft.	5,300.00
House, 660 sq.ft. at $3.50 per sq.ft.	2,310.00
Two garages, 581 sq.ft. at $1 per sq.ft.	581.00
Chicken house	79.00

EXHIBIT "A" (Cont)

GRANTS PASS -JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27194 Wyatt, Lillard D.; Pratt, Eugene W. et al (Cont)

Amount to be paid owners - chrg to Right of Way $9,950.00

Grantors to vacate 30 days after notice.

Complete restriction of access -

27185 Davison, Chester C. and Josephine (Curfman)
Right of Way, 174 S. Jones Creek Rd., Stas. 188-196
Option expires April 5, 1959

2.54 acres at $700 per acre	$1,778.00
1,000 feet of drain tile	700.00
Damages	772.00

Amount to be paid owners - chrg to Right of Way $3,250.00

THINGS TO BE DONE BY THE STATE

Fence right of way.
Provide irr. ditch or conduit to r/w line S. of Sta. 188+20.

Complete restriction of access -

HORSESHOE BEND-NAMORF SECTION - CENTRAL OREGON HIGHWAY

28786 Joyce, Thos. and Katherine M. (Brainerd)
Stockpile and Material Source, Stas. 333-351
Option expires March 23, 1959

3.77 acres	$150.00

Amount to be paid owners - chrg to Quarry Site $150.00

THINGS TO BE DONE BY THE STATE

Fence along hwy. r/w line and install gate on Parcel 2.

ASHLAND-CALIFORNIA LINE SECTION - PACIFIC HIGHWAY

28957 Burns Corporation (Morgan)
Right of Way, Sta. 831
Option expires April 12, 1959

EXHIBIT "A" (Cont)

ASHLAND-CALIFORNIA LINE SECTION - PACIFIC HIGHWAY

28957 Burns Corporation (Cont)

1.78 acres at $56.20- per acre	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Move Grantor's fence to r/w and furnish any extra fence required.

Complete restriction of access -

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

28794 Coos County (Morgan)
Right of Way, Stas. 509-535
Option expires April 5, 1959

10 acres ± at $15+ per acre	$152.33	
Reforested timber on above acreage at $6.50+ per acre	66.62	
2.07 acres at $15 per acre	31.05	
Amount to be paid owner - chrg to Right of Way		$250.00

Access controlled -

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27228 Pool, Kay and Jane (Rawlins)
Right of Way, Stas. 364-367
Option expires April 7, 1959

1.03 acres at $500 per acre	$515.00	
Timber	87.00	
Severance damage	98.00	
Amount to be paid owners - chrg to Right of Way		$700.00

THINGS TO BE DONE BY STATE

Three inch, or less pipe, furnished by Grantor to be installed by State on r/w property.

Complete restriction of access -

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27235 Mouw, John C. (Riley)
Right of Way, Stas. 382-383
Option expires April 9, 1959

0.68 acre at $500 per acre	$340.00
Severance damage	160.00
Amount to be paid owner - chrg to Right of Way	$500.00

Complete restriction of access -

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28327 Williams, Robert B. and Mary E. (Grant)
Right of Way, 11 N.E. Halsey, Sta. 365
Option expires April 12, 1959

2,500 sq.ft. at $0.50 per sq.ft.	$1,250.00
House	4,500.00
Amount to be paid owners - chrg to Right of Way	$5,750.00

Grantors to rent or vacate 40 days after notice.

Entire taking -

28039 Dohrman Commercial Company (Scott)
Right of Way, 50 N.E. Oregon St., Stas. 383-385 P.T.
Option expires April 15, 1959

19,000 sq.ft. at $2 per sq.ft.	$ 38,000.00
Bldg, 76,000 sq.ft. at $2.91+ per sq.ft.	221,357.00
Fixtures and equipment	53,643.00
Amount to be paid owner - chrg to Right of Way	$313,000.00

Grantor to give possession July 1, 1959, but may do so earlier by giving 30 day written notice.

Entire taking -

28171 Rudie Wilhelm Warehouse Company (Scott)
Right of Way, Stas. 413-419 P.T.
Option expires December 16, 1958

30758

EXHIBIT "A" (Cont)

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28171 Rudie Wilhelm Warehouse Company (Cont)

150,900 sq. ft. at $1.32+ per sq. ft.	$200,000.00	
Improvements	520,000.00	
Amount to be paid owner - chrg to Right of Way		$720,000.00
State to reimburse for 7 months taxes.		8,750.00
GRAND TOTAL to be paid owner - chrg to Right of Way		$728,750.00

Grantor to have use and occupancy of property until July 1, 1959, but may vacate earlier by giving 30 day written notice. Rental of $3,000 per month as of date of deed.

Entire taking -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27150 Quinn, William B. and Marion L. (Allen)
Right of Way, Stas. 139-140
Option expires April 13, 1959

1.08 acres at $250 per acre	$270.00	
14' well	285.00	
Amount to be paid owners - chrg to Right of Way		$555.00

Entire taking -

27713 Erving, Harry B. and Pauline R. (Allen)
Right of Way, Sta. 81
Option expires April 13, 1959

0.02 acre	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

THINGS TO BE DONE BY THE STATE

Re-establish irrigation distribution box.

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS - JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27178 Bassman, Richard and Bertie M. (Curfman)
Right of Way, 2600 Foothill Blvd., Stas. 160-173
Option expires April 14, 1959

0.70 acre, farm yard	$ 1,725.00
15.7 acres at $750 per acre	11,775.00
1.6 acres at $150 per acre	240.00
House, 966 sq.ft. at $7.75+ per sq.ft.	7,500.00
Milk hse., milk barn and three sheds	8,250.00
Damage	2,625.00

Amount to be paid owners - chrg to Right of Way $32,115.00

Grantors to vacate on or before January 1, 1959.
Grantors to have right to remove yard fence along Foothill Blvd.

THINGS TO BE DONE BY THE STATE

Bring irrigation water under hwy. at Sta. 170.

Complete restriction of access -

27181 Flock, George W. and Eva Luella (Curfman)
Right of Way, Stas. 181-184
Option expires April 14, 1959

0.97 acre at $1,200+ per acre	$1,166.00
House, 646 sq.ft. at $4 per sq.ft.	2,584.00
Garage	400.00

Amount to be paid owners - chrg to Right of Way $4,150.00

Grantors to vacate 30 days after notice.

THINGS TO BE DONE BY THE STATE

Reconstruct Grantors' approach.

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27840 The Texas Company (Morgan)
Right of Way, Stas. LR 1363-1365
Deed in escrow October 3, 1958

EXHIBIT "A" (Cont)

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27840 The Texas Company (Cont)

15,250 sq.ft. at $0.35- per sq.ft.	$ 5,337.00	
Two 20,000 gal. storage tanks and fillings	5,000.00	
Bldg., 1,620 sq.ft. at $2 per sq.ft.	3,240.00	
Fillstand, valves, piping and loading dock	3,350.00	
382' fence at $1.50 per ft.	573.00	
	$17,500.00	
State to deed 0.59 acre in lieu of $2,000	- 2,000.00	
Amount to be paid owner - chrg to Right of Way		$15,500.00
Prorate taxes and escrow fees	Est.	200.00
GRAND TOTAL (Estimate) - chrg to Right of Way		$15,700.00

State to convey to Grantor 0.59 acre as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Entire taking -

28530 Guertler, H. A. and Meta (Morgan)
Right of Way, Sta. 11
Option expires April 2, 1959

1,300 sq.ft. at $1 per sq.ft.	$1,300.00	
Damage	5,700.00	
Amount to be paid owners - chrg to Right of Way		$7,000.00

Canopy on W. side of grocery store may encroach on r/w for normal life of canopy.

THINGS TO BE DONE BY THE STATE

Reconnect driveways. All surface drainage water to be handled by Grantee.

Access not controlled -

EXHIBIT "A" (Cont)

NORTH UNIT, THE DALLES-EIGHT MILE CREEK SECTION - THE DALLES-CALIFORNIA HIGHWAY

28816 Bauer, Clarence (Henry)
Right of Way, Stas. 333-339
Warranty Deed signed October 10, 1958

0.8 acre at $250 per acre	$200.00	
Amount to be paid owner - chrg to Right of Way		$200.00

Wasco County to fence right of way.
Farm crossing: 357+50, 50' wide, E. and W.
Access: 336+75, E. and W., unrestricted.

Access controlled -

GOLD BEACH-CAPE SEBASTIAN SECTION - OREGON COAST HIGHWAY

28086 Flynn, Joyce Tinley and Marion Joscelyn (Henry)
Right of Way, Stas. 95-100
Quitclaim Deed signed October 8, 1958

Surface mineral rights on 0.86 A. and temp. ease. on 0.62 acre for detour and approach rd.	$50.00	
Amount to be paid owners - chrg to Right of Way		$50.00

Access: Sta. "A" 6+80, N., timber, residential and existing cemetery activity.

Access controlled -

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28485 Bond, Lewis A. and Loyola M. (Brainerd)
Right of Way, Stas. 148-151
Option expires April 6, 1959

0.20 acre	$ 500.00	
House, 1,100 sq.ft. at $7.50 per sq.ft.	8,250.00	
Allow. for rock work, lawn and large parking area	500.00	
Amount to be paid owners - chrg to Right of Way		$9,250.00

Possession 30 days after notice but Grantors may rent if agreeable with State.

EXHIBIT "A" (Cont)

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28485 Bond, Lewis A. and Loyola M. (Cont)

Access: 149+20, E., unrestricted.

Access controlled -

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28637 Williams, Thomas S. and Blanche R. (Mudd)
Right of Way, 1233 Hw. 199, Stas. 764-767
Option expires April 12, 1959

0.32 acre at $800 per acre	$256.00
0.06 acre, temp. ditch easement	24.00
Amount to be paid owners - chrg to Right of Way	$280.00

THINGS TO BE DONE BY THE STATE

Reconstruct irrigation flume.

Complete restriction of access -

MYERS CREEK-BROOKINGS SECTION - OREGON COAST

28904 Eggers, Donnia N. (Riley)
Temp. Ease. for Random Fill, Stas. 1138-1139
Easement signed October 15, 1958

0.28 acre, temp. ease.	$50.00
Amount to be paid owner - chrg to Right of Way	$50.00

Access not controlled -

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27137 Hoylman, Robert L. and Lois E. Correction (Curfman)
Right of Way, 1925 Tokay Heights, Sta. 125
Option expires April 13, 1959

0.24 acre at $750 per acre	$180.00
Chicken hse., 768 sq.ft. at $0.50+ per sq.ft.	385.00
Trees	35.00
Damage	600.00

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27137 Hoylman, Robert L. and Lois E. (Cont)

Amount to be paid owners - chrg to Right of Way $1,200.00

Previous July 31-August 1, 1958 $800 approval was on 0.12 acre, which this supersedes and cancels.

Complete restriction of access -

27142 Bauman, Alfred C. (Allen)
Right of Way, 2013 Tokay Heights, Stas. 128-132
Option expires April 15, 1959

1.93 acres at $600- per acre	$1,150.00
Cabin	300.00

Amount to be paid owner - chrg to Right of Way $1,450.00

Entire taking -

27184 Davison, Ted Richard and Lorene Ann (Holt)
Right of Way, Stas. 186-188
Option expires April 20, 1959

1.3 acres at $1,200 per acre	$1,550.00
House, 844 sq.ft. at $7.15+ per sq.ft.	6,050.00

Amount to be paid owner - chrg to Right of Way $7,600.00

Complete restriction of access -

27204 Harwood, Ezra and Zella (Rawlins)
Right of Way, Stas. 232-241
Option expires April 15, 1959

5.87 acres at $75- per acre	$431.00
Severance damage	369.00

Amount to be paid owners - chrg to Right of Way $800.00

Complete restriction of access -

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27222 Richey, Victor I. and Mattie (Holt)
Right of Way, Stas. 367-378
Option expires April 20, 1959

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27222 Richey, Victor I. and Mattie (Cont)

2.56 acres at $375.00 per acre	$ 967.00	
Timber	58.00	
Damage to land	2,375.00	
Damage to improvements by landlocking	9,500.00	
Amount to be paid owners - chrg to Right of Way		$12,900.00

Complete restriction of access -

27223 Richey, Samuel J. and Edna (Rawlins)
Right of Way, Stas. 378-386
Option expires March 21, 1959

25.37 acres at $135+ per acre	$3,525.00	
House, 800 sq.ft. at $7 per sq.ft.	5,600.00	
Garage, 320 sq.ft. at $2 per sq.ft.	640.00	
Well	600.00	
Timber	485.00	
Amount to be paid owners - chrg to Right of Way		$10,850.00

Grantors to give possession not later than 30 days from acceptance.

Entire taking -

27230 Graham, George S. and Lela V. (Rawlins)
Right of Way, Stas. 370-372
Option expires March 29, 1959

0.94 acre at $500 per acre	$470.00	
Timber	43.60	
Severance damage	136.40	
Amount to be paid owners - chrg to Right of Way		$650.00

Complete restriction of access -

27242 Stephens, H. J. and Gladys (Rawlins)
Right of Way, Stas. 396-398
Option expires March 22, 1959

2.27 acres at $500 per acre	$1,135.00	
Timber	27.00	
Damage	263.00	

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27242 Stephens, H. J. and Gladys (Cont)

Amount to be paid owners - chrg to Right of Way $1,425.00

Complete restriction of access -

27250 Voss, Clephan and Bessie (Riley)
Right of Way, Stas. 445-453
Option expires March 28, 1959

3 acres at $500 per acre	$1,500.00
2.1 acres at $200 per acre	420.00
Temp. ditch easement, 0.06 acre	30.00
House, 1,100 sq.ft. at $9 per sq.ft.	9,900.00
Well, pump and two sheds	1,150.00
Timber, $100; Damages $2,100	2,200.00

Amount to be paid owners - chrg to Right of Way $15,200.00

Possession date 30 days after notice.

Complete restriction of access -

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28633 Kunkler, Everett J. and Vaye Correction Report (Rawlins)
Right of Way, 1335 Hwy. 199, Stas. 753-756
Option expires February 27, 1959

0.25 acre at $800 per acre	$200.00
0.05 acre, temp. ditch ease., at $400 per acre	20.00
Fencing allowance - 13 rods at $4.00	52.00

Option & approval of September 11 for $220.00 did not include fencing

Amount to be paid owners - chrg to Right of Way $272.00

Complete restriction of access -

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27251 Lehrmann, Jr., Eugene E. and Beatrice A. (Riley)
Right of Way, Stas. 453-465
Option expires March 28, 1959

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27251 Lehrmann, Jr., Eugene E. and Beatrice A. (Cont)

4 acres at $500 per acre	$2,000.00
4.9 acres at $100 per acre	490.00
House, 844 sq.ft. at $8 per sq.ft.	6,752.00
Garage, 480 sq.ft. at $2 per sq.ft.	960.00
Well, pump hse., 2 rabbit hutches, 2 sheds	1,260.00
Timber	178.00
Damage	860.00

Amount to be paid owners - chrg to Right of Way $12,500.00

Grantors to vacate within 30 days after notice.

Complete restriction of access -

REDWOOD INTERCHANGE SECTION - REDWOOD HIGHWAY

27824 Macfarlane, Ella Price (Curfman)
Right of Way, 275 Hwy. 99 S., Stas. 1360-1367
Option expires April 14, 1959

39,421 sq.ft. at $0.345 per sq.ft.	$13,600.00
0.315 acre at $400- per acre	125.00
Damage	3,775.00

Amount to be paid owner - chrg to Right of Way $17,500.00

Grantor to arrange for removal of signs and may remove fruitstand from right of way.

THINGS TO BE DONE BY THE STATE

Install facilities to convey water to property N. of hwy., and investigate need for larger culvert through old C.&O.C. R.R. bed E.
Access: LP 1361, 1365+00, 1366+50, N., unrestricted.
(State not to construct accesses or fence.)

Access controlled -

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23531 Pengra, Mahlon N. and Iva J. (Curfman)
Right of Way, Stas. 111-121
Option expires April 9, 1959

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE-MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23531 Pengra, Mahlon N. and Iva J. (Cont)

7.6 acres at $1,800 per acre	$13,680.00	
Damage	4,320.00	
Amount to be paid owners - chrg to Right of Way		$18,000.00

Complete restriction of access -

23533 Chase, Merle D. and Helen L. (Curfman)
Right of Way, Stas. 21-23
Option expires April 9, 1959

0.75 acre at $1,800 per acre	$1,350.00	
House, 859 sq. ft. at $4+ per sq. ft.	3,450.00	
Well, etc.	800.00	
Damage	1,700.00	
Amount to be paid owners - chrg to Right of Way		$7,300.00

Grantors to vacate on or before December 1, 1958

Complete restriction of access -

THE DALLES-EIGHT MILE CREEK SECTION - THE DALLES-CALIFORNIA HIGHWAY

28843 Chambers, Edward T. and Anne C. (Bucknum-Wilson)
Right of Way, Stas. 187-10
Option expires April 15, 1959

0.2 acre — Gratis

THINGS TO BE DONE BY THE STATE
Oil surface of Slaughter House Rd. within r/w limits.

Complete restriction of access -

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28833 Whittier, Charles E. and Jane F. (Rawlins)
Scale Site, 498 Union Ave., Stas. 817-813
Option expires April 14, 1959

0.13 acre at $1,750 per acre	$227.50
Small chicken hse.	128.00
Severance damage	344.50

EXHIBIT "A" (Cont)

JEROME PRAIRIE ROAD-GRANTS PASS SECTION - REDWOOD HIGHWAY

28833 Whittier, Charles E. and Jane F. (Cont)

Amount to be paid owners - chrg to Scale Site $700.00

THINGS TO BE DONE BY THE STATE

Fence r/w line.

Complete restriction of access -

TUNNEL-NAMORF SECTION - CENTRAL OREGON HIGHWAY

25829 Coyne, Philip, Lessee (Chatwood)
Right of Way, Stas. 514-435
Option expires April 20, 1959

5 acres ±	$10.00

Amount to be paid Lessee - chrg to Right of Way $10.00

Access not controlled -

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25184 Willoughby, Hubert F. and Naomi (Morgan)
Right of Way, Stas. 2623-20
Option expires April 20, 1959

8.08 acres at $325 per acre	$ 2,626.00
2.90 acres at $200 per acre	580.00
19.80 acres at $275 per acre	5,445.00
13.26 acres at $225 per acre	2,983.50
Damages to bridge, stock and machinery facilities, field, water system, etc.	20,365.50

Amount to be paid owners - chrg to Right of Way $32,000.00

Complete restriction of access -

25286-7 Reed, Archie M. and Naomi E. (Lindas)
Right of Way and Quarry, Stas. 286-311

17.39 acres at $300 per acre	$ 5,217.00
3.72 acres for overpass at $300 per acre	1,116.00
11.44 acres for quarry site at $120- per acre	1,372.00
Severance damage	15,295.00

EXHIBIT "A" (Cont)

LINN COUNTY LINE-JUDKINS POINT UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

25286-7 Reed, Archie M. and Naomi E. (Cont)

Amount to be paid owners - chrg to Quarry Site	$ 1,372.00
Amount to be paid owners - chrg to Right of Way	21,628.00
TOTAL AMOUNT to be paid owners	$23,000.00

THINGS TO BE DONE BY THE STATE

Construct overpass, 20' wide, at approx. 286+10.44 to connect E. and W. parcels.
Construct adequate farm road to run S. from E. side of overpass.
Fence r/w and maintain.
Provide cattle crossing during construction.

Complete restriction of access -

25289 Eugene Sand & Gravel Company (Holt)
Right of Way, Stas. 320-338
Option expires April 2, 1959

1.60 acres at $3,000 per acre	$ 4,800.00
3.5 acres at $650 per acre	2,275.00
10.24 acres at $28+ per acre	295.00
Severance damage	22,630.00
Amount to be paid owner - chrg to Right of Way	$30,000.00

Grantor to secure Q. C. Deed from lessees.

THINGS TO BE DONE BY THE STATE

Construct E. frontage road.

Complete restriction of access -

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28218 Stofer, Phil T. et al (Bucknum)
Right of Way, Sta. 1913+70 to Sta. 1917+50
Option expires April 14, 1959

30771

EXHIBIT "A" (Cont)

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28218 Stofer, Phil T. et al (Cont)

Land, 0.43 A. at $1250 (+)	$ 550.00	
Shop & leanto building	300.00	
Yard improvement & fruit trees	150.00	
Re-establish irrigation well & sewage disposal system	800.00	
Damage	1,200.00	
Amount to be paid owners - chrg to Right of Way		$3,000.00

Complete restriction of access

HILGARD-LA GRANDE SECTION - OLD OREGON TRAIL HIGHWAY

27883 City of La Grande, Oregon (Brainerd)
Access Rights, Sta. 948
Option expires April 2, 1959

Loss of access to quarry and gravel pit	$2,500.00	
Amount to be paid owners - chrg to Right of Way		$2,500.00

Complete restriction of access -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

26440 Prosch, Elroy G. and J. A. (Smith)
Release of Access, 9400 S. W. Barbur Blvd., Stas. 316-318
Release of Access signed October 17, 1958

Access right to Taylors Ferry Road	$400.00	
Amount to be paid owners - chrg to Right of Way		$400.00

Complete restriction of access -

ELKTON-SMITH CROSSING - ELKTON-SUTHERLIN HIGHWAY

28189 Gorman, John W. and Caryl M. (Morgan)
Right of Way, Stas. 152-200
Option expires March 17, 1959

3 acres at $300 per acre	$ 900.00
15.42 acres at $125- per acre	1,927.00
2.95 acres temporary ease. for road connection	188.00
Damage	2,485.00

EXHIBIT "A" (Cont)

ELKTON-SMITH CROSSING - ELKTON-SUTHERLIN HIGHWAY

28189 Gorman, John W. and Caryl M. (Cont)

Amount to be paid owners - chrg to Right of Way $5,500.00

THINGS TO BE DONE BY THE STATE

Construct roadway at 198+50 with 12x12' underpass.
Fence both sides of right of way.
Reconstruct driveway at 189+00, E. and W., unrestricted.
Construct grade crossing at 179+50, E. and W., unrestricted.
Grantor to construct own driveway at 153+00 at later date, unrestricted.
Oil temp. rd. which includes parcel 2 before traffic use and maintain same to keep down dust.
Upon completion of project recommend portion of old rd. be vacated.
Easement to expire only upon opening of replacement rd. to traffic.
If flow of spring N. of Sta. 170 damaged State will pay cost of providing equal facilities.
Construct fill at Sta. 198+50 so Grantors will have roadway in extreme high water.

Access controlled -

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28215 Robertson, Hay & Wallace (Scott)
Right of Way, 1801 S.E. Grand Ave., Stas. J447-J449 Pt.
Option expires April 22, 1959

5,500 sq.ft. at $1.90 per sq.ft.	$10,450.00	
Offices, sheds and shops	22,500.00	
Damages	7,550.00	
	$40,500.00	
State to deed 0.42 acre to Grantor	- 12,500.00	
Amount to be paid owner - chrg to Right of Way		$28,000.00
State to pay 7 months taxes, $329.00 as prorate share		329.00
GRAND TOTAL - chrg to Right of Way		$28,329.00

Grantor to pay rental of $222.75 per month, as of date of deeding property to State.
Grantor to vacate by July 1, 1959, but may give possession earlier by giving 30 days written notice.

30773

EXHIBIT "A" (Cont)

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28215 Robertson, Hay & Wallace (Cont)

THINGS TO BE DONE BY THE STATE

Grant and deed a 25' perm. easement for access from property to N.E. 47th Ave. Remove State property from parcel within 15 days after acceptance. Give possession 5 days after date of deed. Convey to Grantor 0.42 acre (14882) as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.

Complete restriction of access -

28398 Allen, T. E. (Grant)
Right of Way, 76 N.E. Holliday, Sta. 378
Option expires April 21, 1959

2,112 sq.ft. at $1.75 per sq.ft.	$3,696.00
House	2,204.00

Amount to be paid owner - chrg to Right of Way $5,900.00

Grantor to rent or vacate 40 days after acceptance.

Entire taking -

28397 Roberts Motor Company (Scott)
Right of Way, Stas. 378-380
Option expires April 22, 1959

16,320 sq.ft. at $2+ per sq.ft. $32,650.00

in exchange for 1.33 acre to be deeded by State Even Exchange

State to pay 7 months taxes, $541.00 as prorata share.

The State and Roberts Motor Co. to give possession of respective properties, 5 days after receipt of deeds.

EXHIBIT "A" (Cont)

RUSSELL STREET-CURRY STREET (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28397 Roberts Motor Company (Cont)

THINGS TO BE DONE BY THE STATE

Grant two accesses, 40' width to 7th Ave., City of Eugene, Lane County, Oregon.
Convey to Grantor 1.33 acres (File No. 8862) as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State.

Entire taking -

28538 Roberts, Belle, H. W., and Pearl (Scott)
Right of Way, Sta. 379
Option expires April 20, 1959

5,000 sq.ft. at $2 per sq.ft.	$10,000.00	
Garage bldg., 5,000 sq.ft. at $2.60 per sq.ft.	13,000.00	
		$23,000.00
State to pay 7 months taxes, $329.00 to be added to settlement		329.00
Amount to be paid owners - chrg to Right of Way		$23,329.00

Grantors to have continued use of property, termination to be by either party giving 30 day notice. Rental to begin 5 days after payment at $100 per month.

Entire taking -

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

23019 Spokane, Portland & Seattle Railway Co. (Benner)
Right of Way, Stas. 593-899
Letter of August 18, 1958

Parcels 1, 2 and 6, 116,712 sq.ft. at $0.12/ sq.ft.	$14,005.44	
Section-House and bunk house	750.00	
Parcels 3, 4 and 5, 4,171 sq.ft at $0.12+/ sq.ft., easement only	504.56	
		$15,260.00

EXHIBIT "A" (Cont)

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

23019 Spokane, Portland & Seattle Railway Co. (Cont)

State to pay for restoration of loading area in vicinity of team track	Est.	650.00
State to pay cost of providing for 4-inch raise in grade of Standard Oil Co. spur	Est.	1,100.00
Amount to be paid owner - chrg to Right of Way	Est.	$17,010.00

EXHIBIT "B-1"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Goshen-Divide Section of the Pacific Highway described as follows:

A parcel of land lying in the John Cochran DLC #55, Township 20 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that tract of land described in that certain deed dated March 9, 1954 to the State of Oregon, by and through its State Highway Commission, and recorded on Reel 33-54D, Instrument #24714 of Lane County Records of Deeds; the said parcel being that portion of said State of Oregon tract lying easterly of a line that is parallel to and 130 feet easterly of the center line of the relocated Pacific Highway.

The center line herein referred to is described as follows: Beginning at Engineer's center line Station 739+81.48, said station being 945.98 feet north and 576.82 feet west of the southeast corner of said Cochran DLC #55; thence South 20° 40' West, 234.2 feet; thence on a spiral curve right (the long chord of which bears South 21° 20' West) 400 feet to Station 746+15.68.

The parcel of land to which this description applies contains 0.35 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of the property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 72 be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

30777

EXHIBIT "B-2"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Gold Beach-Cape Sebastion Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Lots 1 & 2, Block 5, Bailey's Second Division of Gold Beach, Curry County, Oregon, the said parcel being the West 25 feet of Lot 2, said Block 5 and that portion of Lot 1 said Block 5, lying Easterly of a line which is parallel to and 40 feet Easterly of the center line of the relocated Oregon Coast Highway, which center line is described as follows:

Beginning at Engineer's center line Station 15+62.79, said station being 3656.36 feet North and 1020.62 feet West of the East quarter corner of Section 1, Township 37 South, Range 15 West, W. M.,; thence South 0° 18' East, 510.01 feet; thence on a spiral curve right (the long chord of which bears South 1° 02' West) 400 feet to Station 24+72.80.

The parcel of land to which this description applies contains 5,775 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00; and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Oregon Coast Highway, except two 30-foot points of access unrestricted as to use will be allowed.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 73 be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

EXHIBIT "B-3"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Bunker Hill Section of the Oregon Coast Highway described as follows:

Lots 21 thru 28, Block 11, Bunker Hill Addition to Coos Bay (formerly Marshfield), Coos County, Oregon, containing 24,000 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 74 be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

30779

EXHIBIT "B-4"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway described as follows:

A parcel of land lying in Lots 6, 7 & 8, Blk. 12 of Lippincotts 2nd Addition to the Town of Dayton, also lying in Sections 17 & 18, Township 4 South, Range 3 West, W. M., Yamhill County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and thru its State Highway Commission, recorded in Book 179, Page 491 of Yamhill County Records of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of said Lot 8; thence South along the West line of said Lot 8, a distance of 390 feet, more or less, to a line which is parallel to and 115 feet Northwesterly of the center line of the relocated Three Mile Lane Highway as said center line is described in said State of Oregon deed; thence Northeasterly parallel to said center line 70 feet, more or less, to a point which is opposite and 115 feet Northwesterly of Station 276+00 on said center line; thence Easterly in a straight line to a point which is opposite and 70 feet Northwesterly of Station 277+00 on said center line; thence Northeasterly parallel to and 70 feet Northwesterly of said center line 530 feet, more or less, to the North line of said Lot 6; thence West along the North lines of said Lots 6, 7 and 8, a distance of 590 feet, more or less, to the place of beginning.

Reserving a permanent construction easement across the following described tract:

Beginning at the most Southerly corner of the above described tract, said corner being 115 feet Northwesterly of (when measured at right angles to) the center line of the relocated Three Mile Lane Highway; thence North along the West line of said State of Oregon property 80 feet; thence Easterly in a straight line 165 feet more or less to a point which is opposite and 70 feet Northwesterly of Station 277+00 on said center line said point being on the Southeasterly line of the above described tract; thence Southwesterly along said Southeasterly line to the place of beginning.

The parcel of land to which this description applies contains 2.84 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

EXHIBIT "B-4" (Cont)

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be. and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Three Mile Lane Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 75 be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

30781

EXHIBIT "C"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance.

"Contract No. 4825, with C. R. O'Neil for grading and paving on the Fords Bridge-Canyonville Unit of the Pacific Highway in Douglas County, completed August 29, 1958.

"Contract No. 4862, with Central Paving Co. for paving on the Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, completed August 29, 1958.

"Contract No. 4944, with John Havlik, Jr. for grading the S. Unit, Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties, completed September 11, 1958.

"Contract No. 4969, with Rogers Construction, Inc. for grading the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed September 19, 1958.

"Contract No. 4979, with Coos Bay Dredging Co. for constructing the Beaver Slough Bridge on the North Bank Road in Coos County, completed September 13, 1958.

"Contract No. 5006, with Central Paving Co. for grading and paving the N. Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County, completed June 3, 1958.

"Contract No. 5044, with E. P. Baltz & Son for fencing and roadside improvement on the Union Ave. -42nd Ave. Section of the Columbia River Highway in Multnomah County, completed July 1, 1958.

"Contract No. 5049, with R. H. Jones for constructing the Glover and Kamela grade separations of the Old Oregon Trail Highway in Union and Umatilla Counties, completed September 16, 1958.

"Contract No. 5054, with J. F. Konen Const. Co., Inc. for grading and stone base on the Flora Spur Section of the Flora Spur Road in Wallowa County, completed August 20, 1958.

"Contract No. 5056, with F. H. McEwen for grading and oiling and a structure on the Cloverdale-Coast Fork Bridge Section of the Springfield-Creswell Highway in Lane County, completed October 14, 1958.

EXHIBIT "C" (Cont)

"Contract No. 5076, with Greene & Buick, Inc. for grading, oiling and structure on the Moro Jct. -Monkland Section of the Monkland County Road in Sherman County, completed September 13, 1958.

"Contract No. 5081, with Sig Andersson for constructing the Weaver R. R. Overcrossing on the Pacific Highway in Douglas County, completed October 15, 1958.

"Contract No. 5085, with Cartwright Const. Co. for furnishing crushed material in stockpile on the Hermiston Section of the Hermiston, Lexington-Echo and Umatilla-Stanfield Highways in Umatilla County, completed September 3, 1958.

"Contract No. 5089, with S. W. Groesbeck for grading on the East Unit, Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, completed September 15, 1958.

"Contract No. 5091, with Earl L. McNutt Co. for grading and oiling the Hay Canyon-John Day River Section of the Wasco-Heppner Highway in Sherman County, completed September 12, 1958.

"Contract No. 5095, with M. C. Lininger & Sons for grading and paving the Elm St. -Front St. (Medford) Section of the Medford-Provolt Highway in Jackson County, completed August 14, 1958.

"Contract No. 5122, with Calkins Crushing Co. for oiling and furnishing crushed material in stockpile on the John Day-Bridgeport Jct. Section of the John Day and Baker-Unity Highways in Grant and Baker Counties, completed September 17, 1958.

"Contract No. 5124, with Martin Kincheloe for grading and paving the Rinehart Creek Slide Section of the Oregon Coast Highway in Curry County, completed October 14, 1958.

"Contract No. 5136, with A. L. Harding, Inc. for grading and oiling the Horse Ranch-Fort Rock Section of the Fort Rock Road in Lake County, completed October 4, 1958.

"Contract No. 5139, with Parker & Fuhrman for grading, paving and illumination on the Evelyn St. Channelization of the Clackamas Highway in Clackamas County, completed October 8, 1958.

"Contract No. 5159, with Shannon Construction Co. & Sardine Creek Timber Co. for grading and oiling the South Mission Road Section of South Mission Road in Umatilla County, completed September 2, 1958.

"Contract No. 5160, with Geo. E. Blaisdell & Son Const. Co. for structures and grading the E. Unit, Paulina-Trout Cr. Section of the Paulina- Logdell Road in Crook County, completed September 18, 1958.

EXHIBIT "C" (Cont)

"Contract No. 5162, with Oregon Asphaltic Paving Co. for grading and paving the Division St. -Powell Blvd. Section of S. E. 122nd Ave. (Portland) in Multnomah County, completed October 6, 1958.

"Contract No. 5163, with J. C. Compton Co. for paving the Dans Point-Plywood Plant Section of the Gold Beach-Bagnell Ferry Road in Curry County, completed September 25, 1958.

"Contract No. 5166, with J. M. Purcell Const. Co. for grading the Long Hollow Canyon-Hunter Ranch Section of theTygh Ridge Road in Wasco County, completed August 28, 1958.

"Contract No. 5175, with Trowbridge and Flynn Electric Co. for installing traffic signals in Medford on the Medford-Provolt Highway in Jackson County, completed September 23, 1958.

"Contract No. 5178, with C. C. Meisel for furnishing crushed material in stockpile on the Deerhorn-Belknap Camp Section of the McKenzie Highway in Lane County, completed July 24, 1958.

"Contract No. 5185, with Arthur Simonsen & Co. for grading and oiling the Union (Bellwood Ave.) City Street in Union County, completed September 8, 1958.

"Contract No. 5187, with Steeck Electric Co. for installing traffic signals in Eugene on the Pacific Highway in Lane County, completed September 15, 1958.

"Contract No. 5189, with Isaacson Bros. for a culvert, grading and stone base on the Thiel Creek Section of the Oregon Coast Highway in Lincoln County, completed July 17, 1958.

"Contract No. 5191, with Enoch I. Maerz for constructing the Ukiah Maintenance Building addition in Umatilla County, completed September 15, 1958.

"Contract No. 5202, with Parker & Fuhrman & Rich Valley Topsoil Co. for grading and paving the Gladstone (First St.) Section in Clackamas County, completed September 16, 1958.

"Contract No. 5210, with Tom Lillebo Const. Co. for constructing the Isthmus Slough Bridge on the Coos River Highway in Coos County, completed September 17, 1958.

"Contract No. 5220, with Central Paving Co. for grading and paving the Church St. & East St. -E. City Limits (Monmouth) Section of the Monmouth-Independence Highway in Polk County, completed September 10, 1958.

"Contract No. 5221, with Clark & Wells for constructing an addition to the Pendleton Maintenance shed in Umatilla County, completed October 11, 1958.

EXHIBIT "C" (Cont)

"Contract No. 5226, with John A. Pfeifer for constructing the Silverton Maintenance Building in Marion County, completed October 7, 1958.

"Contract No. 5234, with Babler Bros., Inc. for oiling 12 county roads in Deschutes County, completed September 23, 1958.

"Contract No. 5237, with Rogue River Paving Co. for paving the Bybee Br. -Gregory Road Section of Table Rock Road in Jackson County, completed September 11, 1958.

"Contract No. 5244, with Russell Olson Const. Co., Inc. for paving W. Idaho Ave. in the City of Ontario in Malheur County, completed September 26, 1958.

"Contract No. 5254, with Geo. E. Blaisdell & Son Const. Co. for grading the Middle Unit, Paulina-Trout Cr. & Trout Cr. Sections of the Paulina-Logdell Road in Crook County, completed September 22, 1958.

"Contract No. 5256, with Horton Const. Co. for oiling 3 county roads in Hood River County, completed September 11, 1958.

"Contract No. 5263, with M. J. Brassfield Co. for grading and oiling the "D"St. -Center St. Section of Rose Ave. (Salem) in Marion County, completed September 23, 1958.

"Contract No. 5268, with Russell Olson Const. Co. for oiling the Iowa School-Island City Section of Hunter Lane in Union County, completed September 9, 1958.

"Contract No. 5269, with Warren Northwest, Inc. for paving Lombard St. in the City of Beaverton in Washington County, completed October 10, 1958.

"Contract No. 5282, with Morse Bros. for paving the West Scio-Scio Section of the Scio-Greens Bridge Road in Linn County, completed September 25, 1958.

"Contract No. 5283, with O. C. Yocum for placing stone base and oiling the Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County, completed September 13, 1958.

"Contract No. 5286, with Ross Motors for grading and surfacing the Catherine St. -Yaquina River Section of the Butler Bridge County Road in Lincoln County, completed October 15, 1958.

"Contract No. 5313, with E. H. Itschner Co. for stone base and oiling on the West Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, completed October 13, 1958.

EXHIBIT "C" (Cont)

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 76 shall be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

EXHIBIT "D"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway, or any section thereof, and by reason of said relocation or realignment there is eliminated from the original route of the highway, any section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon or for communities served thereby, be maintained by the Commission at state expense, or by the county or by state and county, under terms and conditions agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission, some of such sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated a section of the Wasco-Heppner Highway, State Secondary Highway No. 300, known as the Hay Canyon-John Day River Section, in Sherman County, the northwesterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 25+00 and the southeasterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 303+92.50 on said relocated highway, and said relocated section of highway has now been completed and open to public travel; and

WHEREAS, due to the relocation of aforesaid section, certain portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of said relocated Wasco-Heppner Highway, State Secondary Highway No. 300, which said sections are designated as Units "A", "B", "C", "D" and "E". Units "A", "B" and "C" are shown colored in brown on a map attached hereto, marked "Exhibit A" and by this reference made a part hereof. Units "D" and "E" are shown colored in red on said "Exhibit A"; and *

WHEREAS, Sherman County and the State Highway Commission entered into an agreement on the 13th day of January, 1958, relating to the disposition to be made of certain sections of said original Wasco-Heppner Highway, State Secondary Highway No. 300, and which are subject to elimination; and

WHEREAS, said agreement provided the State, by resolution, would formally eliminate said Units "D" and "E" as part of the Wasco-

Heppner Highway, State Secondary Highway No. 300 from the State Highway system, and that all the right, title, and interest which State has in Units "D" and "E" should pass to and vest in County and the County would accept jurisdiction over and all right, title, and interest which State has in Units "D" and "E", for the purpose of maintaining them as county roads as long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, in the judgment of the Commission, Units "A", "B" and "C" are no longer needed for State Highway right of way purposes or for the service of persons living thereon or communities served thereby, or for any other public use and therefore may be eliminated from the boundaries of the relocated highway; and

WHEREAS, in the judgment of the Commission certain other sections of the right of way of the former and the relocated Wasco-Heppner Highway, State Secondary Highway No. 300, together with the real property acquired by State for roadway and other public purposes, are needed and are valuable for public use and that title should remain in the public. The sections in which title is retained by the State are shown colored in green on the map attached hereto, marked "Exhibit A".*

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That by reason of the relocation of the Hay Canyon-John Day River Section of the Wasco-Heppner Highway, State Secondary Highway No. 300, the hereinafter described sections of the former right of way of the former Hay Canyon-John Day River Section of the Wasco-Heppner Highway, State Secondary Highway No. 300, are no longer needed by the State of Oregon and are no longer required for part of the said new right of way of the said relocated Wasco-Heppner Highway. The said sections are identified as Units "A", "B", "C", "D" and "E" as shown on said "Exhibit A" and are described as follows: *

Unit A

All the land situated within the right-of-way boundaries of the Wasco-Heppner Highway as formerly routed, beginning at the westerly right-of-way line opposite Highway Engineer's Center Line Survey Station 45+00 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 32, Township 1 North, Range 18 East, W. M.; thence southeasterly via said highway as formerly routed to the southerly right-of-way line opposite Highway Engineer's Center Line Survey Station 68+40 of said highway as relocated in the northwest quarter of the northeast quarter (NW¼ NE¼), Section 9, Township 1 South, Range 18 East, W. M.

EXHIBIT "D" (Cont)

Unit B
All the land situated within the right-of-way boundaries of the Wasco-Heppner Highway as formerly routed beginning at the easterly right-of-way line opposite Highway Engineer's Center Line Survey Station 111+30 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 4, Township 1 South, Range 18 East, W. M.; thence southeasterly via said highway as formerly routed to the easterly right-of-way line opposite Highway Engineer's Center Line Survey Station 118+30 of said relocated highway in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 4, Township 1 South, Range 18 East, W. M.

Unit C
All the land situated within the right-of-way boundaries of the Wasco-Heppner Highway as formerly routed, beginning at the easterly right-of-way line opposite Highway Engineer's Center Line Survey Station 122+70 of said highway as relocated in the northeast quarter of the southwest quarter (NE¼ SW¼), Section 4, Township 1 South, Range 18 East, W. M.; thence southerly and easterly via said highway as formerly routed to the southerly right-of-way line opposite Highway Engineer's Center Line Survey Station 145+40 of said highway as relocated in the northwest quarter of the northeast quarter (NW¼ NE¼), Section 9, Township 1 South, Range 18 East, W. M.

Unit D
All the land situated within the right-of-way boundaries of the Wasco-Heppner Highway as formerly routed beginning at the northerly right-of-way line opposite Highway Engineer's Center Line Survey Station 145+80 of said highway as relocated in the southwest quarter of the southeast quarter (SW¼ SE¼), of Section 4, Township 1 South, Range 18 East, W. M.; thence easterly and southerly via said highway as relocated to the northerly right-of-way line opposite Highway Engineer's Center Line Survey Station 164+50 of the relocated highway in the northwest quarter of the northwest quarter (NW¼ NW¼), Section 10, Township 1 South, Range 18 East, W. M.

Unit E
All the land situated within the former right-of-way boundaries of the Wasco-Heppner Highway as formerly routed, beginning at the southerly right-of-way line opposite Highway Engineer's Center Line Survey Station 164+30 of said highway as relocated in the northeast quarter of the northeast quarter (NE¼ NE¼), Section 9, Township 1 South, Range 18 East, W. M.; thence southerly and easterly via

EXHIBIT "D" (Cont)

said highway as formerly routed to the southerly right-of-way line opposite Highway Engineer's Center Line Survey Station 124+79. 2 of said highway as formerly routed in the northeast quarter of the southeast quarter (NE¼ SE¼), Section 11, Township 1 South, Range 18 East, W.M.

2. That, pursuant to an agreement entered into with Sherman County on the 13th day of January, 1958, Units "D" and "E", as heretofore described and as shown colored in red on the attached map, marked "Exhibit A", are hereby duly eliminated as part of the Wasco-Heppner Highway, State Secondary Highway No. 300 and the State Highway system and that all right, title, interest and jurisdiction which State has in Units "D" and "E" hereby passes to and vests in said Sherman County. *

3. That Units "A", "B" and "C", as heretofore described, and as shown colored in brown on the attached map marked "Exhibit A", are hereby duly eliminated as part of the Wasco-Heppner Highway, State Secondary Highway No. 300 and the State Highway system, and that all right, title and interest which State has in said Units "A", "B" and "C" shall pass to and vest in the owner or owners of the property abutting thereon. *

4. That title shall remain in State to the right of way of the former and of the said relocated section of the Wasco-Heppner Highway, State Secondary Highway No. 300, known as the Hay Canyon-John Day River Section in Sherman County, together with real property acquired by State for right of way and other public uses as shown colored in green on said "Exhibit A" attached hereto. *

5. That this resolution shall be entered in full in the minutes and records of this Commission as Resolution No. 344, this 23rd day of October, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Sherman County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 344, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-1"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated the Little Butte Highway, State Secondary Highway No. 270 in Jackson County and the Klamath Lake Highway, State Secondary Highway No. 421 in Klamath County; and

WHEREAS, Klamath County and the State Highway Commission entered into an agreement on the 27th day of June, 1957, which, among other things, provided that the State would extend the route of the Little Butte Highway and would redesignate the Little Butte Highway plus the said extension and a portion of the Klamath Lake Highway; and

WHEREAS, pursuant to ORS 366.290, the Highway Commission is authorized to select, establish and designate a system of state secondary highways within the State;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That pursuant to an agreement entered into with Klamath County on the 27th day of June, 1957, that portion of the Lake of the Woods County Road as shown colored in yellow on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof, is hereby selected and designated as an extension of the Little Butte Highway, State Secondary Highway No. 270 which said portion is described as follows: *

> Beginning at the presently easterly terminus of the Little Butte Highway, State Secondary Highway No. 270, at the Jackson County line at Mile Point 30.33 of said highway; thence easterly via the Lake of the Woods County Road to a junction with the Klamath Lake Highway, State Secondary Highway No. 421, at Mile Point 23.37 of said Klamath Lake Highway, a distance of approximately 14.0 miles.

2. That the existing Little Butte Highway, State Secondary Highway No. 270, plus the aforesaid extension as described in paragraph 2 and that portion of the Klamath Lake Highway, State Secondary Highway No. 421, from the Lake of the Woods Junction at Mile Point 23.37 southeasterly to a junction with the The Dalles-California Highway in Klamath Falls, all as shown colored in blue on the attached Exhibit "A", is hereby redesignated as the Lake of the Woods Highway, State Secondary Highway No. 270, which redesignated highway is described as follows: *

> Beginning at a junction with the Crater Lake Highway, State Primary Highway No. 22, in Eagle Point at Mile Point 9.42 of said Crater Lake Highway; thence easterly and southeasterly

EXHIBIT "E-1" (Cont)

along the existing Little Butte Highway, Lake of the Woods County Road and Klamath Lake Highway to a junction with the The Dalles-California Highway, State Primary Highway No. 4 at Mile Point 283.26 of said The Dalles-California Highway in Klamath Falls, a distance of approximately 69.47 miles.

3. That this resolution be entered in full in the minutes and records of this Highway Commission this 23rd day of October, 1958, as Secondary Highway Designation Resolution No. 46.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 46, under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30792

EXHIBIT "E-2"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, on November 13, 1931, the Oregon State Highway Commission selected and designated the Klamath Lake Highway, State Secondary Highway No. 421 in Klamath County; and

WHEREAS, Klamath County and the State Highway Commission entered into an agreement on the 27th day of June, 1957, which, among other things, related to the disposition of a section to be eliminated from the route of the Klamath Lake Highway; and

WHEREAS, pursuant to ORS 366.290, with the written consent of the County Court, the State may, in the interest of the State, eliminate from the system of secondary highways, any section thereof and said section shall pass to the County for its maintenance and control as a county road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That a section of the Klamath Lake Highway, State Secondary Highway No. 421, is no longer needed by the State of Oregon as part of the said Klamath Lake Highway, which section is identified as Unit "A" as shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof, and is described as follows: *

> Unit "A"
> Beginning on the Klamath Lake Highway, State Secondary Highway No. 421 at the Lake of the Woods junction at Mile Point 23.37 of said highway; thence northerly via said Klamath Lake Highway to a junction with the Crater Lake Highway, State Primary Highway No. 22 at Fort Klamath at Mile Point 0.0 of said Klamath Lake Highway, a distance of approximately 23.37 miles.

2. That pursuant to the agreement entered into with Klamath County on the 27th day of June, 1957, and in the best interest of the State of Oregon, Unit "A" of said Klamath Lake Highway as heretofore described, is hereby eliminated as part of the Klamath Lake Highway, State Secondary Highway No. 421, and the state highway system; and all right, title and interest which the State has in the right of way of said Unit "A" does hereby pass to and vest in Klamath County.

EXHIBIT "E-2" (Cont)

3. That this resolution be entered in full in the minutes and records of this Highway Commission this 23rd day of October, 1958, as Abandonment & Retention Resolution No. 333.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 333, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, ORS 366.135 authorizes the State Highway Commission to appoint an Assistant Secretary for a term not exceeding four years; and

WHEREAS, said law further provides that said Assistant Secretary shall receive an annual salary to be fixed by the Commission; and

WHEREAS, this Commission has duly considered and examined the qualifications of Cecil W. Head,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED, all members being present and voting affirmatively as follows:

1. That it is the judgment of this Commission that Cecil W. Head is, by training and experience, qualified to fill the position of Assistant Secretary.

2. That Cecil W. Head be and he hereby is, appointed to the position of Assistant Secretary for a period of four years commencing on November 1, 1958 and shall perform such duties as may be assigned to him by the Secretary or by this Commission and shall, under the direction of or in the absence of the Secretary, have full authority to perform any duty required or permitted by law to be performed by the Secretary.

3. That the Assistant Secretary shall receive a starting annual salary of $6900.00 payable in monthly installments of $575.00 per month as approved by the Civil Service Commission and the Department of Finance and Administration for Executive II in the first step and shall be entitled to receive reimbursement for such actual traveling and other necessary expenses as may be incurred in the performance of his official duties.

4. That this resolution be entered in the minutes and records of this Commission as of the 23rd day of October, 1958.

36795

EXHIBIT "G"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the Three Mile Lane Highway, State Secondary Highway No. 152; the Lafayette Highway, State Secondary Highway No. 154; and the Amity-Dayton Highway, State Secondary Highway No. 155; are all state secondary highways in Yamhill County under the jurisdiction and control of the Oregon State Highway Commission; and

WHEREAS, County Market Road No. 18 and a certain county road which in the City of Dayton, Oregon, is known as Third Street, are county roads under the jurisdiction and control of Yamhill County; and

WHEREAS, under the authority of ORS 366.290, the Commission may select, locate, designate, improve and maintain out of the highway fund a system of secondary state highways, and for that purpose may, by mutual agreement with the county courts of the several counties, select market roads or other county roads as part of the state secondary highway system and the Commission, by appropriate order entered in its records, may designate and adopt said roads as state secondary highways; and thereafter all construction, improvement, maintenance and repair of said roads shall be under the jurisdiction and control of the Commission; and

WHEREAS, State and Yamhill County entered into an agreement on November 4, 1955, which provided, among other things, that State would extend the Lafayette Highway as shown colored in yellow on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; extend the Salem-Dayton Highway as shown colored in blue on the attached Exhibit "A"; and redesignate a portion of the Amity-Dayton Highway as part of the Three Mile Lane Highway as shown colored in brown on the attached Exhibit "A". *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Lafayette Highway, State Secondary Highway No. 154, is hereby extended from its present terminus with the Amity-Dayton Highway northerly along County Market Road No. 18 to a new junction with the relocated Three Mile Lane Highway as shown colored in yellow on the said attached Exhibit "A". The altered route of said Lafayette Highway as extended, is described as follows: *

> Beginning at a junction with the relocated Three Mile Lane Highway, State Secondary Highway No. 152, at Mile Point 5.12 of said relocated Three Mile Lane Highway; thence southerly to a junction with the Bellevue-Hopewell Highway, State Secondary Highway No. 153 at Mile Point 11.16 of said Bellevue-Hopewell Highway, a distance of 6.27 miles.

EXHIBIT "G" (Cont)

2. That the Salem-Dayton Highway, State Secondary Highway No. 150, is hereby extended from its present terminus with the Amity-Dayton Highway northerly along that certain county road which in the City of Dayton, Oregon is known as Third Street, to a new junction with the relocated Three Mile Lane Highway as shown colored in blue on the attached Exhibit "A". The altered route of said Salem-Dayton Highway as extended is described as follows: *

> Beginning at a junction with the relocated Three Mile Lane Highway, State Secondary Highway No. 152, at Mile Point 6.43 of said relocated Three Mile Lane Highway; thence southerly via Dayton to a junction with the Willamina-Salem Highway, State Primary Highway No. 30, at Mile Point 25.16 of said Willamina-Salem Highway in the City of Salem, a distance of 20.90 miles.

3. That a portion of the present Amity-Dayton Highway, State Secondary Highway No. 155, is hereby redesignated as a part of the relocated Three Mile Lane Highway from a point opposite Highway Engineer's Centerline Survey Station 367+20 of said relocated Three Mile Lane Highway northerly to a junction with the Pacific Highway West as shown colored in brown on the attached Exhibit "A". The altered route of the relocated Three Mile Lane Highway as extended is described as follows: *

> Beginning at a junction with the Pacific Highway West, State Primary Highway No. 1W, at the intersection of Third and Adams Streets in the City of McMinnville; thence easterly to a junction with the Pacific Highway West, State Primary Highway No. 1W, at Mile Point 29.79 of the said Pacific Highway West, a distance of 7.85 miles.

4. That this resolution be entered in the minutes and records of the Commission this 23rd day of October, 1958, as Secondary Highway Resolution No. 47 and the Secretary is ordered to mail a certified copy hereof to the Yamhill County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 47, under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

36797

EXHIBIT " H"

Minutes of October 23 and 24. 1958

RESOLUTION

WHEREAS, pursuant to ORS 366. 220, the Oregon State Highway Commission may select, establish, designate, construct, maintain, operate and improve or cause to be constructed, maintained, operated and improved a system of state highways within the state, and may classify and reclassify the highways comprising the state highway system as primary and secondary highways; and

WHEREAS, pursuant to ORS 366. 295, the State Highway Commission may make such changes in the location of highways as in the judgment and discretion of the Commission will result in better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways; and

WHEREAS, pursuant to ORS 374. 095, the State Highway Commission may provide utility or service roads to serve properties following the route of and immediately parallel to a throughway highway; and

WHEREAS, on June 13, 1941, the Oregon State Highway Commission duly selected and designated the Albany Airport Road as State Secondary Highway No. 214; and

WHEREAS, the State Highway Commission has relocated the Pacific Highway, State Primary Highway No. 1 east of Albany, Oregon, and established said Pacific Highway as a throughway; and

WHEREAS, the Albany Airport Highway, State Secondary Highway No. 214 as hereinafter described, is necessary for use as a service road to the said relocated Pacific Highway, State Primary Highway No. 1

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Albany Airport Highway, State Secondary Highway No. 214 as shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof, is hereby removed from the state secondary system and is selected and redesignated as a portion of the right of way of the relocated Pacific Highway, State Primary Highway No. 1. The said Albany Airport Secondary Highway which is hereby redesignated as a part of the relocated Pacific Highway is described as follows: *

> Beginning at the junction of the Pacific Highway East with the Albany Airport Road; thence southerly to the junction of the Santiam Highway with the Albany Airport Road, a distance of approximately 1. 05 miles.

EXHIBIT "H" (Cont)

2. That this resolution be entered in full in the minutes and records of this Commission this 23rd day of October, 1958, as Secondary Highway Resolution No. 48.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 48. under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

30798

EXHIBIT "I"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, H. B. GLAISYER has expressed to the State Highway Commission his desire to retire from his position as Secretary to the State Highway Commission as of October 31, 1958; and

WHEREAS, H. B. GLAISYER has faithfully served the State Highway Department since May 19, 1919, as a registered professional engineer and, in addition, since December 12, 1930 as Secretary to the State Highway Commission; and

WHEREAS, H. B. GLAISYER during his employment by the State Highway Commission has, by his efficiency, materially assisted in the growth of the State Highway Department and has continually exhibited outstanding loyalty, integrity, fidelity and executive ability to the State Highway Commission during his employment as an engineer as well as in carrying out the legal and detailed duties of his office as Secretary to the State Highway Commission; and

WHEREAS, the above mentioned qualities of H. B. GLAISYER have been recognized nationally since he is a charter member and former director of the Northwest Society of Highway Engineers and in addition has served as Secretary-Treasurer for the Western Association of State Highway Officials during the years of 1955, 1956, and 1957; and

WHEREAS, H. B. GLAISYER'S career in the State Highway Department has been an inspiration to his fellow employees and brought great credit to himself, the State Highway Commission, and the State of Oregon.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That, in behalf of the State Highway Department and the people of the State of Oregon, sincere and deep appreciation is hereby expressed to H. B. GLAISYER for his many years of loyal and faithful public service to the citizens of the State of Oregon as an engineer and as Secretary to the State Highway Commission.

2. That the Oregon State Highway Commission hereby officially expresses its appreciation for the many years of public service by H. B. GLAISYER to the State, the nation, and the citizens thereof.

3. That a signed copy of this resolution be delivered to H. B. GLAISYE

4. That this resolution be entered in the minutes and records of this Commission this 24th day of October, 1958.

EXHIBIT "J-1"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-1" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1021.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1021, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

39803

EXHIBIT "J-2"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-2" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-2" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1022.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1022, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-3" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system and the relocation, construction, improvement and maintenance of the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Deadmans Pass-Meacham Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1023.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1023, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30803

EXHIBIT "J-4"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain The Dalles-Eight Mile Creek Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-4" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted. highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list. marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest. and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1024.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1024, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-5"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virture of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the North Yamhill River Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-5" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said North Yamhill River Section of the Pacific Highway West as a throughway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said North Yamhill River Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1025.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1025, under the heading "Real Property Condemnation Resolutions," and said description, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30815

EXHIBIT "J-6"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit; For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Mosier-The Dalles Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-6" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Mosier-The Dalles Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-6" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1026.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1026, under the heading "Real Property Condemnation Resolutions," and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways. and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-7" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1027.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1027, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30821

EXHIBIT "J-8"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Middleton-Rex Hill Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-8" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1028.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1028, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9'

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads. frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-9" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1029.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1029, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30827

EXHIBIT "J-10"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the Laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-10" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-10" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958 as Condemnation Resolution No. 1030.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1030, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highways shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-11" (Cont)

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highways as throughways, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood, Pacific, and Williams Secondary Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific, and Williams Secondary Highways and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1031.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1031, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30833

EXHIBIT "J-12"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-12" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1032.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1032, under the heading "Real Property Condemnation Resolutions", and said descriptions maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-13"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-13" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1033.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1033, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-14" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list. marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction,improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October , 1958, as Condemnation Resolution No. 1034.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1034, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-15"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-15" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, it is the judgment of the Highway Commission that those properties to which Oregon Revised Statutes 374.405 apply should have such rights of access as may be permitted properly defined.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-15" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Three Mile Lane Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

4. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1035.

EXHIBIT "J-15" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1035, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-16"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction-Sheridan Section of the Salmon River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-16" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1036.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1036, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30843

EXHIBIT "J-17"

Minutes of October 23 and 24, 1958

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Butte Creek-Service Creek Section of the John Day Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Butte Creek-Service Creek Section of the John Day Highway, certain interests in or fee simple title to certain

parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" , under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Butte Creek-Service Creek Section of the said John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1131.

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* FOOTNOTE:

The name of the property owner and the detailed description of the

parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1131, under the heading 'Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-18"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent proptety to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to relocate, construct, improve and maintain the Valley Junction - Sheridan Section of the Salmon River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be,, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Salmon River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Valley Junction-Sheridan Section of the Salmon River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the

EXHIBIT "J-18" (Cont)

Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1132.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1132, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30855

EXHIBIT "J-19"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-19" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservation as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken

immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1133.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1133, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-20"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interst therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to establish, construct and maintain the Hayesville Junction-Wilsonville Junction Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be established, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interest of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-20" (Cont.)

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the establishment, construction and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of accessof any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the establishment, construction and maintenance of the said Hayesville Junction-Wilsonville Junction Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken as necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing

EXHIBIT "J-20" (Cont.)

of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 23rd day of October, 1958, as Condemnation Resolution No. 1134.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1134, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30861

EXHIBIT "K"

Minutes of October 23 and 24. 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter, and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway Number 1E Route number US 99 E

Location of Termini		Established Speed
M. P.	to M. P.	M. P. H.
52.34 (South city limits of Salem)	52.56 (Ratcliff Drive)	30
52.56 (Ratcliff Drive)	54.46 (Boone Road) 1/	45

1/ except that between a point 350 feet north of Lansford Drive (M. P. 53.69) and a point 250 feet north of Hilflicker Lane (M. P. 53.89) the indicated speed

shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a. of ORS 483.104.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled, specifically Speed Zone Resolution No. 84, adopted April 21, 1952.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 84-a be entered in the minutes and records of the Commission as of the 23rd day of October, 1958.

30863

EXHIBIT "L-1"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the Oregon Coast Primary Highway No. 9 is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked along the westerly side of the Oregon Coast Highway in the vicinity of the Union Oil bulk storage plant between North Bend and Coos Bay; and

WHEREAS, the parking of vehicles in said section creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the westerly side of the Oregon Coast Primary Highway between the Standard Oil Company driveway (M.P. 236.92) and the Union Oil Company driveway (M.P. 236.96) creates a hazard to the traveling public by restricting sight distance and maneuvering area for those vehicles going to and from the oil plant driveway.

2. That the Commission does further find and declare that the parking of vehicles on the westerly side of the Oregon Coast Primary Highway between the Standard Oil Company driveway (M.P. 236.92) and the Union Oil Company driveway (M.P. 236.96) should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

4 That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

5. That this "No Parking" Resolution No. 187 be entered in the minutes and records of the State Highway Commission as of the 23rd day of October, 1958.

EXHIBIT "L-2"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the Oregon Coast Primary Highway No. 9 is a state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the westerly side of the Oregon Coast Highway north of Tillamook; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the westerly side of the Oregon Coast Highway between a point 50 feet north of Goodspeed Road (M.P. 64.74) and a point 0.09 mile south of Goodspeed Road (M.P. 64.84) creates a hazard to the traveling public by restricting sight distance for those vehicles attempting to enter US101 from the motel driveways and from Goodspeed Road.

2. That the Commission does further find and declare that the parking of vehicles on the westerly side of said highway at said location should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

4. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

5. That this "No Parking" Resolution No. 188 be entered in the minutes and records of the State Highway Commission as of the 23rd day of October, 1958.

36805

EXHIBIT "M"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Rowena-Chenoweth Creek Section of the Columbia River Highway, beginning at Highway Engineer's Station 1886+00, at Rowena, and extending in an easterly direction to Highway Engineer's Station 2183+00, near Chenoweth Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1198, and the date of September, 1958, (Right of Way Map No. 5B-35-15, dated September, 1951), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore this Commission by resolution, dated November 3, 1948, designated the said Columbia River Highway as a "Throughway" within

the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 23rd day of October, 1958, as Survey Resolution No. 186.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being file No. 186, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, on January 22, 1957, Sam Ropp, Verda Ropp, Aaron Ropp and Verna Ropp as Grantees, executed a warranty deed conveying the hereinafter described real property to the State of Oregon, by and through its State Highway Commission, as Grantee, for road building materials for highway construction and maintenance; and

WHEREAS, said deed provided, among other things, that in the event the road building materials located on said property and useful for highway construction and maintenance should become exhausted so that the property was no longer needed by the Grantee for highway purposes and the State should abandon said property, that then the said property and the title thereto, upon a resolution being so enacted by the State Highway Commission, should revest in Grantors; and

WHEREAS, in the opinion of the Commission, said property has been exhausted of all road building materials used for the construction and maintenance of highways and other purposes and said property is no longer needed by the State Highway Commission for a public use; and

WHEREAS, it is the purpose of the State Highway Commission, by this resolution, to take official action with respect to the re-vesting of title to said real property in the Grantors.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission as follows:

1. That the State of Oregon, by and through its State Highway Commission, is owner in fee of a said parcel of real property described as follows:

A parcel of land lying in the Anderson Cox D. L. C. #49, Township 11 South, Range 3 West, W. M., Linn County, Oregon; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Albany Airport Secondary Highway, said point being 2715.39 feet South and 43.28 feet West of the Northeast corner of said Anderson Cox D. L. C. #49; thence along said right of way North 74° 25' 50" East 15.61 feet, thence along said right of way South 0° 27' 00" West 69.56 feet; thence North 62° 55' 10" West 53.94 feet; thence along the arc of a 114.59 foot radius curve left (the long chord of which bears North 84° 14' 40" West) 85.30 feet; thence South 74° 25' 50" West 389.20 feet; thence along the arc of a 238.73 foot radius curve left (the long chord of which bears South 57° 00' 50" West) 145.14 feet; thence South 39°

EXHIBIT "N" (Cont)

35' 50" West 159.78 feet; thence along the arc of a 572.96 foot radius curve right (the long chord of which bears South 50° 00' 50" West) 208.33 feet; thence South 60° 25' 50" West 42.16 feet; thence along the arc of a 260.44 foot radius curve right (the long chord of which bears South 80° 10' 50" West) 179.55 feet; thence North 80° 04' 10" West 273.88 feet; thence along the arc of a 358.10 foot radius curve right (the long chord of which bears North 65° 34' 10" West) 181.25 feet; thence North 51° 04' 10" West 28.42 feet; thence along the arc of a 358.10 foot radius curve right (the long chord of which bears North 40° 18' 10" West) 134.58 feet; thence North 29° 32' 10" West 166.10 feet; thence along the arc of a 881.47 foot radius curve right (the long chord of which bears North 13° 30' 40" West) 493.07 feet; thence North 2° 30' 50" East 187.33 feet; thence North 88° 50' 50" East 94.58 feet; thence South 31° 04' 10" East 19.73 feet; thence along the arc of a 358.10 foot radius curve left (the long chord of which bears South 42° 16' 40" East) 140.10 feet; thence South 53° 29' 10" East 29.07 feet; thence along the arc of a 190.99 foot radius curve right (the long chord of which bears South 31° 16' 40" East) 148.06 feet; thence South 9° 04' 10" East 327.28 feet; thence along the arc of a 114.59 foot radius curve left (the long chord of which bears South 56° 49' 10" East) 191 feet; thence North 75° 25' 50" East 1124 feet; thence along the arc of a 260.44 foot radius curve right (the long chord of which bears South 89° 58' 05" East) 132.74 feet; thence South 75° 22' East 105.71 feet to a point on the Westerly right of way line of the Albany Airport Secondary Highway; thence South 0° 27' West 105 feet along said right of way to the point of beginning.

The bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 14.79 acres, exclusive of the exception hereinafter stated.

EXCEPTION:

A parcel of land lying in the Freeway Addition to Albany, also lying in the Anderson Cox D. L. C. #49, Township 11 South, Range 3 West, W. M., Linn County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 246, Page 715 of Linn County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeast corner of Lot 4, Block 12 of said Freeway Addition to Albany, said corner being at the inter-

EXHIBIT "N" (Cont)

section of the West line of Bain Street and the South line of said State of Oregon property; thence North 19° 29' East 299.67 feet to the most Southerly corner of Lot 8, Block 1 of said Freeway Addition, said corner being on the intersection of the Westerly line of Bain Street and the Northerly line of said State of Oregon property; thence Easterly along the Northerly line of said State of Oregon property 70.65 feet to the Southwest corner of Lot 1, Block 5 of said Freeway Addition; thence South 19° 29' West, parallel to and 60 feet Easterly of the first described line above, a distance of 340 feet to the Northwest corner of Lot 1, Block 6 of said Freeway Addition, said corner being on the Southerly line of said State of Oregon property; thence Westerly along the Southerly line of said State of Oregon property 62 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 0.44 acre.

2. That the supply of road building materials for highway construction and maintenance formerly located on said property has become exhausted and that said property is no longer needed by the State Highway Commission for a public use or necessary for a supply of road building materials for highway construction and maintenance.

3. That all right, title and interest which the State of Oregon, by and through its State Highway Commission has in the above described property upon the enactment of this resolution shall re-vest in the said Sam Ropp, Verda Ropp, Aaron Ropp and Verna Ropp, their heirs, executors, administrators and assigns forever.

4. That this resolution be entered in full in the books and records of the Commission this 23rd day of October, 1958, as Miscellaneous Resolution No. 224, and that the Secretary for the Commission forward a certified copy of the same to the individuals named in paragraph 3 thereof.

EXHIBIT "O"

Minutes of Ocotber 23 and 24, 1958

RESOLUTION

WHEREAS, under the provisions of ORS 271.330, the State of any political subdivision thereof is granted express power to relinquish the title to any of its property not needed for public use to the United States Government or any other governmental body or political subdivision within the State, provided such property shall be used and continued to be used for public purpose by the United States Government, or such other governmental body or political subdivision in the State of Oregon; and

WHEREAS, the State Highway Commission is the owner of certain hereinafter described real property located in the City of Vale, County of Malheur, State of Oregon, which is no longer needed or required by the State of Oregon for highway purposes or any other public use; and

WHEREAS, the said hereinafter described property is needed by the City of Vale for a public use for a roadside rest area; and

WHEREAS, in the judgment of the State Highway Commission, the best interests of the State of Oregon and of the City of Vale, would be served by conveying the hereinafter described real property to the City of Vale.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That the Commission does hereby find and declare that the hereinafter described real property is no longer needed by the State of Oregon for highway or any other public use and it would best serve the interests of the State of Oregon and the City of Vale if the hereinafter described real property be conveyed to the City of Vale. The said real property is described as follows, to wit:

> A parcel of land lying in Lot 2, Block 17, Northwest Townsite 1st Addition to the City of Vale, situated in Section 19, Township 18 South, Range 45 East, W.M., Malheur County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 95, Page 239 of Malheur County Records of Deeds; the said parcel being that portion of said Lot 2 which lies southerly of a line which is parallel with and 40 feet southerly of the centerline of the Central Oregon Highway which centerline is described as follows: Beginning at Centerline Station 864+04.22, said station being 70.5 feet South and 1641.7 feet West of the S. E. corner of said Section 19; thence on a 2864.79 foot radius curve right (the long chord of which bears North 73° 50' 10" East) 1261.66 feet to Station 876+65.88.

EXHIBIT "O" (Cont)

The parcel of land to which this description applies contains 3125 square feet more or less.

2. That the Commission shall sign and acknowledge a good and sufficient Bargain and Sale Deed conveying the above described real property to the City of Vale so long as used for a roadside rest area.

3. That this resolution be entered in full in the minutes and records of this Commission as Miscellaneous Resolution No. 225 this 23rd day of October, 1958.

30872

EXHIBIT "P"

Minutes of October 23 and 24, 1958

RESOLUTION

WHEREAS, the City of Independence, an incorporated city in Polk County, Oregon, wishes to extend its boundaries and annex certain contiguous property including a portion of the Monmouth-Independence Oregon State Primary Highway No. 43 ; and

WHEREAS, the City of Independence has requested the consent of the Oregon State Highway Commission for the annexation of a portion of said highway as hereinafter described and

WHEREAS, the Oregon State Highway Commission is agreeable to the proposed annexation including said portion of the Monmouth - Independence Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the City of Independence, Polk County, Oregon, may include within the boundaries of the city by a proposed annexation, that portion of the Monmouth-Independence, Oregon State Highway No.43 described as follows:

> That part of the Monmouth-Independence State Primary Highway No. 43 being a roadway sixty feet in width and extending from the junction of said highway with the present west city limits of the City of Independence, Polk County, State of Oregon, to the extended east line of County Road No. 8415, said portion of the said highway being located contiguous to and adjoining on the north the territory annexed to the City of Independence by Ordinance No. 712 adopted by the City Council of the City of Independence and approved by the Mayor thereof on July 16, 1956.

2. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 221, this 23rd day of October, 1958, and the Secretary is ordered to mail a duly certified copy hereof to the Mayor and City Council of the City of Independence, Oregon.

October 23, 1958

VOLUME 43

PART III

PART III

OF

VOLUME XLIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 1, 1958

TO

MARCH 31, 1959

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Floyd Query, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1958	Subject
1	Dec. 11	COMMISSION MEETING CONVENED at 10:00 a.m.
/30873/		PARKS SUPT. reported on following matters:
		Painted Hills State Park. Wheeler County. Erection of information sign approved.
		Lane County. Petersen's Westlake Fishing Resort. Complaint re state park trailer facilities competing with private interests.
		Netarts Bay Sand Spit. Tillamook County. Exchange of lands in Cascadia State Park with Hill Foundation approved.
2	30874	Cascadia State Park. Santiam River Bridge. Linn County. Reduced load limit approved. EX. "K".
		Champoeg State Park. Marion County. Landfare property. Purchase of 11 acres of land confirmed.
		Columbia Gorge Commission. Multnomah County. Allocation of $50,000 for land acquisition approved.
		Fort Stevens State Park. Clatsop County. Peter Iredale wreck. Sign placement in parking area re hazards of wreck approved.
3	30875	Champoeg State Park. Marion County. Study by National Park Service re proposed National Historic Site approved.
		REAL PROPERTY. Acquisition approved. EX. "A".
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		WASCO COUNTY. Columbia River Hwy. Rowena-Chenoweth Section. Harvey Aluminum property. Easement for channel change approved.
		LANE COUNTY. McKenzie Hwy. Springfield Section. Sale of 1,400 sq.ft. excess property to the Nichols confirmed.
		SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-2".
4	30876	MULTNOMAH COUNTY. Portland. SW Arthur St. Overcrossing. Agreement with LaGrand Industrial Supply Co. for use of land approved.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange Section. Rosenfeld-Preble properties. Revised options to be obtained.
5	30877	HOOD RIVER COUNTY. Mt. Hood Hwy. Polallie Creek-Parkdale Road Sec. Pipeline easement granted Crystal Springs Water Company.
		CLATSOP COUNTY. Astoria. Ferry dock. Purchase of old Swift Building approved.
		CURRY COUNTY. Oregon Coast Hwy. Brookings north. House property. Payment of cost for well deepening authorized.
		MARION COUNTY. Pacific Hwy. Willamette River-Gervais Road Section. Bostand property. Sale of 0.33 acre to Mr. Meadors approved.
		MARION COUNTY. Pacific Hwy. Salem north. Safeway Stores. Access rearrangement granted.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-Forest Boundary Section. Sale of 0.11 acre to Mr. Wygant authorized.
6	30878	CONDEMNATION OF REAL PROPERTY. Action deferred.
15	30887	CONDEMNATION CASES tried. Counsel's report presented. Action deferred.
		CONDEMNATION CASES settled. Counsel's report presented. Deferred.
		CONDEMNATION CASES. Offers for property approved.

Page	Date 1958	Subject
18 (30890)	Dec. 11	PUC MATTERS re Hwy. Commission. Counsel reports: PUX 290: Multnomah County. Columbia River Hwy. Application for second Dodson Overcrossing.
19 30891		PUX 291: Douglas County. Garden Valley Road. SP RR grade crossing reconstruction. PUX 294: Union County. Old Oregon Trail. Hilgard Detour Overcrossing removal. PUX 298: Douglas County. Roseburg. Cedar St. RR Grade Crossing. LEGAL DIVISION. Counsel reports on following: Registration of foreign corporations with Corporation Commissioner required. Statement of policy made. Cases pending and other matters: Multnomah County. Pacific Hwy. Vanport. 1st flood case set for February 24, 1959, Portland.
20 30892		W. D. Burchard vs Astoria Navigation Co., Ole J. Lillecrap-John Doe Chidsey case. Grant County. John Day Hwy. Thorburn property. $1,500 hwy. drainage damage case. Clackamas County. Pacific Hwy. East. Oregon City-Clackamas River Section. Annexation of section by Oregon City approved. Multnomah County. Columbia River Hwy. Martin property. Termination of r/w use permit approved. WX. apd. Multnomah County. Columbia River Hwy. Sundial Section. Settlement with Troutdale Lions Club re sign removal approved.
21 30893		MALHEUR COUNTY. Nyssa. Request for removal of use restriction on parcel of land conveyed to City denied. AWARD OF CONTRACTS. Engineer reports awards.
22 30894		CONSTRUCTION SPEED ZONES established as follows: Washington County. Sunset Hwy. North Plains Road Interchange area. Wasco County. Columbia River Hwy. Rowena-Chenoweth Creek area.
23 30895		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Lewis & Clark Route favored. Hearing authorized. LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet. Project approved. Agreement to cover.
24 30896		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange. Contract #5311. Additional compensation or cancellation of contract denied. LANE COUNTY. Pacific Hwy. Eugene. Mill St. Jct. Walton property. Request for commercial access approved. CROOK COUNTY. Crooked River Hwy. Prineville south. Hwy. relocation due to dam construction discussed. Action deferred. UNFINISHED BUSINESS MATTERS discussed: LANE COUNTY. Springfield. 2nd St.-3rd St. 1-way couplet.
25 30897		LANE COUNTY. Pacific Hwy. Eugene. Mill St. Jct. Walton property. MULTNOMAH COUNTY. Columbia Gorge Commission. $50,000 appropriation. MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange. Contract #5311. Additional compensation-cancellation reported on. DEPARTMENT OF F & A. Bulletin #22. Hiring of appraisers and other special services. Revised bulletin issued. CLATSOP COUNTY. Fort Stevens State Park. Peter Iredale wreck. INCREASE IN PROJECT AUTHORIZATION for contract #5274 approved.

Page	Date 1958	Subject
25	Dec. 11	SURVEYS APPROVED for the following:
		Columbia County. Columbia River Hwy. Goble Section. EX. "J-2".
26	30897 30898	Hood River County. Columbia River Hwy. Cascade Locks By-pass Section. EX. "J-1".
		Tillamook County. Little Nestucca Scedy. Hwy. Meda Loop Section. EX. "J-3".
		Sherman County. Wasco-Heppner Scedy. Hwy. Wasco-Hay Canyon Section. EX. "J-3".
		Jefferson County. The Dalles-California Hwy. Willowdale-Madras Section. Lyle Cap-Madras Unit. EX. "J-2".
		Umatilla County. Weston-Elgin Scedy. Hwy. Weston-Weston Mt. Section. East Unit. EX. "J-3".
		Umatilla County. Oregon-Washington Hwy. Weston-Milton-Freewater Section. Blue Mt. Station-Milton-Freewater Unit. EX. "J-3".
		Yamhill County. Three Mile Lane Hwy. Salmon River Jct.-East McMinnville Jct. Section. EX. "J-3".
		Multnomah County. Sunset Hwy. Washington County Line-Highlands Interchange Section. EX. "J-1".
		Baker County. Old Oregon Trail. Pleasant Valley-Oxman Section. EX. "J-1".
		MORROW-GILLIAM COUNTIES. Columbia River Hwy. John Day Dam area. Agreement with US Army Engineers re design of structures approved.
		MARION COUNTY. Salem east. Mission St. Extension. Transfer of 0.33 acre of r/w to County approved.
27	30899	COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point-Powers Hwy. Jct. Section. Grading-paving project approved.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard. Traffic signal installation denied. No parking zone established. EX. "G-1".
		MARION COUNTY. Salem. Installation and revision of traffic signals approved on 50-50 basis. Agreement to cover.
		FEDERAL FOREST HIGHWAY SYSTEM. Proposed additions to system discussed. Final selection to be made by Washington, D.C. office.
28	30900	BAKER COUNTY. Baker. Campbell Street. Designation as state hwy. denied. Asphalt surface to be placed on street.
		WASHINGTON COUNTY. Hillsboro. Main Street. Preparation of plans-specifications for traffic signals approved.
		CURRY COUNTY. Bennett Butte Radio Station. Purchase of station from West Coast Tel. Co. approved.
		EXTENSIONS OF TIME to complete contracts approved.
29	30901	CONTRACTS completed and accepted. EX. "R".
		FAS COUNTY FUNDS - 1960-61. Projects approved for Coos-Curry-Gilliam-Josephine-Linn-Malheur-Polk-Union-Wheeler Counties.
31	30903	SPEED ZONES ESTABLISHED as follows:
		Baker County. Old Oregon Trail. Haines area. EX. "F-1".
		Umatilla County. Old Oregon Trail. Pendleton area. EX. "F-2".
		Tillamook County. Oregon Coast Hwy. Beaver area. EX. "F-3".
32	30904	Tillamook County. Oregon Coast Hwy. Hebo area. EX. "F-4".
		TRAVEL - OUT OF STATE approved for nine employees.

Page	Date 1958	Subject
33	Dec. 11 /30905/	UMATILLA COUNTY. Sunnyside-Umapine Secdy. Hwy. Umapine. Two county road jcts. Signs installation approved. EX. "I-1".
		WASHINGTON-MULTNOMAH COUNTIES. Beaverton-Hillsdale Hwy. Stop signs. Resolution #40 of April 27, 1943, amended. EX. "I-2".
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. MP 140.94. Pacific Communities Hospital. Directional sign installation approved.
		AASHO - WASHO DUES - 1959. Payment of dues approved.
		GARNISHMENTS OF WAGES. Policy discussed. Engineer to report at next meeting re other departments procedure.
34	30906	COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		FEDERAL-AID CONSTRUCTION PROGRAM - 1961. Funds available after July 1, 1959. Various projects discussed. Action deferred.
		PERSONNEL CHANGES as of January 1, 1959, as follows: S. H. Probert retirement. R. L. Porter appointed Office Engineer. Walter T. Wright appointed Right of Way Engineer.
		CLAIM. Klamath County. Klamath Falls. Asphalt damage to Mr. Schaupp's car. Settlement with insurance carrier approved.
35	30907	SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for January 22-23 - regular; March 5-6, 1959, - tentative.
		LINN COUNTY. Pacific Hwy. East. Tangent. "B" Street area. No parking zone established. EX. "G-2".
		DOUGLAS COUNTY. Oakland-Shady Secdy. Hwy. Garden Valley Road Jct. No "U" turns established. EX. "H".
		LINN COUNTY. Pacific Hwy. East (old). Albany. Sale of land to city for Information Center Building approved.
36	30908	LINN COUNTY. Albany. Waverly Lake Park. Transfer of park area to City approved.
		DELEGATION PROBLEMS discussed.
		CONTRACTS. Award of contracts publicly announced.
39	30911	CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C-20".
		CONDEMNATION CASES tried. Counsel's report approved.
41	30913	CONDEMNATION CASES settled. Counsel's report approved.
43	30915	LEGAL DEPARTMENT. Marion County. Baldock Freeway. Rogers vs State case. Legal action to be taken.
		CONDEMNATION CASES. Curry County. Trial results in past 3 years. Counsel reports.
		UNION COUNTY. Old Oregon Trail. Upper Perry. Settlement with property owners for destruction of spring approved.
		PACIFIC COAST BEACHES IN OREGON. Inquiry re placing of beaches under jurisdiction of State Parks Dept. No comment.
44	30916	MULTNOMAH COUNTY. Portland. Following projects to be studied: Russell Street Extension. "Minnesota" Route. "Delaware"Route.
		AGREEMENTS and other papers signed.
45	30917	COMMISSION MEETING ADJOURNED at 3:00 p.m.

Page	Date 1958	Subject
45/30917/	Dec. 12	COMMISSION MEETING RECONVENED at 10:00 a.m.
46 30918		GILLIAM COUNTY. John Day Hwy. Arlington-Condon Section. Hwy. improvement urged due to John Day Dam construction.
		WASHINGTON COUNTY. Sunset Hwy.-Baldock Freeway Connecting Route. Request for 4-lane hwy. as secdy. hwy. to be considered.
47 30919		FEDERAL-AID HIGHWAY FUNDS - 1961. Program as submitted by Engineer adopted.
53 30925		CROOK COUNTY. Crooked River Hwy. 7-mile Section. Discussion of hwy. relocation. Engineer to convey decision.
54 30926		"HIGHWAY 20 COMMITTEE". Discussion of projects in eastern Oregon.
		SHERMAN COUNTY. Sherman Hwy. Moro-Biggs Jct. Section. Hwy. improvement urged. Scheduled for 5-year program.
55 30927		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Rock Creek-Eagle Creek Section. Hwy. improvement urged.
56 30928		MULTNOMAH-HOOD RIVER COUNTIES. Columbia River. Multnomah Falls-Cascade Locks. Removal of power poles discussed.
57 30929		HOLIDAY GREETINGS conveyed to staff by Chairman McIver.
		COMMISSION MEETING ADJOURNED at 12:15 p.m.

30930	EXHIBIT "A". Real property acquisition.
30966	EXHIBITS "B-1" - "B-2". Sale of excess property.
30968	EXHIBITS "C-1" - "C-20". Condemnations.
31026	EXHIBIT "D". Multnomah County. Columbia River Hwy. Martin property. Termination of r/w use permit.
31028	EXHIBIT "E". Contracts completed and accepted.
31031	EXHIBITS "F-1" - "F-4". Speed zones established.
31039	EXHIBITS "G-1" - "G-2". No parking zones established.
31041	EXHIBIT "H". Douglas County. Oakland-Shady Secdy. Hwy. Garden Valley Road Jct. No "U" turns established.
31042	EXHIBIT "I-1" Umatilla County. Sunnyside-Umapine Secdy. Hwy. Umapine. Signs installation.
31044	EXHIBIT "I-2". Washington-Multnomah Counties. Beaverton-Hillsdale Hwy. Stop signs installation.
31046	EXHIBITS "J-1" - "J-3". Surveys.
31053	EXHIBIT "K". Linn County. Cascadia State Park. Santiam River Bridge. Posted for load limits.

TABLE OF CONTENTS

Page	Date 1959	Subject
1	Jan. 22	COMMISSION MEETING MINUTES APPROVED for October 23-24, and December 11-12, 1958.
	/31054/	PARKS SUPT. reported on following matters:
		Baker-Malheur Counties. Old Oregon Trail. 45.73 acres on Snake River accepted from Idaho Power Co. to be known as Farewell Bend State Park. EX. "Q".
		Multnomah County. Columbia River Hwy. Bonneville Locks. Bell house. Disposal of building approved.
		Union County. Old Oregon Trail (old). Kamela area. Sale of 50' x 50' tract to Pacific Tel. & Tel. approved.
2	31055	Deschutes County. Smith Rock area. Further study to be made for park development.
		Lincoln County. Oregon Coast. Yaquina Bay south. Pacific View area. Donation of 128 lots by County accepted.
		MacLaren School boys use in state parks. Change in work agreement requested by Board of Control. Action deferred.
		Lincoln County. Alsea Hwy. Waldport east. Eckman Slough area. Nelson's offer of 2 acres for park purposes accepted. EX. "O".
3	31056	Columbia Gorge Commission. Multnomah County. Clarification of action re additional $50,000 allocation approved.
		Zibe Dimmick State Park. Mt. Hood Hwy. Hood River County. Sale of down timber approved.
		Rates for park facilities - 1959. Rate schedule approved. EX. "B".
		Joaquin Miller Forest Wayside. Oregon Coast Hwy. Lane County. Road easement across tract approved.
		Talbot State Park. Multnomah County. Purchase of 70.12 acres from County approved.
4	31057	Rooster Rock State Park. Multnomah County. Vahsholtz-Smith request to construct boat conncession to be studied.
		Cape Lookout State Park. Tillamook County. Crown Zellerbach Corp. quarry. Agreement extension for use of rock material approved.
		REAL PROPERTY. Acquisition approved. EX. "A".
		Marion County. Chemawa Road area. Young property. R/W acquisi- authorized.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		SALE OF EXCESS PROPERTY authorized. EX. "C". (Direct sale).
5	31058	WASHINGTON COUNTY. Tualatin Valley Hwy. Cornelius. Payment of $350 for sewer assessment approved.
		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Deadmans Pass Section. Pigg property. Lease extension for materials use approved.
		UNION COUNTY. La Grande shop area. Abrahamson property. Lease extension to owner for house encroachment approved.
6	31059	SALE OF EXCESS PROPERTY authorized. EXS. "D-1" - "D-2". (Public sale)
		LINN COUNTY. Santiam Hwy. Noble Slough-Foster Section. Lind property. Change in access point approved.

Page	Date 1959	Subject
6	Jan. 22	CONDEMNATION OF REAL PROPERTY. Action deferred.
	/31059/	CONDEMNATION CASES tried. Counsel's report accepted.
8	31061	CONDEMNATION CASES settled. Counsel's report accepted.
11	31064	CONDEMNATION CASES PENDING as of January 1, 1959. Counsel's report accepted.
		CONDEMNATION CASES. Offers for property deferred.
15	31068	PUC MATTERS re Hwy. Commission. Counsel reports: PUX 200: Lincoln County. Toledo. Fir Street and County Road #530. SP RR Company industrial tracks crossings. PUX 286: Old Oregon Trail. Application of Hwy. Commission for construction of 3 overcrossings. (Union County). PUX 288: Baker County. Baker. Auburn Ave. Grade Crossing. Flashing signals installation-maintenance by RR Companies. PUX 289: Washington County. Pacific Hwy. West. Votaw Undercrossing. PUX 297: Tillamook County. Rockaway. South 5th Avenue Extension. SP RR Grade Crossing.
16	31069	LEGAL DIVISION. Counsel reports on following: Claims collected for damages to hwy. property in last quarter 1958. Commencement of legal actions on Shannahan case and Rodgers case against State Hwy. Commission. Registration of foreign corporations with Corporation Commissioner. December 11th action rescinded. Prior policy in effect. Salary increases for three attorneys and hiring of new attorney approved.
17	31070	Travel - out of State for Frank Towle to California approved. TILLAMOOK COUNTY. Rockaway. Resolution from City re prohibition of motor travel-aircraft landing on beach approved. EX. "P". LANE COUNTY. Eugene. Franklin Boulevard. Vacation of portion of street approved. JOSEPHINE COUNTY. Redwood Hwy. Jerome Prairie Road-Grants Pass Section. Miller property. $200 payment for shrubbery-pump loss approved. BAKER COUNTY. Baker-Unity Hwy. Baker-Salisbury Section. Marsh property. Settlement for irrigation water loss approved. CLATSOP COUNTY. Astoria Ferry. Wyatt vs Williams and State Hwy. Commission. Settlement approved. PAULINE WELCH. Administrative Secretary in Legal Division. Resolution in memory of her death adopted. EX. "J".
18	31071	AWARD OF CONTRACTS. Engineer reports awards. CONSTRUCTION SPEED ZONES. Baldock Freeway. Removal of speed zones approved.
19	31072	GARNISHMENTS OF WAGES. Policy adopted. CLATSOP COUNTY. Astoria. Columbia River Bridge. Coverdale-Colpitts report re proposed bridge discussed. No action. UNFINISHED BUSINESS MATTERS discussed: GARNISHMENTS OF WAGES. Report presented.
20	31073	LINN COUNTY. Pacific Hwy. North Albany Interchange. Contract #5289. $50,000 project authorization increase approved. UMATILLA COUNTY. ORE32. Stanfield Jct.-Hermiston. Request for hwy. improvement denied.

Page	Date 1959	Subject
20	Jan. 22 /31073/	CLACKAMAS COUNTY. Woodburn-Estacada Secdy. Hwy. Estacada. Request for by-pass denied.
		LANE COUNTY. Willamette Hwy. Rattlesnake Creek Road Jct. Flashing beacon installation approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Walker Road Jct. Traffic signals denied. Flashing beacon approved.
21	31074	UMATILLA COUNTY. Old Oregon Trail. Hermiston Secdy. Hwy. Jct. Flashing beacon installation approved.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Oak Grove County Road Jct. Agreement with County re drainage problem approved.
		WASCO COUNTY. Columbia River Hwy. Mosier-Rowena Section. Agreement with UP RR re haul-road crossing approved
		FAS COUNTY ROAD SYSTEM. Deschutes-Tillamook Counties. Additions to system approved.
22	31075	FAS COUNTY ROAD PROJECTS - 1960-61. Approved for Tillamook-Deschutes-Hood River-Lincoln-Marion-Umatilla-Wasco-Washington Counties.
24	31077	STATE TAX STREET FUNDS. Second half of 1958. Plans approved. EX. "E".
		EXTENSION OF TIME to complete contract #5312 approved.
		CONTRACTS completed and accepted. EX. "F".
25	31078	POLK COUNTY. Salmon River Hwy. Valley Jct.-Grand Ronde Section. Speed zone resolution #69 of October 11, 1951, amended. EX. "L".
		MARION COUNTY. North Santiam Secdy. Hwy. Mehama. Speed zone denied. Flashing beacon at Mehama-Mill City Hwy. Jct. approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Cloverdale. Parallel parking zone established. EX. "M-1".
26	31079	JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-Parkdale Drive Section. No parking zone established. EX. "M-2".
		LANE COUNTY. Pacific Hwy. Eugene north-south entrances. Installation of 2 informational signs approved.
		CENTENNIAL SIGNS AND MARKERS ON RIGHTS OF WAY. Inquiry re policy. Each application considered individually.
		CLACKAMAS COUNTY. US Army Recruiting Service signs approved: Pacific Hwy. East. Oregon City north and south. Cascade Secdy. Hwy. Oregon City north.
		POLK COUNTY. Salmon River Hwy. Valley Jct.-Wallace Bridge Section. Supplemental abandonment agreement with County approved.
27	31080	POLK-YAMHILL COUNTIES. Salmon River Hwy.(old). Portion designated as Willamina-Sheridan Secdy. Hwy. #157. EX. "G".
		MALHEUR COUNTY. Nyssa. Snake River Bridge (old). Request of County for remaining 2 steel spans approved.
		TILLAMOOK COUNTY. Oregon Coast Hwy. East Beaver stockpile site. Lease to US Forest Service for log scaling facilities granted.
		JEFFERSON COUNTY. The Dalles-California Hwy.(old). Willowdale-Lyle Gap Section. Abandonment resolution adopted. EX. "H".
		SECRETARY'S REPORT on papers signed approved.

Page	Date 1959	Subject
28	Jan. 22 /31081/	COMMISSION MEETING DATES set for March 5-6 - regular; April 16-17, 1959, - tentative.
		LEGISLATIVE MATTERS. 1957 Legislature. Combinations of vehicles - 60' overall. Amending resolution adopted (EX. "I") for: Baker County. Baker-Homestead Hwy. Coos County. Powers Secdy. Hwy.
		UNION COUNTY. La Grande Shop Yards. "Termination Rider" with UP RR Company for removal of spur track approved.
		TRAVEL - OUT OF STATE approved for eight employees.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		DOUGLAS COUNTY. Pacific Hwy.(old). Myrtle Creek-Missouri Bottom and Missouri Bottom-Fords Bridge Units. Abandonment resolution adopted. EX. "K-1".
29	31082	DOUGLAS COUNTY. Old Pacific Hwy. Section. Designated as Myrtle Creek Secdy. Hwy. #237. EX. "K-2".
		CLATSOP COUNTY. Oregon Coast Hwy. Cannon Beach. Pavement widening-curb construction project approved.
		DELEGATION PROBLEMS discussed.
		BID OPENING - MARCH 3 AND LATER DATES. Status of projects discussed.
30	31083	CONTRACTS. Award of contracts publicly announced.
31	31084	CURRY COUNTY. Oregon Coast Hwy. Brookings-Gold Beach Section. Protest re construction completion. Complaint not justified.
32	31085	CONDEMNATION OF REAL PROPERTY approved. EXS. "N-1" - "N-22 ".
		CONDEMNATION CASES. Offers for property approved.
		AGREEMENTS and other papers signed.
34	31087	COMMISSION MEETING ADJOURNED at 2:45 p.m.
	Jan. 23	COMMISSION MEETING RECONVENED at 10:00 a.m.
35	31088	JACKSON COUNTY. Pacific Hwy. Medford south. Pittenger property. Request for access deferred.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Brighton slide area. Delegation requests corrective measures.
36	31089	DESCHUTES COUNTY. Smith Rock area. Delegation urges park development. Action deferred.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns south. Delegation urges oil surfacing to the Narrows. Action deferred.
37	31090	MACLAREN SCHOOL WORK CAMP PROGRAM for development of park facilities. Delegation discusses problems with Commission.
38	31091	CLACKAMAS COUNTY. Clackamas County Court. Letter of appreciation to hwy. officials for counsel on county projects presented.
		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks-Dodson Section. City notified to move power line from construction area.
39	31092	SALE OF EXCESS PROPERTY authorized. EXS. "D-3" - "D-4". (Public sale).
		PARKS. Lincoln-Lane-Douglas-Coos Counties. Central Lincoln PUD agreement providing electric power to state parks approved.
		COMMISSION MEETING ADJOURNED at 11:30 a.m.

31093	EXHIBIT "A".	Real property acquisition.
31094	EXHIBIT "B".	Rates for park facilities - 1959.
31098	EXHIBIT "C".	Direct sale of excess property.
31105	EXHIBITS "D-1" - "D-4".	Public sale of excess property.
31112	EXHIBIT "E".	State Tax Street Funds.
31124	EXHIBIT "F".	Contracts completed and accepted.
31126	EXHIBIT "G".	Polk-Yamhill Counties. Salmon River Hwy.(old). Portion designated as Willamina-Sheridan Secdy. Hwy. #157.
31128	EXHIBIT "H".	Jefferson County. The Dalles-California Hwy.(old). Willowdale-Lyle Gap Section. Abandonment resolution.
31132	EXHIBIT "I".	Legislative Matters. 1957 Legislature. Combinations of vehicles - 60' overall. Amending resolution.
31134	EXHIBIT "J".	Pauline Welch. Administrative Secretary in Legal Division. Resolution in memory of her death.
31135	EXHIBIT "K-1".	Douglas County. Pacific Hwy.(old). Myrtle Creek-Missouri Bottom & Missouri Bottom-Fords Bridge Units. Abandonment resolution.
31137	EXHIBIT "K-2".	Douglas County. Pacific Hwy.(old). Designated as Myrtle Creek Secdy. Hwy. #237.
31139	EXHIBIT "L".	Polk County. Salmon River Hwy. Valley Jct.-Grand Ronde Section. Amending speed zone resolution.
31141	EXHIBIT "M-1"	Tillamook County. Oregon Coast Hwy. Cloverdale. Parallel parking zone established.
31143	EXHIBIT "M-2".	Josephine County. Pacific Hwy. Grants Pass-Parkdale Drive Section. No parking zone established.
31144	EXHIBITS "N-1" - "N-22".	Condemnations.
31209	EXHIBIT "O".	Lincoln County. Alsea Hwy. Waldport east. Eckman Slough area. Nelson's offer of 2 acres for park purposes.
31210	EXHIBIT "P".	Tillamook County. Rockaway. Resolution from City re prohibition of motor travel-aircraft landing on beach.
31211	EXHIBIT "Q".	Baker-Malheur Counties. Old Oregon Trail. 45.73 acres on Snake River accepted from Idaho Power Co. to be known as Farewell Bend State Park.

Page	Date 1959	Subject
1	Mar. 5 /31213/	COMMISSION MEETING MINUTES APPROVED for January 22-23, 1959.
		PARKS SUPT. reported on following matters:
		Clackamas County. Report on state parks development presented to Parks Advisory Committee.
		MacLaren School boys use in state parks. Cost report presented and problems discussed. Further analysis and report.
2	31214	Chanticleer Point. Multnomah County. Donation of area for park purposes accepted conditionally. EX. "K".
		Columbia Gorge Commission. Multnomah County. Purchase of 46 acres in Thors Heights Addition approved.
		Lane County. Joaquin Miller State Park south edge. Gift of 0.84 acre from County accepted.
		Governor's State Committee on Children and Youth. Request for advisory group in Parks Dept. to local agencies deferred.
3	31215	Salvage timber sale-timber trespasses - 1958. Report accepted.
		Neahkahnie Mt. Tillamook County. 40-acre quarry site. Acquisition of site discussed. Action deferred.
		Seneca Fouts State Park. Hood River County. Acquisition of 48 acres of adjoining land approved.
		Unity Reservoir. Baker County. 50-year agreement with US Bureau of Reclamation re development-use of 30 acres approved.
4	31216	Coos County. Bullards Bridge west. 40-50 acres. Acquisition authorized to be named "Bullards Beach State Park".
		Sherman-Gilliam Counties. John Day River mouth. Development of park area in cooperation with Army Engineers discussed.
		Travel - Out of State. R. C. Dunlap to Spokane, March 26, 1959, for Columbia Basin Inter-Agency Sub-Committee meeting.
		Tumalo State Park. Deschutes County. Controversy with Mr. McMullin re road construction across park discussed.
5	31217	Champoeg State Park. Marion County. Aurora Centennial Corporation. Request to hold pageant in May, 1959, deferred.
		Value of State Park to Communities. Request of Oregon Coast Association for study along this line granted.
		Legislative actions re State Parks: Bill and resolution: Jason Lee Mission Site acquisition. Acquisition not favored. Sea Lion Caves acquisition. Study to be made.
6	31218	REAL PROPERTY. Acquisition approved. EX. "A".
		MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway. Record of persons unable to move in acquisition of r/w.
		NORTHWEST ICE AND COLD STORAGE PLANT. Option approved pending approval of BPR.
		KLAMATH COUNTY. Hayden Mt.-Keno Rock Production Project. Tie bids. W. D. Miller Const. Co., won award by flip of coin.
		LIST OF OPTIONS ON PARK PROPERTY. File Nos. 29279-29255-28482 included for acquisition of r/w.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
7	31219	SALE OF EXCESS PROPERTY authorized. EX. "B-1" - "B-6".

Page	Date 1959	Subject
8	Mar. 5 /31220/	LINN COUNTY. Pacific Hwy. Albany-Judkins Point Section. Pacific Tel. & Tel. Co. Right to Use Cable Easement & Waiver of Access Agreement approved.
		LANE COUNTY. Pacific Hwy. Broadway-Franklin Blvd. Section. Permitting Ruth, lessee, to sublease to Mack Trucks, Inc.
		ACCESS CHANGES on two properties approved.
9	31221	WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Agreement re raising 4 towers on BPA's Line approved.
		CROOK COUNTY. Paulina Secdy. Hwy. Post-Lost Creek Section. Knox grazing rights. Fence construction permit granted Mr. Knox.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "J-1" - "J-21".
		CONDEMNATION CASES tried. Counsel's report accepted.
11	31223	CONDEMNATION CASES settled. Counsel's report accepted.
15	31227	COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 2:00 p.m.
		LEGAL CASES PENDING. Counsel's report accepted.
		CONDEMNATION CASES. Offers for property deferred.
17	31229	PUC MATTERS re Hwy. Commission. Counsel reports: PUX 285: Lake County. Lake County Stock Road RR Grade Crossing. PUX 300: Umatilla County. Pendleton. SW Court Place. Warning signals installation. PUX 301: Crook County. Prineville. Lamonta Road RR Grade Crossing. PUX 304: Benton County. Seavey Road RR Grade Crossing. PUX 311: Polk County. Independence. Polk Street RR Grade Crossing.
18	31230	LEGAL DEPARTMENT. Counsel reported: Anthony Viducich employed. Donald Stark resigned. Lester W. Humphreys employed.
		POLK COUNTY. Monmouth-Independence Hwy. Independence. Pipeline installation. Contractor requests release on surety bond. Approved.
		POLK COUNTY. Monmouth-Independence Hwy. Independence west. Annexation of portion of hwy. approved. EX. "C".
		COLUMBIA GORGE. Snow removal insurance cancelled by Lloyds of London on March 4. Comparable insurance secured for 1 year.
		MULTNOMAH COUNTY. Baldock Freeway. Portland. Ermence-Johnson properties. Settlement of slide damage claims approved.
19	31231	CURRY COUNTY. State vs Bedingfield. Settlement and easement approved.
		BIDS received March 3 discussed.
		AWARD OF CONTRACTS. Engineer reports awards.
20	31232	CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Alternate routes discussed. Hearing to be scheduled.
		YAMHILL-MARION COUNTIES. Hillsboro-Silverton Secdy. Hwy. Newberg-St. Paul Section. Reclassification to Group I status approved.
		CONSTRUCTION SPEED ZONES established as follows: Hood River-Wasco Counties. Columbia River Hwy. Hood River-Shogren Section. Malheur County. Old Oregon Trail. Ontario-Idaho Line Section. Idaho Avenue structure.
		UNFINISHED BUSINESS MATTERS discussed: JACKSON COUNTY. Pacific Hwy. Medford south. Pittenger property. Change of access approved.

Page	Date 1959	Subject
21	Mar. 5 /31233/	HARNEY COUNTY. Frenchglen Secdy. Hwy. Burns-The Narrows Section. Additional FAS funds authorized on 50-50 basis with County.
		MACLAREN SCHOOL BOYS USE IN STATE PARKS. Request for housing facilities-additional pay-definite agreement.
		INCREASE IN PROJECT AUTHORIZATION for contract #5088 approved.
		SURVEYS ADOPTED for the following:
		Sherman-Gilliam Counties. Wasco Heppner Secdy. Hwy. John Day River Section. EX. "I-1".
		Baker County. Sumpter Valley Secdy. Hwy. Poker-Mason Dam Section. EX. "I-1".
		Baker County. Haines-Anthony Secdy. Hwy. Forest Boundary-Haines Section. EX. "I-1".
		Malheur County. Central Oregon Hwy. Namorf-Harper Jct. Section. EX. "I-2".
		Multnomah-Hood River Counties. Columbia River Hwy. Dodson-Cascade Locks Section. EX. "I-3".
22	31234	COOS COUNTY. Oregon Coast Hwy. Coquille. 10th St. Jct. Overhead school crossing sign-flashing beacon installation approved.
		CLACKAMAS COUNTY. Milwaukie. Division headquarters. Sewer assessment authorized.
		CURRY COUNTY. Oregon Coast Hwy. Macklyn Creek. State's participation in frontage road construction denied.
		Bankus property. Excess r/w to be returned to owner.
		BAKER COUNTY. Baker. Hwy. headquarters. Acquisition of 30 acres of adjacent land approved.
23	31235	LINCOLN COUNTY. Otter Rock Community Club petition requesting:
		Otter Rock Secdy. Hwy. widening. Survey authorized.
		Devil's Punch Bowl State Park. Cost report re road improvement and additional parking space.
		UMATILLA COUNTY. Stanfield Jct.-Hermiston Hwy. Request for widening of 3 bridges approved.
		UNION COUNTY. La Grande. Hwy. Shops. Acquisition of additional land for expansion of shops approved.
		CONTRACTS. Award of contracts publicly announced.
26	31238	SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Hay Canyon-Wasco Section. Exchange of roads approved as follows:
		Klondike Section (old) to become county road.
		Fulton Canyon County Road to become extension of hwy.
		FAS HIGHWAY SYSTEM. Changes and additions approved for Baker-Clatsop-Gilliam-Linn-Polk-Yamhill Counties.
28	31240	FAS COUNTY ROAD PROJECTS - 1960-61. Approved for Benton-Clatsop-Columbia-Grant-Linn-Marion-Yamhill Counties.
29	31241	LANE COUNTY. Siuslaw Hwy. Mapleton-Florence Section. Installation of guard fence on 3 curves approved.
		EXTENSION OF TIME to complete contract #5321 approved.
30	31242	CONTRACTS completed and accepted. EX. "F".
		CROOK COUNTY. Prineville area. Agreement with Bureau of Reclamation re hwy. crossings of its canals-ditches-laterals approved.

Page	Date 1959	Subject
30	Mar. 5 /31242/	HARNEY COUNTY. Burns. Special City Allotment Project. Transfer of W. Taylor St. project for Riverside Drive project approved.
		COOS COUNTY. Petition requesting: Coos River Secdy. Hwy. Millicoma River Section. Hwy. widening-surfacing denied. Golden and Silver Falls State Park. Bridge construction denied.
31	31243	JOSEPHINE COUNTY. North Grants Pass Interchange. Pacific Tel. & Tel. Co. cable relocation. Cost on 50-50 basis.
		SPEED ZONES ESTABLISHED as follows: Malheur County. Central Oregon Hwy. Vale east. EX. "G-1". Lane County. Oregon Coast Hwy. Florence south. EX. "G-2". Malheur County. Old Oregon Trail. Ontario. EX. "G-3".
32	31244	Umatilla County. Oregon-Washington Hwy. Milton-Freewater north. EX. "G-4". Lane County. Siuslaw Hwy. Swisshome area. EX. "G-5".
		TRAVEL - OUT OF STATE approved for sixteen employees.
33	31245	NO PARKING ZONES as follows: Marion County. Pacific Hwy. Salem south. Sunnyside-Turner Interchange islands. Established. EX. "H-1". Linn County. Albany-Junction City Hwy. Tangent. B Street south. Rescinded. EX. "H-2".
		COMMISSION MEETING RECESSED from 3:20 p.m. to 3:30 p.m.
34	31246	MARION COUNTY. Salem. State Hwy. Building. Conference Room. Purchase of furniture and additional recording equipment authorized.
		BAKER COUNTY. Baker-Homestead Hwy. Halfway Hwy. Pine Creek Hwy. Abandonment resolution adopted. EX. "D".
		JOSEPHINE COUNTY. Grants Pass area. Resolution re designation of hwys. adopted. EX. "E".
35	31247	SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for April 16-17 - regular; May 28-29, 1959, - tentative.
		SIGNS. Clatsop County. Astoria - south and east. Permission granted for installation of US Army Recruiting Service signs.
		LINN COUNTY. Santiam Hwy. Wiley Creek. Simpson Redwood Company. Flood easement agreement and spur track construction approved.
		MULTNOMAH COUNTY. Agreement with County Commissioners re joint use of County's building at Rocky Butte for radio equipment installation. Howard Cooper Building. Offices of Maintenance Supt., Metropolitan Engineer, and others, located in building.
		LANE COUNTY. Eugene north-south entrances. Oregon Centennial signs. Installation of welcome signs approved.
36	31248	LOAD LIMITS. Deschutes County. Century Drive Hwy. MP 1.92 - MP 11.65. Posted for reduced load limits.
		LANE COUNTY. Pacific Hwy. "Q" Street Interchange. Drainage agreement with McKenzie Water Control District approved.
		BAKER COUNTY. Baker-Homestead Hwy. Ballards Bridge. Idaho Power Co. 4-way agreement re hwy. relocation-bridge reconstruction approved.

Page	Date 1951	Subject
36	Mar. 5 /31248/	LANE COUNTY. Willamette Hwy. Salmon Creek Flood Control Project. Quitclaim deed-easement deed-assignment of easement with US Engineers approved.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange Slide Area. Portland Zoo. Damage claims.
37	31249	DELEGATION PROBLEMS discussed.
		RIGHT OF WAY. Status of projects for bids at future lettings discussed.
		BAKER COUNTY. Haines-Anthony Secdy. Hwy. Haines area. Hwy. re-routing agreement with County approved.
		COMMISSION MEETING ADJOURNED at 4:30 p.m.
	Mar. 6	COMMISSION MEETING RECONVENED at 10:00 a.m.
		DELEGATIONS:
		LEGISLATIVE MATTERS. Legislation for Recreation Division within State Parks Department discussed. Action deferred.
38	31250	CASCADE HIGHWAY ASSOCIATION, INC. requests:
		Marion-Clackamas Counties. Cascade Secdy. Hwy. Marquam-Silverton Section. Hwy. improvement considered for next program.
		Clackamas County. Cascade Secdy. Hwy. Oregon City. By-pass not favored.
		Clackamas County. Cascade Secdy. Hwy. Mulino Hill-Molalla Section. Improvement for narrow-rough road requested.
39	31251	MALHEUR COUNTY. Nyssa. Requests discussed as follows:
		Park Avenue. Stockpile site transferred to City. Relief from restrictions to be discussed with City Officials.
40	31252	1st St.-Main St. State hwy. property. Removal of old building to be discussed with City Officials.
		COLUMBIA COUNTY. Columbia River Hwy. St. Helens industrial site. Hwy. relocation of 1.9-mile section discussed.
41	31253	HIGHWAY 20 ASSOCIATION. Hwy. improvement projects discussed.
42	31254	TILLAMOOK COUNTY. Neahkahnie Mountain. Proposed rock quarry not favored. Request State to preserve scenic beauty.
		MARION COUNTY. Champoeg State Park. Permission granted for Centennial Pageant with concession privilege adjacent to area.
43	31255	LEGAL DEPARTMENT. Following approved:
		Robert Holland resignation.
		Glen Sorenson promotion.
		Richard C. Bemis promotion.
		Ted Elliott Barbera employment.
		UMATILLA COUNTY. Pendleton. "Correction of Waiver of Deed Conditions" re deed of 10/26/50 approved.
		LEGISLATIVE MATTERS. House Bill #80. Letter to Committee on Hwys., House of Representatives re bill approved and signed.
		HIGHWAY ENGINEERING TECHNICIANS FOR NATIONAL DEFENSE EDUCATION. Employment of engineering personnel for classroom work approved.

Page	Date 1959	Subject
44	Mar. 6	UNION COUNTY. Old Oregon Trail. Perry-Oro Dell Section. Grande Ronde River Bridges & UPRR Overcrossings. Contract award changed. Referred to Engineer for awarding.
	/31256/	LANE COUNTY. Siuslaw Hwy. Triangle Lake. Reply to many letters requesting hwy. improvement approved.
		AGREEMENTS and other papers signed.
47	31259	COMMISSION MEETING ADJOURNED at 11:30 a.m.

31260	EXHIBIT "A". Real property acquisition.
31261	EXHIBITS "B-1" - "B-6". Sale of excess property.
31271	EXHIBIT "C". Polk County. Monmouth-Independence Hwy. Independence west. Annexation of portion of hwy.
31273	EXHIBIT "D". Baker County. Baker-Homestead Hwy. Halfway Hwy. Pine Creek Hwy. Abandonment resolution adopted.
31277	EXHIBIT "E". Josephine County. Grants Pass area. Hwy. designation resolution.
31279	EXHIBIT "F". Contracts completed and accepted.
31282	EXHIBITS "G-1" - "G-5". Speed zones established.
31292	EXHIBITS "H-1" - "H-2". No parking zones established.
31294	EXHIBITS "I-1" - "I-3". Surveys.
31300	EXHIBITS "J-1" - "J-21". Condemnations.
31361	EXHIBIT "K". Multnomah County. Chanticleer Point. Donation of area for park purposes.

Salem, Oregon
December 11, 1958

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M.K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Parks Superintendent reported on the following park matters:

1. Proposed informational sign to be constructed and placed at the Painted Hills State Park located several miles north of the town of Mitchell in central Oregon: The Parks Superintendent stated that the wording on this sign has been approved by the Geological Department of the Oregon State College and the University of Oregon and by Phil Brogan of Bend. He mentioned that the information contained in the wording is the accepted theory relative to the formation creating the coloring or stripes of the exposed areas. Upon his recommendation the Commission approved the wording and the erection of the sign.

2. Letter received from C. W. Petersen, operator of the Petersen's Westlake Fishing Resort at Westlake, complaining of the competition of trailer facilities in state parks particularly at Honeyman State Park: The Parks Superintendent reported that their studies indicate a shortage of facilities rather than too many. He pointed out that during the month of August of this year, 196 trailers were turned away from Honeyman State Park and parks personnel are instructed to advise the public of privately owned facilities in the neighboring area. It is not intended to compete with private business and he called attention to the fact that prices for trailer facilities in state parks are comparable with privately owned establishments. The Commission accepted his report.

3. Negotiations with the Hill Foundation for acquisition of Netarts Bay Sand Spit near Cape Lookout State Park in Tillamook County by exchanging portions of Cascadia State Park lands in Linn County: The Parks Superintendent stated that the matter has been discussed with Mr. Dave Mason, Manager of the Oregon interests of the Hill Foundation. It was his belief that an exchange of land would be

interesting to them as the main portion of the Hill interests are located in the Cascadia area along the South Santiam River and the exchange would tend to consolidate their interests. The U.S. Corps of Engineers will soon flood out a large area at Cascadia, leaving considerable timber land on the north side of the lake. The Commission gave the Parks Superintendent authority to negotiate an exchange with the Hill Foundation.

4. Proposed placement of a 10-ton load limit on the bridge at Cascadia State Park in Linn County: This bridge crosses the Santiam River and was rebuilt in 1951 with untreated material. It is not safe for legal loads. The Parks Superintendent mentioned that in the near future the U.S. Corps of Engineers will be constructing a dam downstream which will flood the entire area. It was his opinion that the bridge could be preserved for park purposes for a time by placing a 10-ton load limit on this structure. The Commission approved the reduced load limit by adopting the attached resolution, marked Exhibit "K".

5. Confirm purchase of 11 acres of land from Russell L. Landfare as an addition to Champoeg State Park for the sum of $14,500: The Parks Superintendent reported that this property adjoins the park and has a home suitable for personnel which could replace the living quarters now being used in the Museum Building. There is also a barn and workshed needed in connection with park facilities. The Commission confirmed the purchase.

6. Proposed allocation of $50,000 for land acquisition in the Columbia Gorge and provision for an executive secretary for the Columbia Gorge Commission: The Parks Superintendent reported that the State Parks Advisory Committee had carefully studied the problem, and it was their feeling that an allocation should be provided for the purchase of land in the Columbia Gorge as requested by the Columbia Gorge Commission, and that no objection should be raised to legislation to provide $8,000 for the executive secretary. It was the feeling of the committee that acquisitions would be slow and the additional $50,000 would last for several years. Upon his favorable recommendation the Commission approved the allocation, the funds to be taken from the parks budget, and upon the condition that the Columbia Gorge Commission is extended by the Legislature. They also agreed that no objection would be made to legislative action providing for an executive secretary for the Gorge Commission.

7. Report on hazards caused by the Peter Iredale wreck opposite Fort Stevens State Park: The Parks Superintendent explained that the remains of the hull are in the sand between high and low tide marks and apparently the Highway Commission has no jurisdiction over the hull or no legal responsibility relative to it. He recommended that a sign be placed at the parking area near the wreck calling attention to the danger and that thorough examination be made and appropriate action taken. The Commission accepted his recommendation.

8. Proposal that Champoeg State Park be made a National Historic Site: The Parks Superintendent reported that the Oregon State Parks Advisory Committee met on Friday, December 5, 1958, and considered this proposal. The Committee felt it was desirable to place the area under federal care if at all possible; however, it was determined that such action is unlikely. They thought it desirable that a study be made concerning historical and other features. It was found that the National Park Service could make such a study at a cost not to exceed $1,000. Upon the recommendation of the Parks Superintendent, the Commission approved the study at a cost not to exceed $1,000.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission accepted a report submitted by the Right of Way Engineer showing miscellaneous sales which had been made by the Property Manager since the last Commission meeting in the amount of $5,280. He also presented a rental report showing terminations, new rentals, and total rental receipts in the amount of $9,490.93 for the month of October and $5,819.12 for the month of November.

Consideration was given to an agreement with Harvey Aluminum, Inc. allowing use of their property on the Rowena-Chenoweth Section on the Columbia River Highway for a temporary channel change. The Right of Way Engineer explained that the agreement or easement is to remain in force until the channel change is completed, or two years from this date, whichever is sooner. Upon his favorable recommendation, the Commission approved the easement and authorized the Right of Way Engineer to sign it in behalf of the Commission.

The Right of Way Engineer requested confirmation of telephonic authorization to sell directly to Mr. and Mrs. W. G. Nichol 1400 sq. ft. of excess property on the Springfield Section of the McKenzie Highway in Lane County. This property, consisting of a strip 22 feet wide and approximately 250 feet long, is not required for highway purposes but does have value to the adjoining owner, Mr Nichol, who has agreed to pay $500 for the property. This price, he stated, is a fair value and he recommended that it be sold to him without access to South "A" Street. The Commission confirmed the sale.

Authorization was requested by the Right of Way Engineer to offer for public sale properties which are no longer needed for highway purposes. The following properties, he stated, have been carefully

appraised to determine the values as shown:

a. 0.8 acre of the former Coleman property, File 8142, on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County for a minimum consideration of $8,000 and with no access to the Oregon Coast Highway. See EXHIBIT "B-1".

b. 3.13 acres of the former Jensen property, File 20840, on the Wilsonville-Gervais Road Section of the Pacific Highway in Marion County for a minimum consideration of $5,000 and without access to the Pacific Freeway. See EXHIBIT "B-2".

The Commission authorized the sale of these properties by adopting the attached resolutions relative thereto marked EXHIBITS "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a proposed agreement with LaGrand Industrial Supply Company and the City of Portland to allow the supply company to use for storage purposes a parcel of land beneath S.W. Arthur Street overcrossing on the Pacific Highway West in Portland. The Right of Way Engineer pointed out that although there is no consideration involved the permittee is to construct a chain link fence six feet in height around the storage area at its own cost, and that the fence is to remain with the property upon the expiration of the agreement which may be terminated by either party by giving six months written notice. He also commented that the City of Portland has had a difficult time policing this area and favors the agreement. The Commission approved the agreement.

Options were presented by the Right of Way Engineer on the Preble property and the Rosenfeld property located on the Highlands Interchange Section of the Sunset Highway in Multnomah County. He explained that an option has been secured from the Prebles in the amount of $60,000 and one from the Rosenfelds in the amount of $62,500. In the Preble option the owners have asked permission to retain a carpet, chandeliers, and the shrubbery. An option has also been secured from the Rosenfelds in the amount of $62,500. This property has been appraised at $51,500 and $54,000. It was his opinion that the options should not be accepted unless the owners agree to leave the shrubbery on the premises. It was also his feeling that there is a good chance that the slide areas may be stabilized and further damage to the houses avoided. Chairman McIver inquired as to what the cost would be if the properties were to be condemned. The Chief Counsel replied that the condemnation cost to the state would be approximately $5,000 for each property. The Right of Way Engineer also pointed out that it is not feasible to move the properties. Action was deferred.

(Later in the day the properties were again considered. Chairman McIver stated that after discussing the matter with the other Commissioners it appeared wise to acquire the property at this time so that maximum salvage might be obtained. He instructed the Right of Way

Engineer to attempt to secure options for the prices previously agreed upon but without the provision for the owners' removal of shrubbery, the owners being permitted, however, to retain the carpet and certain other items as stated in the present option).

The Commission considered granting to Crystal Springs Water Company a pipeline easement to replace their present easement which is being occupied by the highway road bed on the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway in Hood River County. The Right of Way Engineer stated the easement is not detrimental to the highway and upon his favorable recommendation the Commission approved the easement.

Purchase of the old Swift Building located on the Highway Commission dock at Astoria formerly used for a cold storage plant and warehouse was considered. The Right of Way Engineer explained that Cloyed Beam and Stan Daniels who had entered into a lease for use of the property on October 28, 1957, had agreed to terminate the lease and sell the buildings for the sum of $500. The property is to be used by the Highway Maintenance Department in connection with the operation of the Astoria ferry. The Commission approved the purchase.

The Right of Way Engineer reported that highway construction had interfered with the domestic water well on the Richard D. House property, File 26924, on the Oregon Coast Highway north of Brookings. The well has been deepened and at least a temporary cure made. The Commission granted authority to pay the sum of $86 for the cost of the well deepening operation.

Authority was requested by the Right of Way Engineer to sell to the adjacent property owner, Harley Meadors, 0.33 acre of the former Bostand property, File 20350, on the Willamette River-Gervais Road Section of the Pacific Highway in Marion County for the sum of $50. The Commission approved the sale.

Also presented for the Commission's consideration was a request by Safeway Stores for one additional access and rearrangement of two existing access points on Portland Road just north of Salem along the business route of the Pacific Highway. The Right of Way Engineer pointed out that no other businesses in this area have been restricted as to access and he recommended that the request be granted. The Commission approved the request.

Sale of 0.11 acre of the former Shockey property, File 25679, on the Sandy-Forest Boundary Section of the Mt. Hood Highway was brought up by the Right of Way Engineer. He pointed out that the property is no longer needed for highway purposes and the adjoining property owner, Mr. Ernest B. Wygant has offered to pay the sum of $35 which, in his opinion, is fair value for the land. The Commission authorized this sale.

The Chief Counsel requested authority to acquire, by condemnation if necessary, the following properties that are needed as right of way in connection with various highway improvements or for other purposes and to tender offers for the same in conformity with instructions given him by the Commission in a resolution adopted December 20, 1951:

Albany-Judkins Point Section of the Pacific Highway

R-25316 - Charles A. Bonnett, Jr. and Rachel M. Bonnett
Lane County
Parcel No. 1: 11.78 acres for right of way
Parcel No. 2: 4.2 acres for right of way
Amended resolution to increase area of taking

R-25354 - Graham E. McConnell
Right of Way (Lane County)
0.14 acre

R-25356 - Kenneth H. Wylie
Lane County
Parcel No. 1: 9.89 acres for right of way
Parcel No. 2: 12.4 acres for right of way
Parcel No. 3: 4.6 acres for right of way

R-25357 - R. A. Elliott and Georgia Opal Elliott
Right of Way (Lane County)
2.91 acres

R-25359 - F. L. Bailey and Dorotha E. Bailey
Right of Way (Lane County)
1.75 acres

R-25360 - Wilferd H. Cook and Christena M. Cook
Right of Way (Lane County)
2.62 acres

R-25361 - Mary Lucile Brechtel and Charles F. Brechtel
Lane County
Parcel No. 1: 1.41 acres (net) for right of way
Parcel No. 2: 1.56 acres (net) for right of way

R-25362 - Gordon Kenneth Wylie and Janice Charlotte Wylie
Lane County
Parcel No. 1: 6.0 acres (net) for right of way
Parcel No. 2: 1.40 acres (net) for right of way

R-25364 - J. R. McKy
Right of Way (Lane County)
5.35 acres

Albany-Judkins Point Section (Cont)

R- 25365 - City of Eugene
Right of Way (Lane County)
6.05 acres

Albany-Judkins Point Section of the Pacific Highway and the Ferry Street Bridge-Mill Street Section of the Eugene-Springfield Highway

R-25355 - R. S. Shelley and Rose B. Shelley
Lane County
Parcel No. 1: 22.7 acres for right of way
Parcel No. 2: 0.69 acre for right of way

Grants Pass-Rock Point Section of the Pacific Highway

R-27115 - Bernard J. Boyle, Jr.
Right of Way (Josephine County)
1.61 acres

R-27126 - H. R. Frazier and Dorothy E. Frazier
Right of Way (Josephine County)
1.16 acres (net)

R-27139 - W. W. Balderree
Right of Way (Josephine County)
0.07 acre

R-27153 - Finnbogi F. Hannesson and Madeline I. Hannesson
Right of Way (Josephine County)
5.65 acres

R-27154 - John C. Bowles
Right of Way (Josephine County)
1.1 acres

R-27187 - Alice A. Wallace
Right of Way (Josephine County)
0.04 acre

R-27188 - Lewis Lawless and Barbara M. Lawless
Josephine County
Parcel No. 1: 0.45 acre for right of way
Parcel No. 2: 0.01 acre for excess taking

R-27190 - Alicia G. Duckett
Right of Way (Josephine County)
0.21 acre

R-27191 - James H. Beck and Eva Irene Beck
Josephine County
Parcel No. 1: 0.03 acre for right of way
Parcel No. 2: 0.03 acre for permit of entry

R-27195 - Ernest W. Mills and Vivy D. Mills
Josephine County
Parcel No. 1: 1.30 acres for right of way
Parcel No. 2: 2.02 acres for right of way
Parcel No. 3: 3.10 acres for right of way

Grants Pass-Rock Point Section (Cont.)

R-27196 - Ezra Weiss and Ruth Weiss
Right of Way (Josephine County)
0.38 acre

R-27211 - Morton Milling Company
Right of Way (Josephine County)
11.43 acres

R-27214 - Hence O. Tillery and Alice E. Tillery
Right of Way (Josephine County)
16.42 acres

R-27215 - Homer S. Jennings and Jeanette E. Jennings
Right of Way (Josephine County)
6.05 acres

R-27724 - H. F. Bowles
Right of Way (Josephine County)
12.6 acres

R-28095 - Warren Ralston and Helen N. Ralston
Right of Way (Josephine County)
2,000 square feet

R-28101 - Garth L. Patterson and Alice Patterson
Right of Way (Josephine County)
0.5 acre

R-28827 - William H. Durbin and Marie N. Durbin
Josephine County
Parcel No. 1: 1.6 acre for right of way
Parcel No. 2: 0.08 acre for excess taking

R-27255 - Henry G. Corbin and Florence A. Corbin
Jackson County
Parcel No. 1: 16.1 acres for right of way
Parcel No. 2: 0.4 acre for right of way
Amended resolution to reduce the area of taking

Meda Section of the Little Nestucca Secondary Highway

R-28922 - Mary Z. E. Conder
Tillamook County
Parcel No. 1: 1.25 acres for right of way
Parcel No. 2: 0.19 acre for right of way

R-28923 - Anton Hurliman and Margaret Hurliman
Right of Way (Tillamook County)
2.47 acres

Meda Section (Cont.)

R-28924 - Walter C. Bodyfelt and Kathryn E. Bodyfelt
Right of Way (Tillamook County)
2.82 acres

R-28925 - Barbara Lee Reddekopp
Right of Way (Tillamook County)
0.12 acre

R-29018 - Catherine Hurliman
Right of Way (Tillamook County)
1.45 acres

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway

R-28349 - W. H. Johnson and Iola Johnson
Right of Way (Grant County)
0.37 acre (net)

R-28352 and R-28356 - Ned Smith and Katherine Smith
Grant County
Parcel No. 1: 0.8 acre for right of way
Parcel No. 2: 0.7 acre (net) for right of way

R-28354 - Frank Short and Aloise Short
Right of Way (Grant County)
0.82 acre (net)

R-28357 - Ralph W. Hibbard and Rita Hibbard
Right of Way (Grant County)
1.3 acres (net)

R-28359 - Wilbrod George St. Marie and Bessie St. Marie
Right of Way (Grant County)
3.30 acres (net)

R-28361 and R-28362 - John G. Koerner
Grant County
Parcel No. 1: 0.96 acre (net) for right of way
Parcel No. 2: 2.6 acres (net) for right of way

R-28484 - Jesse C. Wright and Dorothy Wright
Right of Way (Grant County)
0.14 acre

R-28489 - Ward W. Howard and Maurine E. Howard
Right of Way (Grant County)
0.04 acre

R-28491 - Elmer A. Johnson and Jo Ann Johnson
Right of Way (Grant County)
2.3 acres

30882

Canyon City-Seneca Section (Cont.)

R-28492 - Paul N. Reynolds and Margaret J. Reynolds
Right of Way (Grant County)
0.55 acre

East Bank Freeway Section of the Pacific Highway

R-28264 - Guy Neal and Mabel Busby Neal
Right of Way (Multnomah County)
5,000 square feet

R-28291 - Alfredo S. Torrecampo and Ada Mae Torrecampo
Right of Way (Multnomah County)
4,000 square feet

R-28329 - Daniel Patterson and Ceola Agee Patterson
Right of Way (Multnomah County)
5,600 square feet

R-28396 - Joe Lisac and Katherine Lisac
Right of Way (Multnomah County)
2,310 square feet

R-28399 - Rosalee Bird
Right of Way (Multnomah County)
2,508 square feet

R-28404 - Andrew S. Green and Celeste L. Green
Right of Way (Multnomah County)
2,500 square feet

R-28261 - Walter Bridges and Mary L. Bridges
Right of Way (Multnomah County)
5,000 square feet

R-28263 - Clarence B. Rogers and Genie O. Rogers
Right of Way (Multnomah County)
4,286 square feet

R-28259 - Martin Henderson
Right of Way (Multnomah County)
10,000 square feet

R-28265 - Arch L. Arnett and Jennie P. Arnett
Right of Way (Multnomah County)
4,286 square feet

R-28316 - O. J. Lay and Obbie Lay
Right of Way (Multnomah County)
2,500 square feet

East Bank Freeway Section (Cont.)

R-28211 - Oregon Investment Co.
Right of Way (Multnomah County)
20,000 square feet

Cascade Locks-Viento Section of the Columbia River Highway

R-19973 - Walter W. Kendrick and Elnora A. Kendrick
Hood River County
Parcel No. 1: 0.6 acre for right of way
Parcel No. 2: 2.35 acres for right of way
Parcel No. 3: 3.55 acres for right of way
Parcel No. 4: 1.25 acres for right of way

R-24568 - Ufa M. Johnson
Right of Way (Hood River County)
2.97 acres
Amended resolution to increase area of taking

R-28705 - O. L. Vaughan and Del Poulson
Right of Way (Hood River County)
1.81 acres

R-28706 - ~~William C. McGlone and Estella McGlone~~ Del Poulson and Ida Poulson
Right of Way (Hood River County)
0.12 acre

(3.Q) motion under caption name of McGlone is in error

R-28707 - Ralph A. Trout and Lourina M. Trout
Right of Way (Hood River County)
0.04 acre

R-28709 - Allen Conlon
Hood River County
Parcel No. 1: 3.25 acres for right of way
Parcel No. 2: 1.23 acres for right of way

R-28711 - Charles Richard Woodward
Right of Way (Hood River County)
1.0 acre

R-23713 - Felix Meinikhein
Hood River County
Parcel No. 1: 4.8 acres for right of way
Parcel No. 2: 3.27 acres for right of way

R-28858 - Roy F. Carter and Edith L. Carter
Right of Way (Hood River County)
0.01 acre

R-28949 - Oregon Conference of the Free Methodist Church of America
Right of Way (Hood River County)
0.27 acre

Cascade Locks-Viento Section (Cont.)

R-28963 - Joe G. Stanton and Alta M. Stanton
Right of Way (Hood River County)
1.45 acres

R-28964 - Joseph Turner and Eva E. Turner
Hood River County
Parcel No. 1: 0.85 acre for right of way
Parcel No. 2: 5.3 acres for right of way

Goble-St. Helens Section of the Columbia River Highway

R-10835 - Vernon A. Howard and Rose F. Howard
Right of Way (Columbia County)
0.28 acre
Amended resolution to increase area of taking

R-26396 - Trojan Powder Co.
Right of Way (Columbia County)
1.8 acres (net)

R-26399 - C. H. Wyeth
Right of Way (Columbia County)
0.13 acre (net)

R-28205 - Floyd Dalton and Doris E. Dalton
Right of Way (Columbia County)
2,400 square feet

R-29016 - Floyd Anderson and Bessie Lenore Anderson
Right of Way (Columbia County)
0.11 acre

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23313 - Hampton C. Platt and Pollyanna Platt
Right of Way (Josephine County)
2,120 square feet
Amended resolution to eliminate access provisions

Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways

L-3193 (R-27848) - Chapman Lumber Company
Right of Way (Josephine County)
0.59 acre
Amended resolution to reduce area of the taking and change access provisions

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

L-3169 (R-25530) - Alma F. Bedingfield and J. B. Bedingfield
Curry County
Parcel No. 1: 3.95 acresfor right of way
Parcel No. 2: 5.90 acres for excess taking
Amended resolution to change access provisions

Sandy-Forest Boundary Section of the Mt. Hood Highway

L-2874 (R-25416) Bill N. Lenz and Mildred Mae Lenz
Right of Way (Multnomah County)
2.26 acres
Amended resolution to change location of access

Willamette River-42nd Avenue Section of the T. H. Banfield Expressway

R-28867 - Sam Rapheal and Marjorie M. Rapheal
Temporary Easement for a Detour Road
(Multnomah County)
335 square feet

Wilderville-Grants Pass Section of the Redwood Highway

R-28632 - G. H. Wachholz and Ida O. Wachholz
Josephine County
Parcel No. 1: 1.14 acres for right of way
Parcel No. 2: 0.23 acre for temporary easement for ditch

R-28642 - C. W. Babb
Josephine County
Parcel No. 1: 0.45 acre for right of way
Parcel No. 2: 0.03 acre for temporary easement for ditch

Rowena-Chenoweth Creek Section of the Columbia River Highway

R-28216 - Ida Bell McKenzie
Wasco County
Parcel No. 1: 0.32 acre for right of way
Parcel No. 2: 0.40 acre for excess taking

Moro-Kent Section of the Sherman Highway

R-28792 - United States National Bank of Portland, Trustee
Sherman County
Parcel No. 1: 0.09 acre for right of way
Parcel No. 2: 0.37 acre for right of way

Butte Creek-Service Creek Section of the John Day Highway

R-26852 - Wheeler Timber Company, et al.
Right of Way (Wheeler County)
6.1 acres (net)

December 11, 1958

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Albany-Judkins Point Section of the Pacific Highway

L-2994 (R-25490) Royce C. Holloway and Lurlene E. Holloway
Linn County
Parcel No. 1: 24.79 acres for right of way
Parcel No. 2: 13.22 acres for a material source
Amended resolution to change access provisions

Baker-Pleasant Valley Section of the Old Oregon Trail Highway

R-28047 - S. E. Phelps and Gladys Phelps
Baker County
Parcel No. 1: 53.2 acres for right of way
Parcel No. 2: 7.72 acres for roadbuilding materials
Parcel No. 3: 8.6 acres for roadbuilding materials
Parcel No. 4: 3.7 acres for roadbuilding materials
Parcel No. 5: 1.63 acres for permit of entry
Parcel No. 6: 1.22 acres for permit of entry
Amended resolution to reduce area of Parcel No. 1.

R-28052 - Lester F. Briske and Barbara Briske
Baker County
Parcel No. 1: 13.51 acres (net) for right of way
Parcel No. 2: 27.0 acres (net) for right of way
Parcel No. 3: 0.53 acre for right of way
Parcel No. 4: 0.38 acre for permit of entry
Parcel No. 5: 0.05 acre for easement for a channel change
Amended resolution to increase area of Parcel No. 3 and to eliminate Parcel No. 4 and Parcel No. 5 previously authorized

R-28055 - John Troy, et al.
Baker County
Parcel No. 1: 23.27 acres (net) for right of way
Parcel No. 2: 0.95 acre (net) for right of way
Parcel No. 3: 0.15 acre (net) for excess taking
Parcel No. 4: 0.32 acre for easement for irrigation ditch
Parcel No. 5: 0.51 acre for easement for channel change
Parcel No. 6: 0.17 acre for permit of entry
Amended resolution to reduce area of Parcel No. 2 and Parcel No. 3.

R-28059 - C. A. Brown
Baker County
Parcel No. 1: 15.80 acres for right of way
Parcel No. 2: 0.35 acre for right of way
Amended resolution to increase area of taking of Parcel No. 1 and Parcel No. 2.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

L-3147 (R-23142) - Julian Eccles and Peggy Parker Eccles
Klamath County
Parcel No. 1: 0.07 acre for right of way
Parcel No. 2: 0.08 acre for slope easement
Amended resolution to redesignate use of the property being acquired.

Right of way maps and other data were submitted to the Commission. The Engineer stated that acquisition of the properties listed is required in order to carry out plans for highway improvements and other purposes heretofore authorized by the Commission. The Commission deferred action pending further study.

The Commission also considered a report presented by the Chief Counsel concerning cases which have been tried in court since the last Commission meeting. Action was deferred until later in the day.

Also presented by the Chief Counsel was his report of condemnation cases settled since the last Commission meeting. Action on this report was also deferred.

In compliance with a resolution adopted by the Commission on December 20, 1951 the Chief Counsel presented offers for acquisition of real property which have been tendered, or will be tendered, to the property owners prior to the institution of condemnation proceedings as follows:

Grants Pass-Rock Point Section of the Pacific Highway

R-27120 - Walter S. Yordon, et ux. 2.08 acres for right of way purposes. Offer of $4,700.00 approved by Mr. McIver November 24, 1958.

R-27125 - Charles N. Farber, et al. 0.84 acre for right of way purposes. Offer of $1,425.00 approved by Mr. McIver November 24, 1958.

R-27130 - Donald B. Kempf, et al. 1.90 acres for right of way purposes. Offer of $1,050.00 approved by Mr. McIver October 31, 1958.

R-27147 - George S. Kincaid, et ux. 1.0 acre for right of way purposes. Offer of $1,200.00 approved by Mr. McIver November 24, 1958.

R-27226 & R-27233 - Irma Mae Starzinger. Parcel No. 1: 1.26 acres for right of way purposes; Parcel No. 2: 1.76 acres for right of way purposes; and Parcel No. 3: 3.68 acres for right of way purposes. Offer of $4,000.00 approved by Mr. McIver December 9, 1958.

Grants Pass-Rock Point Section of the Pacific Highway (Cont)

R-27227 - William C. Rice, et ux. 0.58 acre for right of way purposes. Offer of $425.00 approved by Mr. McIver November 24, 1958.

R-27248 - Charles C. Richmond, et ux. 11.7 acres for right of way purposes. Offer of $12,000.00 approved by Mr. McIver November 26, 1958.

R-27252 - Joe Allison, et ux. 1.4 acres for right of way purposes. Offer of $1,250.00 approved by Mr. McIver November 21, 1958.

R-27259 - Richard H. Long, et ux. 3.8 acres for right of way purposes. Offer of $25,000.00 approved by Mr McIver November 10, 1958.

R-27439 - Henry Karl Ladewig, et al. 1.8 acres for right of way purposes Offer of $1,100.00 approved by Mr. McIver November 24, 1958

R-28823 - Phil B. Buck, et ux. 0.54 acre for right of way purposes. Offer of $8,500.00 approved by Mr. McIver November 21, 1958.

Klamath Falls, West Side By-Pass Section of The Dalles-California Highway

R-23112 - Ray Bruce, et al. 200 square feet for right of way purposes. Offer of $500 00 approved by Mr. Fridley December 9, 1958.

R-28939 - William E. Henderson, et al. 750 square feet for right of way purposes. Offer of $1,500.00 approved by Mr. Fridley November 20, 1958.

R-28940 - Don F. Nolan, et al. 1,000 square feet for right of way purposes. Offer of $880.00 approved by Mr. Fridley November 26, 1958.

R-28941 - John D. Adams, et al. 1,000 square feet for right of way purposes. Offer of $1,425.00 approved by Mr. Fridley November 26, 1958.

R-28942 - LeRoy Brown, et al. 1,060 square feet for right of way purposes. Offer of $2,000.00 approved by Mr. Fridley December 2, 1958.

Wilderville-Grants Pass Section of the Redwood Highway

R-28516 - S. H. & W. Lumber Co. 0.32 acre for right of way purposes. Offer of $1,340.00 approved by Mr. McIver December 9, 1958.

Wilderville-Grants Pass Section of the Redwood Highway (Cont)

R-28634 - Louis F. Fickbohm, et al. Parcel No. 1: 0.26 acre for right of way purposes; and Parcel No. 2: 0.05 acre for easement for ditch. Offer of $285.00 approved by Mr. McIver December 9, 1958.

R-28832 - Charles K. Arrants, et al. 0.14 acre for scale site. Offer of $674.00 approved by Mr. McIver November 6, 1958.

Baker-Pleasant Valley Section of the Old Oregon Trail Highway

R-28046 - L. X. Carroll, et al. 0.8 acre for right of way purposes. Offer of $25.00 approved by Mr. Fridley November 21, 1958.

R-28047 - S. E. Phelps, et al. Parcel No. 1: 58 acres for right of way purposes; Parcel No. 2: 7.72 acres for material source; Parcel No. 3: 8.6 acres for material source; Parcel No. 4: 3.7 acres for material source; Parcel No. 5: 1.63 acres for permit of entry; and Parcel No. 6: 1.22 acres for permit of entry. Offer of $1,750.00 approved by Mr. Fridley November 20, 1958.

Hamilton Street-Slavin Road Section of the Pacific Highway West

R-27928 - Dorothy J. Bauer, et al. 0.07 acre for right of way purposes. Offer of $2,550.00 approved by Mr. McIver October 31, 1958.

R-27929 - Malcolm S. Rasmussen, et al. Parcel No. 1: 0.07 acre for right of way purposes; and Parcel No. 2: 260 square feet for right of way purposes. Offer of $5,130.00 approved by Mr. McIver November 7, 1958.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-26716 - Ruth Elva Anders, et al. Parcel No. 1: 0.92 acre for right of way purposes; and Parcel No. 2: 1.82 acres for excess taking. Offer of $7,885.00 approved by Mr. Fridley October 29, 1958.

R-28579 - Oliver C. Calhoun, et al. 1.8 acres for right of way purposes. Offer of $100.00 approved by Mr. Fridley November 17, 1958.

Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway

R-28581, R-28069, R-28068 & R-28067 - Kildew, Inc., et al. Parcel No. 1: 6,750 square feet for right of way purposes; Parcel No. 2: 15,100 square feet for right of way purposes; Parcel No. 3: 4,160 square feet for right of way purposes; and Parcel No. 4:

Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway (Cont)

R-28581, R-28069, R-28068 & R-28067 - Kildew, Inc., et al. (Cont)
3210 square feet for right of way purposes. Offer of $43,350.00 approved by Mr. McIver October 31, 1958.

Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway

R-23313 - Hampton C. Platt, et al. 2,120 square feet for right of way purposes. Offer of $100.00 approved by Mr. McIver October 29, 1958.

The Dalles-Eight Mile Creek Section of The Dalles-California Highway

R-20408 - John L. McClaskey, et ux. Parcel No. 1: 15.5 acres for right of way; and Parcel No. 2: 0.20 acre for permit of entry. Offer of $30,000.00 approved by Mr. Fridley October 31, 1958.

Rowena-Chenoweth Creek Section of the Columbia River Highway

R-28217 - John Fields, et al. 0.88 acre for right of way purposes Offer of $17,000.00 approved by Mr. Fridley November 24, 1958.

Hayesville Junction-Wilsonville Junction Section of the Pacific Highway

R-28839 - Phillip E. Yergen, et ux. 3 48 acres for Wayside Area. Offer of $1,500.00 approved by Mr. McIver December 5, 1958.

The Commission approved the offers as presented.

The Commission considered and accepted a report submitted by the Chief Counsel concerning orders which have been issued by the Public Utilities Commissioner regarding railroad crossing matters in which the State Highway Commission has been made a party, summarized as follows:

PUX 290: Application of the State Highway Commission for a second Dodson Over-crossing of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, in Multnomah County, Oregon. The new structure is to be used for east bound traffic and the existing structure for west bound traffic on the Columbia River Highway. The order was issued in accordance with the petition.

PUX 291: Application of Douglas County for authority to reconstruct an existing grade crossing of the tracks of Southern Pacific Company on what is known as the Garden Valley Road, north of Roseburg, and for the installation of improved protective signals. Order No. 36389 issued November 28, 1958. The project is on a County road. Douglas County will reimburse Southern Pacific Company to the extent of 90 percent of the cost of the acquisition and installation of the new signals. After installation, Southern Pacific Company will maintain its rails, ties and other facilities, including the signals, and Douglas County will maintain the highway roadbed, pavement and other highway facilities.

PUX 294: Hilgard Detour Overcrossing on the Old Oregon Trail in Union County. Upon completion of highway construction the existing structure and the temporary structure will be removed entirely, eliminating a crossing at either point. The work is to be financed from State and Federal funds and the railroads will be reimbursed under Federal regulations.

PUX 298: Cedar Street Grade Crossing (Park Road) at Roseburg across the tracks and right of way of Southern Pacific Company. The Highway Commission has no jurisdiction in this matter and no objection was made to the issuance of a proper order.

The matter of foreign corporations being required to register with the Corporation Commissioner as a prerequisite to prequalification was brought up by the Chief Counsel. He pointed out that during the past eleven or more years bidding plans have been issued to foreign corporations under an interpretation of the Corporation law which permitted a foreign corporation to submit bids before registering, but required that the corporation be fully registered before any work could be undertaken. The Commission recently awarded a contract to Marvel Construction Company, a Washington Corporation, which contract was on the "Crash" program. The contractor, through a succession of errors and oversights, was delayed in registering until very near the deadline of December 1 for "Crash" projects. It was his opinion that the Commission has authority to require foreign corporations to be registered with the Corporation Commissioner prior to prequalification and he so recommended. The Commission approved the recommendation and instructed the Secretary to prequalify out-of-state corporations and issue bidding proposals in accordance with the revised policy.

In his report of cases pending the Chief Counsel stated that the first Vanport flood case in the Portland area has been set for trial February 24, 1959. Adequate preparations have been made. The Commission accepted the report.

December 11, 1958

The Chief Counsel also submitted an oral report on the commencement of legal action against the State Highway Commission or its officers or employees. W. D. Burchard vs. Astoria Navigation Company, Ole J. Lilleoren and John Doe Chidsey for personal injury damages in the amount of $25,000, resulting from an automobile accident on the Megler side of the Astoria ferry run. The individuals named and the ferry operators are covered by insurance and the case has been turned over to the insurance carrier for defense. Wanda Burchard, he continued, was also involved in this same accident and is claiming damages in the amount of $50,000. Mr. Thomas F. Thorburn is seeking damages in the amount of $1,500 for harm caused to his property on the John Day Highway in Grant County after a cloudburst. Mr. Thorburn, he stated, alleges that the damage was caused because of improper construction of a highway drainage channel on his property. The Commission accepted his report.

The Commission gave attention to a request made by officials of Oregon City that the Highway Commission consent to annexation within the city limits of Oregon City of the Pacific Highway East from the northerly present limits of Oregon City northerly to the Clackamas River. The Chief Counsel stated that the highway will suffer no harm by the action and upon his favorable recommendation the Commission gave its approval.

The Chief Counsel presented for the Commission's consideration the proposed termination of a permit issued to Paul and Verla Martin for their use of portions of the Columbia River Highway right of way pursuant to the terms stipulated in a former condemnation case. The Chief Counsel explained that by resolutions dated March 2, 1956, and September 11, 1958, the Martins' use of the right of way had been terminated on all sections except between Highway Engineer's Stations 577+00 and 651+60 on the north side of the Columbia River Highway and between Stations 561+60 and 651+60 on the south side of the same highway. Termination of these two sections effective March 15, 1959, he stated, will remove all of the Martins' rights to the use of highway property as contained in the stipulation of November 20, 1950. The Commission approved the termination and thereupon adopted the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Reimbursement of the Troutdale Lions Club for a sign removed by Highway Department employees during construction of the Sundial Section of the Columbia River Highway was discussed. The Chief Counsel explained that when the property was condemned the owner of the sign could not be determined. Condemnation action was taken subject to the interest that the owner of the sign might have Later it was determined that the Lions Club at Troutdale owned the sign and they originally demanded the sum of $2,500. The sign which pointed out the beauties of the Old Columbia River

Highway was set aside and they have now agreed to accept the sum of $250 for their interest and take the sign. The Commission approved the settlement.

The Commission gave attention to a request from the City of Nyssa for removal of use restriction on a parcel of land previously conveyed to the City by the Commission. The Chief Counsel stated that it appears that the city wishes to sell about one half of the 2.95 acres of land conveyed to them and use the remainder for public purposes. It was his recommendation that the request be denied as being in violation of the terms under which the property was transferred to the City. The Commission accepted his recommendation.

The Engineer reported award of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been fulfilled and he asked the Commission to confirm award of the following contracts:

(1) Grading and bridge construction on the Dry Creek Bridge Section of Long Hollow Road near Dufur, Wasco County. Bids received October 21, 1958. Contract awarded October 27, 1958 to Erick Enquist, Troutdale, low bidder.

(2) Grading and paving access road at Fort Hill Truck Scale Site on Salmon River Highway, Polk County. Bids received October 21, 1958. Contract awarded October 27, 1958 to Warren Northwest, Inc., Portland, low bidder.

(3) Bridge construction on Rock Creek Bridge Section of County Road FAS No. 150 east of Logsden and bridge construction on Mill Creek Bridge Section of County Road FAS No. 584, southeasterly of Toledo, Lincoln County. Bids received October 21, 1958. Contract awarded November 3, 1958 to Workman and Wilson, Canby, low bidder.

(4) Construction of Fairview Bridge over North Fork Coquille River on Myrtle Point-Fairview Highway, Coos County. Bids received October 21, 1958. Contract awarded November 12, 1958 to Sig Andersson, North Bend, low bidder.

(5) Grading, paving and construction of two concrete structures on Redwood Highway Junction Section of Pacific and Redwood Highways at Grants Pass, Josephine County. Bids received September 30, 1958. Contract awarded November 13, 1958 to R & M Construction Co., and W. M. Ausland, Grants Pass, low bidder.

(6) Construction of Hillsdale-Barbur Boulevard-Hamilton Street Structures and grading and paving on Beaverton-Hillsdale and Pacific West Highways, Multnomah County. Bids re-

ceived September 30, 1958. Contract awarded November 14, 1958 to Hannan Bros. Company, Portland, low bidder.

(7) Grading and paving on East Unit, Garden Valley Road Section of Garden Valley County Road, Douglas County. Bids received October 21, 1958. Contract awarded November 17, 1958 to Inter-City Sand & Gravel Co., Inc., Eugene, low bidder.

(8) Construction of a concrete deck girder and concrete beam structure over California Avenue in Klamath Falls, Klamath County. Bids received November 12, 1958. Contract awarded November 18, 1958 to Tom Lillebo Construction Company, Reedsport, low bidder.

(9) Grading The Dalles-Eightmile Creek Section of The Dalles-California Highway, Wasco County. Bids received October 21, 1958. Contract awarded November 24, 1958 to Roy L. Houck & Sons and Roy L. Houck Sons Corporation, Salem, low bidder.

(10) Construction of Eagle Creek Bridge, Baker County. Bids received November 12, 1958. Contract awarded November 24, 1958 to Bechtel Brothers, LaGrande, low bidder.

(11) Grading the Grass Valley-Rutledge Section of Grass Valley-Rutledge County Road, Sherman County. Bids received October 21, 1958. Contract awarded November 25, 1958 to R. C. Marvel Construction Co., Inc., Goldendale, Washington, low bidder.

(12) Construction of Lost River Bridge on Langell County Road, Klamath County. Bids received October 21, 1958. Contract awarded November 25, 1958 to Tom Lillebo Construction Company, Reedsport, low bidder.

The Commission confirmed the contract awards.

Because of construction activities and to protect the traveling public, the Engineer reported that construction speed zones had been established as follows:

(1) 35 miles per hour on the Sunset Highway in vicinity of the vicinity of the North Plains Road Interchange construction project, particularly between M. P. 56.49 and M. P. 57.83, effective 10:00 a.m. on October 27, 1958.

(2) 35 miles per hour on the Columbia River Highway from the west end of Rowena-Chenoweth Creek project at

M. P. 74.77 to the east end of the project at M. P. 78.50, effective 11:00 a. m. December 2, 1958.

The Commission confirmed the reduced speed zones.

The Commission considered a written report previously submitted by the Engineer pertaining to a study of the Smith Point crossing of Youngs Bay and the Lewis and Clark routings of US 101 between Astoria and Seaside. The Engineer explained briefly the facts pertaining to each route which facts indicate that the Lewis and Clark Route is the better route. He pointed out that no route can be adopted until the people in the area have been afforded an opportunity to be heard. The Commission deferred action. (During the afternoon of the same day the Commission granted the Engineer authority to hold a public hearing concerning these routes as prescribed by law.)

The Engineer reported on a request by the City of Springfield that Second and Third Streets between "Q" Street and "E" Street be designated as a couplet and added to the Federal-aid Secondary Highway System to provide a connection to the new freeway from the northwest city limits. He stated that several conferences have been held with City officials who submitted the following proposal:

(1) That the proposed Tenth Street connection to "Q" Street be eliminated.

(2) That a separation only (no interchange) be provided in lieu of the braided intersection at Fifth Street.

(3) That an interchange be constructed at the junction of the couplet and "Q" Street.

(4) That the couplet from "Q" Street to "E" Street be made a part of the state highway secondary system and placed on the federal-aid secondary system after construction.

(5) That the cost of the project ($185,000) be financed as a federal-aid secondary project, with the City of Springfield to supply all match funds normally supplied by the State.

(6) That the Highway Commission assume maintenance after completion of the project.

The Engineer recommended that an agreement be prepared along these lines with further stipulations that the entire matter be contingent on the City's urban renewal project becoming a reality, that no construction work be undertaken prior to the calendar year 1961, and that the City submit its share of the cost before work is started. The Commission approved the project as outlined by the Engineer.

December 11, 1958

The Engineer reported on the request of W. R. Grasle Company for additional compensation or cancellation of its illumination contract No. 5311 at the Highlands Interchange on US 26 because of delay in construction. He stated that during the period of advertising but before the opening of bids a strike of construction workers was underway which delayed the grading work on the contract. He also mentioned that the contractor certainly had knowledge that the strike was in progress and is experienced enough to know that the cessation of work for a six week period would delay the grading of the section. It was his opinion that the State has not violated the terms of the contract. Upon the recommendation of the Engineer the Commission denied the request for additional compensation or cancellation of the contract without bond forfeiture.

Consideration was given to a request of Joe B. Richards, Attorney for Olson-Johnson Equipment Company at Eugene, for commercial access to the Pauline Walton property located on the Pacific Highway at the corner of Broadway and Mill Streets in Eugene. The Engineer stated that the right of way was purchased originally from Pauline Walton in July, 1949, and at that time it was the policy to restrict access quite rigidly to current use even in cities. He stated further that he had studied this matter carefully and believed that no hazard would result to the traveling public if the existing access to Miss Walton's property is changed from private to commercial access. He recommended that a commercial access be allowed subject to the property owner assuming the cost of constructing the necessary facilities. The Commission approved the Engineer's recommendation.

The Commission considered a proposition submitted by Harry Fowler, Crook County Judge, concerning a change in the location of the highway southerly from Prineville due to the proposed construction of a dam on the Crooked River which will flood out a portion of the existing Crooked River Highway. The Engineer explained briefly that apparently what Judge Fowler wants is a transfer of approximately $450,000 allocated for relocation of the Crooked River Highway south of the dam to construction of a route and a crossing of the reservoir approximately five miles to the east of the construction which is now under agreement. He also commented that there is very little traffic on this road, the average daily count being about thirty vehicles. No action was taken at this time pending appearance of a delegation on the following day.

Attention was given to items of unfinished business appearing on the Secretary's Summary, dated October 24, 1958, as follows:

1. Request by the City of Springfield that Second and Third Streets in Springfield be designated as a couplet and added to the Federal-aid Secondary Highway System: The Engineer submitted a report on this matter earlier in the day, and the Commission ordered the item deleted from the list of unfinished business.

2. Request of Olson-Johnson Equipment Company for commercial access at the northeast corner of the intersection of US99 and East Broadway Avenue in Eugene: As the Engineer had submitted a report earlier in the day, the Commission also ordered this item deleted from the list of unfinished business.

3. Request of Columbia Gorge Commission to continue an appropriation in the amount of $50,000 for an additional two years: This matter was covered in a report submitted by the Parks Superintendent earlier in the day and the item was ordered deleted from the list of unfinished business.

4. Request of W. R. Grasle Company for additional compensation or cancellation of Contract No. 5311 because of delays in construction: The Engineer submitted a report on this matter earlier in the day and the item was ordered deleted from the list of unfinished business.

5. Bulletin No. 22, as published by the Department of Finance and Administration, regarding effect on hiring of appraisers and other special services: The Chief Counsel reported that a revised bulletin has been issued which may take care of the problem. The item was removed from the list of unfinished business, to be considered as new business if the matter again becomes pertinent.

6. Possible hazard to the general public because of rotted bowsprit on the Peter Iredale wreck in Fort Stevens State Park: A report on this matter was presented earlier in the day by the Parks Superintendent and the Chief Counsel, and the Commission ordered the item deleted from the list of unfinished business.

Authority was requested by the Engineer to increase the project authorization on Contract No. 5274 for grading and paving H Street-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County. An increase in the amount of $23,400 is necessary, he stated, because of an error in the calculation of quantities for surfacing and paving. The Commission approved the increase.

A number of highway relocation surveys previously authorized by the Commission were presented by the Engineer for approval. Each of the proposed relocations, he stated, has been given careful engineering consideration to provide the best highway facility commensurate with the cost, and he recommended that the surveys be adopted. The Commission approved the following surveys by adopting the attached resolutions relative thereto marked Exhibits "J-1" through "J-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. Goble Section of the Columbia River Highway in Columbia County. Drawing No. 1R-3-1164. (See EXHIBIT "J-2".)

2. Cascade Locks By-pass Section of the Columbia River Highway in Hood River County. Drawing No. 1R-5-1082. (See EXHIBIT "J-1".)

3. Meda Loop Section of the Little Nestucca Highway in Tillamook County. Drawing No. 1R-5-1216. (See EXHIBIT "J-3".)

4. Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. Drawing No. 1R-5-1214. (See EXHIBIT "J-3".)

5. Lyle Gap-Madras Unit of the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County. Drawing No. 1R-5-1052. (See EXHIBIT "J-2".)

6. East Unit, Weston-Weston Mountain Section of the Weston Elgin Highway in Umatilla County. Drawing No. 1R-5-1224. (See EXHIBIT "J-3".)

7. Blue Mountain Station-Milton-Freewater Unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County. Drawing No. 1R-5-1223. (See EXHIBIT "J-3".)

8. Salmon River Junction-East McMinnville Junction Section of the Three Mile Lane Highway in Yamhill County. Drawing No. 1R-5-1206. (See EXHIBIT "J-3".)

9. Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County. Drawing No. 1R-3-1225. (See EXHIBIT "J-1".)

10. Pleasant Valley-Oxman Section of the Old Oregon Trail Highway in Baker County. Drawing No. 1R-3-1227. (See EXHIBIT "J-1".)

Consideration was given to a proposed agreement with the U. S. Army Corps of Engineers in connection with the new alignment of US 30 around the John Day Dam. The Engineer stated that it is proposed that the Highway Department design certain structures including a bridge over the John Day River, the Quinton Interchange, Blalock Interchange, Arlington Viaduct, Heppner Junction Interchange, Highway 74 Overpass, and the Boardman Interchange. Cost of preparing the designs is to be paid by the Army Engineers and he recommended that the work be undertaken as outlined. The Commission accepted his recommendation. In connection with this section of relocated US 30 the Engineer commented that in discussing the matter with the Army Engineers he had pointed out to them that a policy has been established by the Commission that if the upper route is constructed, the state would expend on it only what the cost would be on the lower route.

Transfer of 0.33 acre of right of way to Marion County acquired in constructing an extension of Mission Street, just east of the City limits of Salem, was discussed. The Engineer explained that on March 1, 1957,

an agreement had been entered into with Marion County for this construction in order to form a better connection with the North Santiam Highway. He recommended that the right of way acquired in making this extension be deeded to Marion County inasmuch as the street extension is being operated as a part of the county road system. The Commission approved the transfer.

The Commission considered briefly a letter from the "Improvement for Highway 42 Committee" requesting allocation of funds for improvement of Highway 42. No action was taken at this time pending consideration of a construction program on the following day. (On the following day the Commission approved a construction program which included an item for grading and paving a section of the Coos Bay-Roseburg Highway (Oregon Route 42) between Myrtle Point and the Powers Highway Junction.)

Consideration was given to a petition from residents in and near Tigard requesting installation of a traffic signal at the intersection of the Pacific Highway West and Walnut Street in the community of Tigard. This matter, the Engineer stated, was carefully investigated and traffic conditions at the intersection do not meet any of the standard warrants for installation of traffic signals. However, it was found that vehicles parking along the northerly side of the Pacific Highway West constitute a sight distance restriction for vehicles entering the highway from Walnut Street from the north. The Commission approved his recommendation that parking be prohibited along the northerly side of the Pacific Highway West for a distance of 50 feet east and west of the east and west property lines of Walnut Street and thereupon adopted the attached resolution relative thereto marked Exhibit "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a request made by the City Engineer of the City of Salem for the installation of traffic signals at the intersections of State and 14th Streets, Center and Winter Streets, and Marion and Winter Streets, and the revision of traffic signal heads at a number of intersections. All of these installations and revisions, the Engineer stated, are on state highways. The cost of the new signals he estimated at $14,500 and the signal head revisions at $4,000, or a total of $18,500. He recommended that the installations and the revisions be made with the cost of installation to be shared equally by the city and the state, it being agreed that the city would provide all future maintenance and the power necessary to operate the signals. The Commission approved the recommendation and instructed that an agreement be prepared.

Attention was given by the Commission to proposed additions to the Federal Forest Highway System. The Engineer explained that suggestions for additions had been made by the US Forest Service, US Bureau of Public Roads, and the State Highway Department, and a meeting had been held in October at which a final tentative selection had been made. He pointed out that final determination as to which roads will be eligible for inclusion in the Forest Highway System will be

made by the Washington D. C. office, and at some later date requests will be considered for placing the roads on the Federal Forest Highway system. Following his favorable recommendation the Commission approved proposed additions totalling approximately 1400 miles as shown on a map presented by the Engineer entitled "Forest Highway Study, Group A and B Routes, October 1958". (For details see the map mentioned above on file in the Commission's general files in Salem.)

Consideration was given to a request made by the City of Baker for the designation of Campbell Street from Main to 10th Street as a part of the state highway system. Campbell Street, the Engineer stated, is a connecting street between US 30 and the Baker-Homestead Highway. The street was improved in 1953 by the city, but the pavement is inadequate for truck traffic which now uses the street. Similar conditions exist in many towns and cities, and it would not be practical to place all connecting streets on the state highway system. He therefore recommended that the request be denied. However, he also recommended that an asphaltic wearing surface, about $2\frac{1}{2}$ inches in depth be placed on the street as a state project at an estimated cost of $26,000 provided the project is approved by the city of Baker, it being understood that the city retain Campbell Street as a city street. The Commission accepted the recommendations.

A request from the city of Hillsboro was considered for the preparation of plans and specifications for the installation of traffic signals at three intersections on Main Street in the city of Hillsboro. The Engineer pointed out that the signals are on a city street not a part of the state highway system, and the city has offered to pay for the cost of preparing the plans, which he estimated at $150. The Commission approved his recommendation that the work be performed by state forces and that the state be reimbursed by the city for the cost of the plans.

The Commission gave attention to the proposed purchase of a radio transmitting station owned by the West Coast Telephone Company on Bennett Butte, east of Langlois in Curry County. The Engineer pointed out that the State Police and the Highway Radio Division have been attempting to improve radio coverage from Coos Bay to the California state line. The Bennett Butte site will greatly improve the radio coverage in this area. The telephone company has offered the site, building, tower, and other facilities for $7,500, which is approximately 50% of the cost of the improvements. Following his favorable recommendation, the Commission authorized purchase of the radio facility for the sum of $7,500.

The Commission considered and took action as indicated on the following requests for extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expenses incurred by the state in connection with the work during the period of these extensions was waived by the Commission except as noted.

1. Silver Falls Construction Company, Contract No. 5271, for

construction on the North Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County requested an increase of 20 work days within which to complete this contract. The request was denied.

2. R. A. Heintz Construction Company, Contract No. 5090, for grading on the West Unit, Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County requested 25 additional work days in which to complete this contract. Approved as requested.

3. M. C. Lininger and Sons, Contract No. 5212, for grading and paving the Third Street-Green Springs Junction Section of the Pacific Highway in Jackson County requested 20 additional work days within which to complete the contract. The Commission approved 10 additional work days.

4. Warren Northwest, Inc., Contract No. 5026, for grading and paving the Interstate Bridge - Oregon Slough Bridge Section of the Pacific Highway in Multnomah County requested extension of time from June 30 to November 30, 1958. An extension of time was approved to November 10, 1958, the actual date of completion.

FOOTNOTE: Action taken by the State Highway Commission upon extensions of time within which to complete the highway contrancts listed above was based upon the recommendation of the Engineer and his reports which considered, but did not necessarily adopt, either or any of the reasons given by the contractors in their requests for such extensions of time. For details regarding these extensions of time see copies of the contractors' requests and the Engineer's recommendations on file in the respective contracts in the Secretary's office.

The Engineer reported that Contract Numbers 4986, 4999, 5026, 5051, 5074, 5082, 5088, 5194, 5246, 5265, 5277, 5299, 5303, 5023, 5079, 5092, 5098, 5155, 5190, 5206, 5224, 5238, 5259, 5264, 5038, 5143, 5275, 5245, 5181, and 5285 for highway construction have been completed in accordance with the requirements of the contract or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "E" , which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Projects in the 1960-61 County Federal Aid Secondary Program totaling $927,000 were presented by the Engineer for Coos, Curry, Gilliam, Josephine, Linn, Malheur, Polk, Union and Wheeler Counties. These projects, the Engineer stated, have been selected by the counties, and he recommended that the following be approved:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Coos	252	Middle Creek Bridge, structure only.	$ 35, 000	1960
	806	Middle Fork Coquille River (Bridge) Bridge, structure only	75, 000	1960
		Subtotal, Coos County.	$ 110 000	

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Curry	259	East Unit, North Chetco River Section, 1.6 miles. G.S. & P.	$123,000	1960
Gilliam	714 721 722 725	1.5 miles) 1.5 miles) 2.3 miles) 1.9 miles) Gilliam Co. Rd. Oiling	$ 35,000	1960
Josephine	594	Galice-Windy Gap Section, 3.5 Miles Grading Only.	$174,000	1960
Linn	126	Greens Bridge-Kelly Road Section, 0.76 mile. Paving	$ 15,000	1960
	595	Poor Farm Road Section, 3.8 miles. Paving.	$ 75,000	1960
	216	Lake Creek Bridge, structure only.	$ 40,000	1960
	218	Calapooya River Bridge, structure only.	$ 40,000	1960
	772	Muddy Creek Bridge, Structure only.	$ 20,000	1960
		Subtotal, Linn County.....	$190,000	
Malheur	825	East Unit, Foothills Drive Section, 3 miles. G. S. & O.	$ 85,000	1960
Polk	193	Buena Vista-Luckiamute River Section, 2.9 miles. G. & S.	$ 85,000	1960
Union	795	Sanderson Springs Road Section, 4.3 miles. Oiling.	$ 25,000	1960
Wheeler	814	John Day River (Twickingham) Bridge. Structure only.	$100,000	1960
		Total.....	$927,000	

(Continued on following page.)

SUMMARY BY FISCAL YEARS:	1960	1961	Total
Available Funds*	$4,895,000	$3,750,000	$8,645,000
Previously Approved*	931,000	515,000	1,446,000
Unprogrammed Balance*	$3,964,000	$3,235,000	$7,199,000
Proposed Projects 12/5/58	927,000	- - -	927,000
Unprogrammed Balance	$3,037,000	$3,235,000	$6,272,000

*Revised totals from "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58.

The Commission approved the projects.

The Engineer reported that traffic engineering investigations have been made to determine the need for reduced speed zones in connection with action taken by the State Speed Control Board within cities. To carry the speed zones established by the Speed Control Board to a logical conclusion, he recommended that the following reduced speed zones be established outside the city limits:

(1) 35 miles per hour between a point 300 feet west of the city limits of Haines at M.P. 326.12 and the west city limits of Haines at M.P. 326.18 on the Old Oregon Trail Highway in Baker County. (See Exhibit "F-1".)

(2) 30 miles per hour between the east city limits of Pendleton at M.P 210.63 and a point 0.11 mile east of the east city limits of Pendleton at M.P. 210.74 on the Old Oregon Trail Highway in Umatilla County. (See Exhibit "F-2".)

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto, marked Exhibit "F-1" and Exhibit "F-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer also reported that investigations had been conducted concerning existing 20 and 25 miles per hour speed zones on major state highways. The investigation disclosed that the existing speed zones should be revised upwards in two communities as follows:

(1) 35 miles per hour between a point 0.41 mile north of Blaine Road at M.P. 79.89 and a point 0.14 mile south of Bun Creek at M. P. 80.62 in the community of Beaver on the Oregon Coast Highway in Tillamook County, except that between a point 200 feet west of Blaine Road and a point 50 feet west of Bun Creek Road, the indicated speed

shall be 20 miles per hour during the hours of school crossings. (See Exhibit "F-3".)

(2) 30 miles per hour between a point 0.12 mile north of the Three Rivers Highway at M.P. 84.82 to a point 0.15 mile south of the Three Rivers Bridge at M.P. 85.16 in the community of Hebo on the Oregon Coast Highway in Tillamook County, except that from a point 350 feet north of the Three Rivers Highway to a point 200 feet south of the Three Rivers Bridge, the indicated speed shall be 20 miles per hour during the hours of school crossings. (See Exhibit "F-4".)

The Commission approved the indicated speed zones by adopting the attached resolutions relative thereto, marked Exhibit "F-3" and Exhibit "F-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Confirmation for out-of-state travel expenses was requested by the Engineer for the following state highway employees: John Phillips, Leo Brunell, James Neiger, Tom Simpson, R. W. Anderson, and W. H. Kuiper, to Seattle, Bremerton, Pasco, Spokane, Moses Lake, Everett, Tacoma, and Oak Harbor, Washington to inspect United States Government Surplus equipment and to purchase and transport the equipment to the highway shops in Salem. Nine trips, the Engineer pointed out, were made during the period from October 13 through November 21, during which time equipment valued at $225,000.00 was purchased for the sum of $26,282.95. The Commission confirmed the trips at a total cost of $721.50.

The Commission also approved out-of-state travel and expenses for the following personnel:

Carl W. Jordan, Director, Travel Information Division, to attend the Kansas City Sports and Vacation Show in Kansas City, Missouri, January 29 to February 9. Expenditures are to be paid by the Pacific Northwest Travel Association.

Carl W. Jordan, Director, Travel Information Division, to attend the annual meeting of the Board of Directors of the Pacific Northwest Travel Association in Missoula, Montana, January 9 and 10, at an estimated cost of $97.85.

Gene Huntley, Director of Personnel and Public Relations, to attend the annual conference of the Western College Placement Association in Los Angeles, California, on January 22-23, 1959, at an estimated cost of $155.00.

R. C. Blensly, Planning Survey Engineer, to attend the Highway Research Board meeting in Washington, D. C., January 5 to 9, 1959, with expenses to be paid by the Highway Research Board.

Attention was given to a request made by R. H. Pointer, Superintendent of Umapine Schools for corrective safety treatment at the intersection of the Sunnyside-Umapine Highway with two county roads in the community of Umapine. An investigation which was made, the Engineer stated, indicated that the condition could be materially aided by the installation of "STOP" and "RIGHT TURN PERMITTED WITHOUT STOPPING" signs for traffic entering the intersection from the Sunnyside-Umapine Highway from the east. The Commission accepted his recommendation for the installation of the signs mentioned and thereupon adopted the attached resolution relative thereto marked Exhibit "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the City of Beaverton that traffic on the Beaverton-Hillsdale Highway be stopped at its intersection with Cedar Street near the junction of the Tualatin Valley Highway in Beaverton. The Engineer stated that the proposal if approved would allow traffic to move freely on the highway carrying the largest volume of traffic and also improve safety conditions at a railroad crossing immediately adjacent to the intersection. He recommended that all traffic on Broadway (Beaverton-Hillsdale Highway) be required to stop before entering Cedar Street in Beaverton; that eastbound traffic on Beaverton-Hillsdale Highway be required to stop before entering the S. W. Capitol Highway in Portland; and that no stop be required for eastbound traffic on S. W. Capitol Highway at its junction with the Beaverton-Hillsdale Highway in Beaverton. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer stated that Pacific Communities Hospital of the city of Newport had requested permission to erect a directional sign on the westerly side of the right of way of the Oregon Coast Highway at M.P. 140.94. This type of sign, he continued, complies with the law, and the location and text of the sign have been approved. Following his favorable recommendation the Commission approved installation of the sign.

1959 annual dues for the American Association of the State Highway Officials and the Western Association of State Highway Officials become due on January 1, the Engineer stated. Dues for the American Association are $1,519.50 per year, and the dues for the Western Association are $50.00 per year, and he recommended that payment be made. The Commission approved payment of the dues.

The Commission gave attention to establishment of a policy regarding employees who are delinquent in their debts, and particularly when repeated garnishments are made against their earnings. The Engineer pointed out that the condition is highlighted by the case of an employee against whom eight garnishments have been made since January 1, 1958. The Civil Service Commission, he continued, is

reluctant to take action as no definite policy has been established by the agency concerned. He outlined a proposed procedure, stipulating that a polite warning letter be sent the employee after the first garnishment, and after the second garnishment a letter be sent to the employee's supervisor. If there are no extenuating circumstances, that a letter then be sent to the employee advising that he is being placed on probation for six months and if evidence is not shown that satisfactory progress has been made, that the employee be dismissed. He also recommended that a similar procedure be approved in cases where complaints are made about failure to pay bills but in which no garnishments are involved. Chairman McIver inquired if any investigation had been made as to what policy is followed by other state departments. The Engineer replied that this angle had not been investigated, but he felt it would be a good idea. Chairman McIver stated that the Commission does not wish to take any action which may hurt innocent employees. The Commission deferred action in this matter until the next meeting and instructed the Engineer to investigate as to what other departments are doing.

The meeting was recessed at 12 noon, and reconvened at 2 p.m. with the same persons present and participating.

The Commission discussed with the Engineer various projects contained in a 1961 Federal Aid construction program on which funds will be available after July 1, 1959. The Engineer explained details on the projects but action was deferred until the following day.

The matter of a replacement for Mr. S. H. Probert who will reach compulsory retirement age on May 11, 1959, was brought up by the Engineer. At that time, he continued, Mr. Probert will have completed 45 years, 11 months and 11 days of service with the State Highway Department, 37 years as office Engineer. His position as a Staff Engineer involves many important functions and it was his opinion that a replacement should be appointed not later than January 1, 1959 so that the new man would have an opportunity to learn the operations of the office engineering division while Mr. Probert is on the job. He recommended that Mr. R. L. Porter, Right of Way Engineer, be appointed as Office Engineer, effective January 1, 1959, and that Mr. Walter T. Wright, Assistant Right of Way Engineer, be appointed Right of Way Engineer, effective January 1, 1959. These personnel changes, he continued, have been discussed with and approved by the Chief Counsel, Mr. Lindas, under whose direction Mr. Porter and Mr. Wright are now working. The Commission approved the appointments as presented by the Engineer, at a salary of $990 per month for Mr. Porter and a salary of $880 per month for Mr. Wright.

A claim in the amount of $20 from the Hartford Fire Insurance Company was presented by the Engineer, who explained that the claim involves the removal of asphalt from a car owned by Mr. A. W. Schaupp of Klamath Falls, a former State Highway Commissioner. An investigation disclosed that although ordinary precautions had been taken to protect traffic, it was entirely possible that some of the smoke from the

hot asphalt may have been carried over Mr. Schaupp's car. The Commission accepted his recommendation that the claim in the amount of $20 be paid.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period of October 20 through December 5, 1958.

The Commission confirmed the date for the next regular Commission meeting on January 22-23, 1959 in the conference room of the State Highway Building in Salem, and set a tentative date of March 5 and 6, 1959 for the following meeting.

Attention was given to a request made by Mrs. John Glaser of Tangent that an investigation be made of traffic hazards on the Albany-Junction City Highway (Pacific Highway East) in the vicinity of "B" Street in Tangent. Mrs. Glaser's request stated that vehicles parked in the vicinity of the El Sombrero Cafe and Johnny's Grill Cafe restricted sight distance for vehicles wishing to enter the highway from "B" Street. A traffic engineering investigation disclosed that parking of vehicles does restrict sight distance seriously and the Engineer recommended that shoulder parking be prohibited on the easterly side of the Albany-Junction City Highway between "B" Street at M.P. 8.83 and a point 475 feet south of "B" Street at M.P. 8.92. The Commis- approved the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of prohibiting "U" turns at the intersection of North Stephens Street (Oakland-Shady Highway) and Garden Valley Road, north of the city of Roseburg was discussed. The Engineer stated that although signs had been erected the State Police had called attention to the fact that they would have trouble in enforcing the prohibition indicated by the signs without formal action on the part of the Highway Commission. He recommended that a resolution be adopted prohibiting all "U" turns at the intersection of North Stephens Street at Garden Valley Road. The Commission accepted his recommendation and adopted the attached resolution relative thereto marked EXHIBIT " H" , which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request from the City of Albany to acquire a parcel of land on the old route of the Pacific Highway East through Albany on which to erect an information center and a Chamber of Commerce building. The land they wish to secure, the Engineer stated, has no further value to the State, and he recommended that it be sold to them at cost with access only from 7th Street. The Commission approved the sale with the further stipulation that the land be used only for public purposes.

The Commission also considered another request from the City of Albany in which the City evidenced an interest in acquiring the Waverly Lake Park area in the northern part of the city. The Engineer explained that the lake was formed about 20 years ago in excavating materials for the Pacific Highway East through Albany. Some landscaping was performed to make the area presentable and it since has become quite popular. The area has no value to the Highway Department, and he recommended that it be transferred to the City without charge. He also pointed out that maintenance of the area is quite expensive and maintenance as a park area is in violation of the Commission's policy of not providing park areas within cities. Use of the lake, he stated, is almost exclusively by residents of the city. Chairman McIver observed that inasmuch as the Highway Department has secured the value from the land for the purpose for which it was acquired, and as the park area is within the city, it appears to be a wise move to transfer it to the city. The Commission approved the transfer at no cost.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. No action, however, was taken at this time.

At 2:30 p.m. the Engineer presented to the Commission bids received at the bid openings held in Salem on November 12 and on December 9, 1958. He explained details concerning each of the projects and made recommendations as to award, rejection, or referral. After dué consideration, the Commission took action on the bids received as follows:

BIDS RECEIVED IN SALEM ON NOVEMBER 12, 1958

"Construction of Eagle Creek Bridge on County Road No. FAS-511, near Richland, in Baker County. The Commission confirmed the Engineer's award to the low bidder, Bechtel Bros., La Grande, at $44,163.00.

"Construction of Powder River Bridge and grading on Richland-South Road (FAS No. 511) near Richland in Baker County. The Commission awarded the contract to the low bidder, Bechtel Bros., La Grande, at $41,597.50.

"Grading and paving Davis Slough Section of the Oregon Coast Highway and construction of bridge, in Coos County. The Commission awarded the contract to the low bidder, Coos Bay Dredging Company, Coos Bay, at $606,722.20.

"Addition to Highway Maintenance Building at Reedsport, in Douglas County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $7,505.00.

"Widening existing Calapooya and Stearns Lane structures on Pacific Highway near Oakland in Douglas County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $152,613.50.

"Grading Josephine County Line-Evans Creek Section of the Pacific Highway east of Grants Pass in Jackson County. The Commission elects to accept the low bid of Earl L. McNutt Co., Eugene, in the sum of $564,500.10 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of structure to carry The Dalles-California Highway over California Avenue in Klamath Falls, Klamath County. The Commission confirmed the Engineer's award to the low bidder, Tom Lillebo Construction Company, Reedsport, at $199,720.00.

"Jessie M. Honeyman State Park extension on Oregon Coast Highway south of Florence in Lane County. The Commission awarded the contract to the low bidder, Eugene Gardens, Eugene, at $55,054.50.

"Beverly Beach Park extension on the Oregon Coast Highway north of Newport in Lincoln County. The Commission awarded the contract to the low bidder, Eugene Gardens, Eugene, at $82,523.75.

"Construction of five drainage structures on relocated Pacific Highway south of Albany in Linn County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at $312,193.70.

"Construction of Sign Department Building for State Highway Department in Salem, Marion County. The Commission awarded the contract to the low bidder, Monson and Sivers Company, Portland, at $96,954.00.

"Construction of bridge at Porter Street Undercrossing to carry arterial traffic over the Pacific Highway (Baldock Freeway) in Portland, Multnomah County. The Commission awarded the contract to the low bidder, Lord Bros. Contractors, Portland, at $289,493.00.

"Paving S.W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway at Portland in Multnomah County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at $1,161,017.20.

"Construction of bridge and grading and oiling E. Birch Creek Bridge-Pearson Creek Road Section of the E. Birch Creek Road, south of Pilot Rock in Umatilla County. The Commission awarded the contract to the low bidder, K. C. Hack Construction Co., Pendleton, at $224,994.00.

"Grading Rowena-Chenoweth Creek Section of the Columbia River Highway east of Mosier in Wasco County. The Commission elects to accept the low bid of Rogers Construction, Inc., Portland, in the sum of $293,184.00 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

December 11, 1958

"Grading and oiling Pioneer Creek-Service Creek Section of the John Day Highway south of Fossil in Wheeler County. The Commission elects to accept the low bid of Earl L. McNutt Co., Eugene, in the sum of $521,804.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

BIDS RECEIVED IN SALEM ON DECEMBER 9, 1958

"Rock Production project on the Alsea Highway and Alsea-Deadwood Highway in Benton County. The Commission awarded the contract to the low bidder, Stevenson Construction Co., Salem, at $38,160.00.

"Grading and paving South Third Street Section of The Dalles-California Highway in Bend, Deschutes County. The Commission elects to accept the low bid of Babler Bros., Inc. Portland, in the sum of $148,348.00, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Bend is received and the sum of $42,700.00 is deposited by the City and approval of the Bureau of Public Roads is received.

"Construction of Antelope Creek Bridge in Jackson County. The Commission referred all bids to Jackson County for award.

"Construction of SPRR and Pelican City Road overcrossing north of Klamath Falls in Klamath County. The Commission elects to accept the low bid of Peter Kiewit Sons' Co., Vancouver, Washington, in the amount of $71,648.00 and directs the State Highway Engineer to award the contract to said bidder as soon as agreement with Southern Pacific Railroad Company has been executed and approval of the Bureau of Public Roads has been received.

"Fencing Tillamook County Line-Salmon River Section of the Oregon Coast Highway south of Neskowin in Lincoln County. The Commission awarded the contract to the low bidder, Kenneth E. Nielsen, Salem, at $6,610.00

"Paving Lebanon Road-Halsey Interchange Section of the relocated Pacific Highway south of Albany in Linn County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $1,507,104.25.

"Construction of State Office building in Tillamook, Tillamook County. The Commission awarded the contract to the low bidder, C.J. Montag and Sons, Portland, at $15,300.00.

"Grading, stone base, and oiling on Meda Section of the Little Nestucca Highway south of Cloverdale in Tillamook County. The Commission elects to accept the low bid of F. E. Wilburn, Springfield, in the sum of $55,942.50, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

The Commission again considered the list of properties submitted by the Chief Counsel earlier in the day for condemnation if necessary. After careful consideration of the proposed condemnations and in light of the information and advice submitted, together with the general knowledge of the members of the Commission concerning the projects and the properties involved, the Commission authorized the Chief Counsel to condemn the properties, if necessary, by adopting the attached resolutions relative thereto marked Exhibit "C-1" through Exhibit "C-20", which resolutions by reference are made a part hereof with like effect as though extended in full herein.

The Commission also considered a report presented earlier in the day by the Chief Counsel on condemnation cases which have been tried in court since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
October 23 to December 11, 1958

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3163 R-28029 Eugene R. Brown, et al	Josephine	Redwood	W. Fork Illinois River Bridge and E. Fork Illinois River Bridge	$ 100.00	$ 100.00	$ 100.00
L-3127 R-25671 Madeline Jo Lynch, et al	Linn	Pacific	Albany-Judkins Point	25,000.00	25,000.00	25,000.00 (Judgment)
L-2909 R-27157 John E. Erickson, et al	Multnomah	Columbia River	Portland-Bonneville	6,500.00	20,000.00	7,200.00
L-2903 R-27162 Chas. L. Abbott, et al	Multnomah	Columbia River	Portland-Bonneville	5,400.00	15,500.00 (Answer)	6,000.00
L-2865 R-26581 Abe Bercovitz, et al	Multnomah	Pacific	Harbor Drive Barbur Blvd.	590.00	10,000.00	1,000.00
L-2907 R-27159 M. A. Cerruti, et al	Multnomah	Columbia River	West Unit of Sundial Road-Rooster Rock	5,500.00	8,000.00 (plus attorney fees)	9,850.00

December 11, 1958

Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2977 R-27004 Multnomah Co. & Wayne Kain, et al	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	$ 210.00	$ 1,000.00	$ 210.00
L-2970 R-22766 Evan T. Phillips, et al	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	6,000.00	11,000.00 (Answer)	6,000.00
L-2939 R-22520 Laura A. Moore, et al	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	450.00	1,500.00	1,500.00
L-2787 B R-22733 Melanie A. Parke, et al	Multnomah	Portland-Salem Expressway	Harbor Dr. - Barbur Blvd.	6,000.00	15,000.00	6,000.00
L-3021 R-26337 Carl E. Payne, et al	Yamhill	Hillsboro-Silverton	Newberg-Gearin Corner	1,580.00	6,000.00 (Answer)	2,000.00
L-3112 R-23387 Verner D. Sanders	Clatsop	Oregon Coast	Roosevelt Drive (Seaside)	8,150.00	9,500.00	8,150.00
L-3026 R-27006 Mildred Vaughn, et al	Multnomah	Pacific	Harbor Dr. Barbur Blvd.	570.00	None	570.00 (Judgment)
L-3034 R-27171 Harris Distributing Co.	Multnomah	Cascade	Portland Airport-N. E. Alberta St.	3,500.00	11,000.00	11,000.00

(For additional details see the Chief Counsel's letter dated December 10, 1958, on Report of Cases Tried in the General Files in the Commission office in Salem.)

The Chief Counsel also mentioned the case of State vs. Clinton for right of way acquired on Highway 42 in Coos County. $5,000 was offered for the property. The jury awarded $15,000.

December 11, 1958

Consideration was again given to a report by the Chief Counsel earlier in the day on condemnation cases which have been settled out of court since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Creswell R-27841	Josephine	Redwood	Redwood Interchange	$33,780.00	$33,780.00
Prow, et al R-27843	Josephine	Redwood	Redwood Interchange	98,480.00	103,750.00
Holloway et al R-26712	Malheur	Old Oregon Trail	Ontario-Snake River	16,200.00	16,200.00
Willis, et al R-26207	Polk	Salmon River	Valley-Junction-Sheridan	2,990.00	2,990.00
Verdurmen R-27353	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	2,500.00	3,000.00
Neer, et al R-26398	Columbia	Columbia River	Goble-St. Helens	8,620.00	9,000.00
Bucher et al R-28041	Multnomah	Columbia River	Portland-Bonneville	7,125.00	11,500.00
Bainbridge R-28188	Douglas	Elkton-Sutherlin	Elkton-Smith Crossing	3,575.00	3,875.00
Arrants, et ux R-28832	Josephine	Redwood	Wilderville-Grants Pass	674.00	774.00
McFarlane R-27823	Josephine	Redwood and Pacific	Redwood Interchange	1,250.00	1,250.00
Webb, et al R-28522	Josephine	Redwood	Dwight Creek	730.00	730.00
Capelle, et al R-27889	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	2,435.00	3,000.00

December 11, 1958

Condemnation Cases Settled (Cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Davis, et al R-27914	Washington	Pacific West	Middleton Rex Hill	$ 250.00	$ 250.00
Graue R-27625	Washington	Pacific West	Middleton Rex Hill	6,150.00	6,350.00
Rice et al R-27227	Jackson	Pacific	Grants Pass Rock Point	425.00	425.00
Peterson, et al R-23144	Klamath	The Dalles California	Klamath Falls-West Side By-Pass	21,500.00	22,350.00
Cheever, et al R-28186	Douglas	Elkton-Sutherlin	Elkton-Kellogg	750.00	1,000.00
Tapp, et ux R-28132	Washington	Sunset	North Plains Interchange	170.00	170.00
McClure R-22902	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	800.00	1,250.00
Chappell R-26998	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	300.00	See remarks*
Woodworth R-27804	Clatsop	Oregon Coast	Roosevelt Drive	40.00	300.00
Gustaff, et al R-22907	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	860.00	900.00
Gustaff R-27687	Multnomah	Pacific	Harbor Dr.-Barbur Blvd.	200.00	300.00
Wallace, et al R-24656	Lincoln	Oregon Coast	Neskowin-Salmon River	3,950.00	4,500.00
Wallace, et ux R-24657	Lincoln	Oregon Coast	Neskowin-Salmon River	865.00	825.00
Goyne, et al R-24654	Lincoln	Oregon Coast	Neskowin-Salmon River	2,860.00	2,500.00

Condemnation Cases Settled (cont)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Hilden Oil Co. (General Petroleum Corp.) R-28156	Washington	Sunset	North Plains Inter-change	$14,700.00	$15,500.00

* Remarks - Settlement predicated upon exchange of properties outside right of way required owner to convey all of Lot 8, Sub. of Lot 2, Block 28, Southern Portland consisting of approximately (4680 sq. ft.) for South 26' of Lot 5 same block (2730 sq. ft.)

The Chief Counsel stated that legal action had been taken against the State by William C. and Mary A. Rogers for alleged damage to their property on the Baldock Freeway across the road from the Matheny property located approximately 15 miles north of Salem, and westerly from Woodburn. The suit requests the sum of $13,000 for damages caused by alleged backing up of drainage water on their property because of highway construction. Appropriate legal action will be taken. The Commission accepted the report.

Attention was called by the Chief Counsel to a graph showing the results of trials of condemnation cases during the last three years in Curry County as compared to other counties in Oregon. To bring the information up to date, he stated that as of September 12, 1958, jury awards in Curry County had averaged 62 per cent higher than awards in the balance of the state. Commissioner Fridley inquired if there is any chance of corrective legislative action or other remedy. The Chief Counsel replied that the Legislature could, if it wished, amend the law to provide that cases could be tried in a county other than the county in which the property is located.

The Right of Way Engineer stated that in acquiring right of way for construction of the Old Oregon Trail Highway at upper Perry, westerly from La Grande, property had been secured from several owners but the interest of these property owners in a nearby spring had not been purchased. Construction of the Highway destroyed the spring and it is not feasible to try to replace the spring with a well. Damages have been carefully appraised at $2,500 for each of the property owners. Settlement, he continued, can be made with each of them for the sum of $2,750 and he so recommended. The Commission accepted the recommendation.

The Chief Counsel stated that a Mr. Ruby had called him on the telephone very recently requesting that he look into an opinion rendered by Mr. Devers, formerly Chief Counsel for the Highway Commission, in 1949 regarding the status of the Pacific Coast beaches in Oregon. The people whom Mr. Ruby represents wish to declare the ocean beaches as a recreational area prohibiting the use of motor vehicles on the beaches, and placing the beaches under the jurisdiction of the State Parks Department. Mr. Ruby wanted to know the Highway Commission's attitude on

a bill of this sort. After some discussion, the Commission instructed the Chief Counsel to advise Mr. Ruby that the Commission wished to remain silent in this matter.

The Engineer brought up the matter of highway construction in the city of Portland, including the Russell Street extension to the Washington state line and the "Minnesota" and "Delaware" routes. It was his thought that the Commission could study the various projects with the possibility that action might be taken at the next Commission meeting to authorize a hearing or hearings on the highway proposals.

The Commission signed the following agreements and other papers:

"Bargain and Sale Deed" confirming the sale of 1,400 sq. ft. of excess property on Springfield Section of McKenzie Highway, Lane County to Mr. and Mrs. W. G. Nichol.

"Permit Agreement" with LaGrand Industrial Supply Company and City of Portland to permit the LaGrand Industrial Supply Company to use an area under Arthur Street viaduct on Pacific Highway West for storage purposes.

"Agreement" with the U.S. Army Engineers covering design of certain bridge structures in connection with the new alignment of US 30 around the John Day Dam.

"Bargain and Sale Deed" deeding to Marion County 0.33 acre of right of way purchased for the Mission Street Extension.

"Permit" permitting Pacific Communities Hospital of Newport to erect a directional sign on right of way along westerly side of Oregon Coast Highway at Newport.

"Traffic Signal Agreement" with City of Bend for installation and maintenance of a traffic signal at the intersection of the Central Oregon Highway and E. Third Street. (Authorized September 11, 1958)

"Maintenance Agreement" with Umatilla County for improvement of FAS Highway 758, East Birch Creek Bridge-Pearson Creek Bridge Section. (Authorized June 19, 1958)

"Maintenance Agreement" with Baker County for improvement of FAS Highway 511, Powder River Bridge Section. (Authorized June 19, 1958)

"Throughway Agreement" with Josephine County to reconstruct and improve the Grants Pass-Jackson County Line Section of the Pacific Highway. (Authorized November 1, 1957)

"Grant of Easement" granting Crystal Springs Water Company a pipe line easement to replace their pipe line easement being occupied by the highway roadbed on Polallie Creek-Parkdale Road Section of Mt. Hood Highway.

"Consent" to a request of the City of Oregon City that a portion of McLoughlin Blvd. be incorporated into the city limits.

"Release and Bill Sale" purchasing the old Swift Building on the Highway Commission dock at Astoria.

"Bargain and Sale Deed" to Jess W. Moore and Juanita D. Moore for a parcel of land on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

"Bargain and Sale Deed" to John A. Cook and Byron Willard for a parcel of land on the McMinnville Airport-Dayton Jct. Section of the Three Mile Lane Highway in Yamhill County.

"Bargain and Sale Deed" to Audrey M. Herman and Willard Herman for a parcel of land on the Albany-Judkins Point Section of the Pacific Highway in Linn County.

"Bargain and Sale Deed" to Roberts Motor Company for a parcel of land on Russell Street-Curry Street on East Bank Freeway-Pacific Highway in Lane County.

"Grant of Access" to Jeannie Gail Ashby to property on the Union County Line-Rock Creek Section of the Wallowa Lake Highway in Wallowa County.

"Bargain and Sale Deed" to Donnia Eggers for a parcel of land on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture and Grant of Access" to the Safeway Stores, Inc. to property between Pacific Highway and its abutting land at Highway Engineer's Stations 41+30 and 42+75 and 45+25, in Marion County.

The meeting was adjourned at 3 p.m. to reconvene on the following day in the same room at 10 a.m.

Salem, Oregon
December 12, 1958

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following people were present:

M. K. McIver, Chairman
R. B. Chessman, Commissioner
K. N. Fridley, Commissioner

W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

A delegation from the Arlington Chamber of Commerce appeared before the Commission to present additional facts concerning the John Day Highway (ORE 19). Present were Vern Arstill, President of the Roads and Highway Committee and President of the Arlington Chamber of Commerce, Lester Grant, Committeeman of the Chamber of Commerce, Harold Hartfield, farmer, Foster Odem, farmer, and Jack Harford, Mayor, all from Arlington; and Van Reitman, Condon, Gilliam County Commissioner. Mr. Arstill, who was spokesman for the group, introduced the members of his delegation, and requested improvement of the John Day Highway. He commented that since the John Day Dam is a reality the John Day Highway would be a trunk line to that dam. He pointed out that the John Day Highway is a direct route to waterway, freeway and railway facilities from the heart of Oregon's wheat and cattle country. He presented figures to substantiate his comments and mentioned that there has been no major improvement program between Arlington and Condon in 25 years and that school transportation has been hampered because of the lack of modernization of this highway. He read a letter from the Arlington High School requesting this improvement. He concluded his presentation by asking several questions regarding the modernization of Highway 19, particularly if such improvement is in the present program or when it can be expected. Mr. Reitman stated that he represented the Gilliam County Court and read into the record a letter from the County Court recommending improvement of the Gilliam County portion of the John Day Highway. He pointed out that the terrain is reasonably level and construction should be relatively cheap. The road between Arlington and Condon is quite slow to travel, and with the construction of the John Day Dam there will be an increase in traffic between Arlington and the county seat. Mr. Hartfield told the Commission that many of the farmers in that area have found it necessary to use larger vehicles to haul their wheat which creates a hazard to those using the road. Mr. Grant expressed the opinion that Oregon is not building roads into the interior fast enough to accommodate the present traffic. In support of their presentation Mr. Arstill presented letters from the Arlington High School, the Gilliam County Court and the Arlington Chamber of Commerce. Chairman McIver told the group that the Commission is familiar with their request and will give it consideration. Concerning the questions they asked, he advised the delegation that Mr. Williams will write them.

Mr. Scott Foster, Beaverton Chamber of Commerce, headed a group from Washington County who appeared before the Commission regarding construction of a north-south highway linking the Sunset Highway

with the R. H. Baldock Freeway. Others in the group were Henry R. Johnson, Washington County Commissioner, W. D. Cameron, City Councilman, A. H. Rossi, Mayor, Elbert Hawkins, "Valley News", Larry Dinneen, Manager of the Chamber of Commerce, all from Beaverton; A. A. Graham, County Road Master, and Clayton Nyberg, County Commissioner, both from Hillsboro. Mr. Foster presented and read a petition from Washington County and the City of Beaverton requesting that the State construct a four-lane secondary highway using the Cedar Street route from Beaverton northward to the Sunset Highway. He also presented a map showing the location of this proposed route and introduced the members of his delegation. It is their belief, he stated, that this development must be made on an 80-foot right of way with provisions for protected left-turn lanes at all major traffic intersections, and planned in such a manner that it could be extended directly south bypassing the city center of Beaverton and connecting with Highway 217 just south of the main part of town. It is their opinion, he continued, that even though the bypass may not be constructed immediately that possibility should be considered in the interest of the overall economy in developing a four-lane highway from the Sunset Highway to a connection with the Baldock Freeway south of Tigard. He added that there are included in the petition supporting this development letters from Tektronix, Inc., and West Coast Telephone Company, together with traffic counts and a chart of the population growth of the area. It is their opinion, he continued, that major through-traffic arterials are the responsibility of the State Highway Department, while the resources of the county should be spent in building and maintaining market and access roads. Because the highway network in Washington County is inadequate, it was his belief that the area will not support further industrial development. To demonstrate their willingness to cooperate, the Washington County Court, he stated, would like to make this offer to the State--if the State will assume responsibility for extending Highway 217 north to the Sunset Highway over an 80-foot right of way according to plans acceptable both to the Highway Commission and the County Court, the County will release a portion of its matching money to the State for the purchase of right of way and construction of this road. He concluded his presentation by thanking the Commission for the opportunity to present their case and especially for courtesies extended to them in the past by other members of the department. Chairman McIver thanked the group for bringing this matter to the Commission's attention and advised them that every consideration will be given their proposal.

Chairman McIver brought up for Commission action a construction program for the allocation of 1961 Federal-aid Highway funds which will be available for contracting sometime after July 1, 1959. The Engineer explained that this is merely an extension into the fourth year of the five-year program tentatively adopted by the Commission in 1956, but there are included in this program several projects not in the tentative five-year program. The Commission after careful study and consideration adopted the program submitted by the Engineer, as follows:

December 12, 1958

PROGRAM V - 1961 FEDERAL AID

DIVISION I

Highway	Section	Length	Type of Work	R/W	Construction	Total
	INTERSTATE					
East Bank Freeway	Russell St.-Marquam Br.	-	Grade, Pave Structures	--	$6,615,000	$6,615,000
Portland Freeway System	Part	-	R/W	$ 6,135,000	--	6,135,000
Columbia River	Dodson-Bonneville (Part)	6.1	Grade		2,000,000	2,000,000
Columbia River	Cascade Locks By-Pass	2.51	To Complete	--	1,670,000	1,670,000
Columbia River	Cascade Locks By-Pass Wyeth	4.8	Pave, Structures	--	1,330,000	1,330,000
				$ 6,135,000	$11,615,000	$17,750,000
	URBAN					
Lower Columbia	St. Johns Br.-Urban Limits	2.70	Grade, Pave	$ 615,000	$ 500,000	$1,115,000
	Reserve		--	--	500,000	500,000
				$ 615,000	$1,000,000	$1,615,000
	PRIMARY					
Tualatin Valley	Reedville-Hillsboro	3.76	4 Lane Grade Pave, Structure	$ 440,000	$ 635,000	$1,075,000
Cascade	S.P.Overcrossing-Parkplace	3.80	Grade	--	590,000	590,000
Sunset	Cornell Road Interchange	-	Grade, Pave Structures	60,000	470,000	530,000
				$ 500,000	$1,695,000	$2,195,000
	SECONDARY					
Scholls	Tualatin River Sec.	0.35	Structure Grade & Pave	$ 10,000	$ 240,000	$ 250,000
Beaverton-Tualatin	Beaverton-Tigard	4.90	Grade, Pave	45,000	460,000	505,000
				$ 55,000	$ 700,000	$ 755,000

December 12, 1958

Highway	Section	Length	Type of Work	R/W	Construction	Total
	INTERSTATE					
Pacific	Halsey-Sweet Home Hwy-Lane County Line	-	Pave	—	$4,000,000	$4,000,000
	URBAN					
Willamina-Salem	West Salem Section	0.9	Grade	—	400,000	400,000
Three Mile Lane	Three Mile Lane-Salmon River Junction	-	R/W	$ 155,000	--	155,000
Santiam	Channelization Jct.-Albany-Junction City Hwy.	-	Grade, Pave	—	85,000	85,000
				$ 155,000	$ 485,000	$ 640,000
	PRIMARY					
Newport-Corvallis	Depot Slough Br. (Toledo)	-	Structure, grade, pave	—	$ 80,000	$ 80,000
Oregon Coast	Reserve	-	Projects to be selected	$ 200,000	935,000	1,135,000
				$ 200,000	$1,015,000	$1,215,000
	SECONDARY					
North Santiam	Lancaster Dr.-Sublimity Gun Club	9.78	Pave, Structures	—	$ 960,000	$ 960,000
Three Mile Lane	Three Mile Lane-Salmon River Junction		R/W	100,000	--	100,000
Netarts	Tillamook River Sec.	-	Grade, Pave, Structures	10,000	355,000	365,000
Dallas-Rickreall	Dallas Section	0.45	Widen, Curb	5,000	85,000	90,000
				$ 115,000	$1,400,000	$1,515,000

December 12, 1953

DIVISION III

Highway	Section	Length	Type of Work	R/W	Construction	Total
	INTERSTATE					
Pacific	Linn Co. Line-Judkins Pt.	11.08	To Complete	--	$3,500,000	$3,500,000
Eugene-Springfield	Pacific Freeway-Ferry St. Bridge	2.5	Structures, Grade	$ 250,000	1,750,000	2,000,000
Pacific	Grants Pass-Rogue River	9.2	Structures	—	1,500,000	1,500,000
Pacific	Evans Cr.-Rock Point (Part)	5.9	Grade	200,000	1,000,000	1,200,000
Pacific	Medford Sec. (Part)	-	Grade, Struc.	415,000	900,000	1,315,000
				$ 865,000	$8,650,000	$9,515,000
	URBAN					
Eugene-Springfield	8th St. Ramp-Ferry St. Bridge	-	Structure	$ 40,000	$ 200,000	$ 240,000
Eugene-Springfield	Third St. Extension-Mohawk Rd. (Part)	1.15	Grade, Structure	100,000	100,000	200,000
				$ 140,000	$ 300,000	$ 440,000
	PRIMARY					
Oregon Coast	Davis Slough-Bullards Br.	-	To Complete	—	$1,000,000	$1,000,000
Oregon Coast	Cape Sebastian-Myers Cr.	2.10	Grade, Pave, Structures	—	1,075,000	1,075,000
Coos Bay-Roseburg	Myrtle Point-Powers Hwy. Jct. (Part)	3.10	Grade, Pave	$ 80,000	420,000	500,000
				$ 80,000	$2,495,000	$2,575,000
	SECONDARY					
Elkton-Sutherlin	Smith Br.-Kellogg Br.	2.2	To Complete	—	$ 200,000	$ 200,000
Richardson-Eugene	Siuslaw Rv.-Wildcat Cr.	—	To Complete	—	215,000	215,000
	Reserve	—	--	—	400,000	400,000
				—	$ 815,000	$ 815,000

30322

December 12, 1958

DIVISION IV

Highway	Section	Length	Type of Work	R/W	Construction	Total
	INTERSTATE					
Columbia River	Viento-Hood Rv. (Part)	5.8	Grading	—	$1,525,000	$1,525,000
Columbia River	The Dalles-Big Eddy	5.76	To Complete	—	1,300,000	1,300,000
Columbia River	Reserve for John Day Rv.- Blalock as required for Agreement with Army Engrs.	14.82	Part	200,000	1,535,000	1,735,000
				$ 200,000	$4,360,000	$4,560,000
	URBAN					
The Dalles-California	Klamath Falls Sec.	-	To Complete	—	$ 330,000	$ 330,000
	PRIMARY					
The Dalles-California	The Dalles-Eight Mile	6.87	To Complete	—	855,000	855,000
The Dalles-California	Lyle Gap-Madras	8.14	Grade	$ 120,000	700,000	820,000
Sherman	South Unit, Grass Valley-Kent	6.74	Grade, Oil	—	775,000	775,000
				$ 120,000	$2,330,000	$2,450,000
	SECONDARY					
Paulina	Post-Camp Creek Selected Section	-	Grade, Oil	$ 30,000	$ 285,000	$ 315,000

December 12, 1958

DIVISION V

Highway	Section	Length	Type of Work	R/W	Construction	Total
	INTERSTATE					
Columbia River	Reserve for Blalock-Arlington as required for Agreement with Army Engrs.	8.8	Part	$ 130,000	$2,270,000	$2,400,000
Old Oregon Trail	Deadman's Pass-Meacham	11.45	To Complete	--	400,000	400,000
Old Oregon Trail	Baker-Pleasant Valley	10.05	To Complete	--	1,625,000	1,625,000
Old Oregon Trail	Pleasant Valley-Oxman	4.85	Grade	--	2,500,000	2,500,000
Old Oregon Trail	Oxman-Nelson	7.3	Grade	100,000	1,000,000	1,100,000
				$ 230,000	$7,795,000	$8,025,000
	URBAN					
No Work						
	PRIMARY					
Oregon-Washington	Blue Mtn. Station-Athena	6.5	Grade, Pave	$ 85,000	$ 800,000	$ 885,000
Columbia River	Boardman-Umatilla (Part)	-	To be selected	15,000	300,000	315,000
Wallowa Lake	Rhinehart-Elgin	5.10	Grade, Pave Structure	25,000	1,000,000	1,025,000
Central Oregon	Namorf-Harper Junction	8.58	Grade, Pave Structure	20,000	685,000	705,000
				$ 145,000	$2,785,000	$2,930,000
	SECONDARY					
Baker-Homestead	Halfway-Copperfield	17.12	Oil	--	$ 120,000	$ 120,000
Weston-Elgin	E.Unit, Weston-Weston Mtn.	(Part)	Grade, Pave	$ 10,000	250,000	260,000
Sumpter Valley	McEwen-Sumpter (Part)	6.0	Grade, O-11	5,000	195,000	200,000
				$ 15,000	$ 565,000	$ 580,000

Members of the Crook County Court and others appeared before the Commission regarding the relocation of a portion of the Crooked River Highway (ORE 27). The following were present: Harry Fowler, County Judge; Harry Stearns, Stockman; Luke Reif, County Commissioner; Bill Morse, Chamber of Commerce; and Ken Conroy, Chamber of Commerce; all from Prineville. Judge Fowler introduced the members of his group. He recalled that about eight months ago Crook County and the Bureau of Reclamation appeared before the Highway Commission regarding the replacement of the seven-mile section of Highway 27 which will be destroyed by construction of the Crooked River Dam. At that time, he continued, a reservation was made that if the County and State were in agreement, the money (estimated at $200,000) allotted to the Bureau of Reclamation road could be used on a new alignment. He exhibited a map showing the location of the proposed rerouting of Highway 27 between Prineville and Highway 20 via Roberts which, he pointed out, would save ten miles over the present route between Prineville and Highway 20. He explained that the Federal Government has allotted to Crook County $62,800 to build a four and one-half mile section of road from Roberts to Highway 27 at the junction of Salt Creek. The County is proposing that the $200,000 Reclamation money be used to continue the road the county is now building from Roberts to the Crooked River. He requested the State to build with State funds a bridge across the Crooked River north of Roberts at an estimated cost of $228,000, and if such is done, the County would be willing to apply $160,000 of its Federal-aid Secondary Fundto construction north of Crooked River to an existing County road. He stated that the County is definitely against construction of the seven-mile section around Taylor Butte which is the alignment favored by the Bureau of Reclamation. Mr. Morse reviewed the history of Highway 27 and pointed out that little money has been spent on it other than for maintenance. With the construction of the dam this road will be cut in two and a new road is needed badly in their area. He pointed out the recreational possibilities ofthe area after the dam is completed, and expressed the opinion that since the County is willing to spend money on this route, the State should also agree to spend money on it. Mr. Conroy spoke in behalf of the Recreation Committee of the Prineville-Crook County Chamber of Commerce. He stated that the plan proposed by Judge Fowler appeared feasible because such routing would allowa access for recreational activities on both sides of the reservoir and would be the shortest route from Highway 20 and Prineville to the recreational area. He advised that the County Court and the Chamber of Commerce as well as the citizens of Prineville and Crook County are united in their desire for this new route. Chairman McIver advised the group that the Commission is quite familiar with their request; however, there may be more facts which the County Court will wish to submit. He also stated that the County Court will be advised of the Commission's decision through the Highway Engineer. The Engineer pointed out that if this change is effected, it will take action by the Legislature to remove the primary highway from the system and replace it with a secondary highway. Commissioner Chessman called attention to a recently executed agreement with Crook County, the Bureau of Reclamation and the State in which the Bureau is to construct a seven-mile section to replace the

road to be inundated.

The following persons appeared before the Commission representing the "Highway 20 Committee" regarding several matters pertaining to US Highway 20: G. Y. Chester, Vale, Malheur County Judge; George Clever, Nyssa, Malheur County Commissioner; Joe Beach, Vale, Manager of Vale Hotel; Wilton C. Jackson, Nyssa, Chamber of Commerce; C. L. Allen, Deschutes County Judge; Fred Shepard, Deschutes County Commissioner; George Baker, Deschutes County Commissioner, Bernie Price, President of Chamber of Commerce; Vance Coyner, Businessman, Ira Moore, Secretary of Chamber of Commerce, Frank Loggan, Chairman of Highway Committee of Chamber of Commerce, and Wm. Neskanen, Trailways, all from Bend; C. W. Craddock, County Judge of Harney County, Morgan Timms, Highway 20 Association, Jack Drinkwater, Harney County Commissioner, W. J. Maudlin, Mayor, Gail Griffin, Manager and Secretary of Chamber of Commerce, and Al Brown, all of Burns; and Lee Williams, Harney County Commissioner, Drewsey. Mr. Timms acted as spokesman and introduced the people from his area. He explained that a new organization has been formed in Eastern Oregon and that they are appearing before the Commission to become acquainted with Commissioner Fridley and to inquire about the future plans for the Juntura-Harper Section of U.S 20. He pointed out that this is the first time that the counties of Malheur, Harney and Deschutes have appeared before the Commission requesting the same project. Judges Allen and Craddock introduced the members from their respective counties. Judge Chester thanked the Commission for the work that has been done in the past in Malheur County and for the construction that is now in progress. He stated that Malheur County is interested in Highway 20 since it gives the people of southeastern Oregon the most direct route to the coast, and, therefore, it is their request that the State allocate as much money as possible to Highway 20 on whatever section the Commission believes is best. Mr. Timms spoke in behalf of Harney County. He advised that they are vitally interested in the Juntura-Harper Section of US 20 which is a bad bottleneck and which affects the economy of the whole state. He particularly asked what future plans the Commission has for this section of highway. Mr. Loggan spoke on behalf of Deschutes County. He stated that this bottleneck affects the economy of their area. Because of the improvement of other highways, he advised, there has been a drop in recent years in the tourist travel to the Central Oregon area. At the request of Chairman McIver, the Engineer explained the allocations set up in the five-year program for this highway, totalling approximately $2,930,000, of which $1,369,500 is now under contract between Juntura and Harper, and additional $705,000 has been allocated by the Commission in the Federal-aid Program adopted at this session, and $685,000 remains from the old program, all between Juntura and Harper except $200,000 in the Burns-Hines section. He also told the group that there is approximately $2,000,000 worth of work on US 20 west of the Willamette River. Mr. Timms thanked the Commission and the Engineer for this information.

Judge Vernon Miller, Sherman County, Moro, appeared before the

Commission regarding improvements on Highway 97 (Sherman Highway) through Sherman County. Judge Miller urged the Commission to modernize Highway 97 from Moro north, and he presented a brief in support of his request. He stated that a number of developments have taken place in their county during the past two years which will increase traffic, so that there is an urgent need for modernization of this highway from Moro to Biggs Junction. He mentioned particularly (1) the completion of the Wasco-Heppner Highway (ORE 206) will bring traffic from the John Day River region, and central and eastern Oregon areas; (2) the relocation of the Columbia River Highway and the relocation of the Union Pacific Railroad due to the John Day Dam construction; and (3) the building of the Biggs Rapids Toll Bridge. He mentioned that because this highway is obsolete, the major portion of automobile and light truck traffic going to the Columbia River Highway turns west at Wasco and travels over a county federal-aid secondary road via Fulton Canyon. He recommended adoption of an alternate route for Highway 97 from Wasco north, and exhibited an aerial map showing the location of the proposed route which would follow a county road for about $2\frac{1}{2}$ miles north, then follow a ridge on high ground almost the entire route to Spanish Hollow which would be crossed by a bridge. The Engineer advised the Judge that the need for development in that area is recognized and in the five-year program there has been allocated to US 97 $750,000. At Chairman McIver's request, he asked the Judge where the County Court and the people of Sherman County wish this money spent--between Wasco and Biggs Junction or between Wasco and Moro. The Judge replied that it is his personal opinion that there is a greater need for improvement between Wasco and Biggs Junction. Chairman McIver requested Judge Miller to ascertain what section the people of Sherman County would like improved and advise the Commission. Judge Miller concluded his presentation by thanking the Commission on behalf of Sherman County for the work which has been done on US 97 and ORE 206. Mr. Williams advised him that the Commission has just approved a program which includes an item for construction of the South Unit of the Grass Valley-Kent Section.

A delegation from Estacada appeared before the Commission regarding relocation of the Clackamas Highway from Rock Creek corner near Clackamas to the junction with the Eagle Creek-Sandy Highway at Eagle Creek. Present were John C. Caldwell, Attorney, Oregon City, and and David B. Horner, both representing the Kiwanis Club, Estacada. Mr. Caldwell acted as spokesman for the group and presented a petition together with other written material in support of his request. He stated that there are four points he wished to bring to the Commission's attention--(1) relocation of the section of highway between Rock Creek and Barton; (2) elimination of bad curves near Rock Creek; and (3) at Eagle Creek; and (4) widening of the entire highway. He pointed out that the area between Rock Creek and Barton has many curves and is in a slide area with slides occurring almost every winter which leaves the highway in a hazardous condition the entire year. He stated that the curve near Rock Creek is particularly dangerous because it is in the middle of a straight stretch of road. The other curve at Eagle Creek, he continued, is a right angle curve immediately followed by another equally bad curve. Many accidents have occurred on these curves. This highway, he pointed

out, carries a large volume of log truck traffic and he mentioned the danger of a car meeting a logging truck on the narrow roadway. Because of the narrowness of the pavement, he continued, log trucks find it difficult to stay on the pavement so that the City of Estacada has a constant problem of these trucks splashing mud and raising dust. He told about plans for the future development of the Clackamas River drainage area as a recreational area and mentioned that with the completion of the North Fork Dam, including construction of cabins and resort facilities, this area will become a very popular recreational spot especially for the people of the Portland metropolitan area. Mr. Cody called attention to a few bad curves which need guard rail and requested that the Commission consider a project on this road in the coming biennium. He also advised that they are interested in a long-range plan for a highway from Estacada to Eastern Oregon following the Clackamas River. Such a route, he added, would alleviate congested areas in the Mt. Hood area through Government Camp, particularly during the hunting and skiing seasons. Mr. Horner commented that the forests are one of Oregon's best businesses, and something should be done to advance the use of this area. Chairman McIver told the group that the Commission realizes the condition of the road but that it does not have the money to improve it. He added that this highway is in the same district as the Mt. Hood Highway and the Commission has been trying to complete that road. The Commission appreciates the information the delegation has furnished and he stated that every consideration will be given to their request .

Mr. Eugene Marsh, attorney from McMinnville, appeared before the Commission on behalf of a group of Oregon cities engaged in the power business. Others in the delegation were M. L. Bonta, City Light Company, Max Neff, City Councilman, and Lloyd Reinholdt, Mayor-elect, all of Cascade Locks. Mr. Marsh, who was spokesman for the group, introduced the delegation and advised that his presentation would concentrate on a problem that affects Cascade Locks in the relocation of power lines along the Columbia River between Multnomah Falls and Cascade Locks. He pointed out that the Federal law allows 90% of the cost on the relocation of power lines providing the state laws, contract or permit are not violated. However, Oregon is faced with a problem in that the State law does not permit the Highway Commission to recapture any of these federal fund for the relocation of power lines. He requested that the Commission consider the situation in Cascade Locks as a hardship problem. He advised that Cascade Locks has approximately seven miles of poles to remove at an estimated cost of $35,000. The City has a total bonded indebtedness of $121,000 and at the present time does not have any money to move these poles. He recalled that during the last session of the Oregon legislature a bill was introduced which would permit the Commission to pay the cost of moving poles and allow the State to be reimbursed from the Federal government; however, such bill applied to both private and municipally owned utilities and was defeated. It was his thinking that before any legislation be introduced in the forthcoming session that considerable study should be made. If only municipally owned utilities were involved in such a bill there would be several

legal and constitutional questions involved and a possible charge of discrimination. The city, he said, has three alternatives--(1) ask the people to pass another bond issue; (2) introduce legislation to allow the Highway Department to reimburse the city for cost of moving the poles and secure Federal aid; and (3) tell the Highway Department to move the poles and sue the city for the cost. It was his belief that Cascade Locks or any other city would not want to introduce special hardship legislation unless the State was fully informed in advance. In answer to Chairman McIver's question if the group had presented this request to the Highway Interim Committee, Mr. Marsh advised that they had not done so due to the shortness of time. No action was taken.

Chairman McIver stated that in his opinion the year 1958 has been a good year and a big one constructionwise, and he offered his congratulations to the staff. In behalf of the Commission, he extended to all a very Merry Christmas. Mr. Williams reciprocated the feelings of the staff.

As there was no further business to come before the Commission at this time, Chairman McIver declared the meeting adjourned at 12:15 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "K"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

December 11 and 12, 1958

EXHIBIT "A"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the following described properties are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, and that the several options or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission. The said properties hereby ordered and authorized to be acquired are as follows:

RUSSELL ST. -CURRY ST. (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28319 Phillips, Ned and Velma L. (Grant)
Right of Way, 3971 N. E. 9th, Sta. 357
Option expires May 2, 1959
5,000 sq.ft. at $1.50 per sq.ft. $7,500.00
House 2,000.00

Amount to be paid owners - chrg to Right of Way $9,500.00

Grantors to vacate 40 days after notice.

Entire taking -

28333 Yusckat, Barbara (Grant)
Right of Way, 46 N.E. Halsey, Sta. 365
Option expires April 30, 1959

EXHIBIT "A" (Cont)

RUSSELL ST.- CURRY ST. (EAST BANK FREEWAY) SECTION - PACIFIC HIGHWAY

28333 Yuskat, Barbara (Cont)
5,178 sq.ft. at $0.50 per sq.ft. $2,589.00
House 1,911.00

Amount to be paid owner - chrg to Right of Way $4,500.00

Grantor to vacate 40 days after notice.

Entire taking -

(Grant)

28400 Lear, J. Dewey and Emma R.
Right of Way, 921 N.E. 1st, Sta. 379
Option expires April 30, 1959
3,400 sq.ft. at $1.75 per sq.ft. $5,950.00
House 550.00

Amount to be paid owners - chrg to Right of Way $6,500.00

Grantors to vacate 40 days after notice.

Entire taking -

(Grant)

28315 Mayberry, Inez and William M.
Right of Way, 1736 N. Vancouver, Sta. 355+50
Option expires May 16, 1959
2,500 sq.ft. at $0.75 per sq.ft. $1,875.00
House 4,875.00

Amount to be paid owners - chrg to Right of Way $6,750.00

Grantors to vacate 40 days after notice.

Entire taking -

(Grant)

28326 Seeger, Robert D.
Right of Way, 1461 N. E. Williams, Sta. 364+50
Option expires May 18, 1959
3,000 sq.ft. at $0.72+ per sq.ft., (hse. and improvements of no value because of fire damage) $2,250.00

Amount to be paid owners - chrg to Right of Way $2,250.00

Entire taking -

EXHIBIT "A" (Cont)

RUSSELL STREET-CURRY STREET (EASTBANK FREEWAY) SECTION - PACIFIC HIGHWAY

28403 Chalkley, Noah S. (Grant)
Right of Way, Sta. 379
Option expires May 27, 1959
2500 sq.ft. at $1.75 per sq.ft. $4,375.00
Amount to be paid owner - chrg to Right of Way $4,375.00
Grantor to vacate property 40 days after receipt of notice.

Entire taking -

28165 General Properties Inc. (Scott)
Right of Way, Stas. 405-408
Option expires May 25, 1959
65,340 sq.ft. at $.50- $ 32,500.00
Improvements (Bldgs.) 242,500.00
Amount to be paid owner - chrg to Right of Way $275,000.00
Plus allowance for last half 1958-59 taxes (Charged against rental) 4,062.00
Grand total amount to be paid owner $279,062.00

Entire taking -

UNION AVENUE BRIDGE SECTION - COLUMBIA RIVER HIGHWAY

28866 Miller, Helen R. (Henry)
Detour Easement, 204 N.E. Union Ave.
Easement signed October 28, 1958
Two year easement, 1,976 sq.ft. $4,654.00
Amount to be paid owner - chrg to Right of Way $4,654.00
Access will be provided between Union Ave. and the remaining portion of the lot.
Upon the termination of the easement the State shall restore property to present condition.

ROOSTER ROCK-MULTNOMAH FALLS SECTION - COLUMBIA RIVER HIGHWAY

29023 Kincaid, Ralph C. and Olivia (Henry)
Right of Way, Stas. 752-754
Option expires May 23, 1959
563 sq.ft. $40.00
Damage 60.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE
Replace 32' driveway.

Access not controlled -

EXHIBIT "A" (Cont)

WEST UNIT, SANDY-FOREST BOUNDARY SECTION - MT. HOOD HIGHWAY

25579 Pierce, Eva — CORRECTION REPORT — (Grothaus)
Right of Way, Stas. 277-281
Option expired September 20, 1957

0.1 acre	$100.00	
Timber	25.00	
Amount to be paid owner - chrg to Right of Way		$125.00

THINGS TO BE DONE BY THE STATE

Construct approach road at Sta. 283+00, N. side to old hwy.
Previous March 28-29, 1957 $100 approval did not include timber.

Complete restriction of access -

LAKE ROAD-OREGON CITY SECTION - CASCADE HIGHWAY

28761 Hauck, Jacob and Christina — (Grothaus)
Right of Way, Stas. 645-646
Option expires May 19, 1959

5,500 sq. ft.	$ 850.00	
House, shop, woodshed, shed	3,610.00	
Lawn, fireplace, hedge, etc.	540.00	
Amount to be paid owners - chrg to Right of Way		$5,000.00

Grantors to give possession on or before 45 days after notice.

Entire taking -

NORTH CITY LIMITS OF WEST LINN SECTION - OSWEGO HIGHWAY

29111 Darby, George F. and Ruth — (Grant)
Perm. Slope Ease., 6763 N.E. Portland Ave., Sta. 89
Easement signed September 12, 1958

568 sq. ft. perm. sl. ease.	$10.00	
Amount to be paid owners - chrg to Right of Way		$10.00

Access not controlled -

29112 Mann, Wilbur D. and Cleo Laverne — (Grant)
Perm. Slope Ease., Sta. 89
Easement signed October 29, 1958

932 sq. ft. perm. sl. ease.	$20.00	
Amount to be paid owners - chrg to Right of Way		$20.00

Access not controlled -

EXHIBIT "A" (Cont)

NORTH CITY LIMITS OF WEST LINN SECTION - OSWEGO HIGHWAY

29113 Blagen Mill Company (Grant)
Perm. Slope Ease., Sta. 89
Easement signed October 7, 1958
2,900 sq.ft. perm. sl. ease. $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Access not controlled -

HARBOR DRIVE-BARBUR BOULEVARD SECTION - PACIFIC HIGHWAY

28927 Southern Pacific Company (Smith)
Right of Way, Stas. 65-75
Bargain and Sale Deed signed August 8, 1958
4,917 sq.ft. at $0.35 per sq.ft. $1,720.00
Amount to be paid owner - chrg to Right of Way $1,720.00
Deed excepts mineral rights and reservations.

Complete restriction of access -

S. W. HAMILTON STREET-SLAVIN ROAD SECTION - PACIFIC HIGHWAY WEST

28848 Kibler, Hallie R. and Myrtle A. (Grothaus)
Right of Way, Stas. 55-58
Option expires May 2, 1959
12,586 sq.ft. at $0.22+ per sq.ft. $2,790.00
Amount to be paid owners - chrg to Right of Way $2,790.00

Access not controlled -

29154 Barrett, James R. and Mary L. (Grothaus)
Right of Way, 4517 S.W. Viewpoint Terrace, Stas. 52-57
Option expires April 29, 1959
4,675 sq.ft. at $0.35-per sq.ft. $1,616.00
House 3,004.00
Shop bldg. 80.00
Ret. walls, walks, steps, barbecue, shrubs, hedge 300.00
Amount to be paid owners - chrg to Right of Way $5,000.00
State to assume 1958-59 taxes. Estimate 100.00
GRAND TOTAL (Estimate) - chrg to Right of Way $5,100.00

Entire taking -

29152 Kennedy, James A. and Esther P. (Grothaus)
Right of Way, 32 SW Hamilton St., Stas. 55-57
Option expires April 29, 1959

EXHIBIT "A" (Cont)

S. W. HAMILTON STREET-SLAVIN ROAD SECTION - PACIFIC HIGHWAY WEST

29152 Kennedy, James A. and Esther P. (Cont)

1,275 sq.ft. at $0.35+ per sq.ft.	$ 450.00	
Garage, storage bldg., driveway	882.00	
Allow. to move buried oil tank	150.00	
Damage	2,000.00	
	$3,482.00	
950 sq.ft. at $0.35-/sq.ft. to be deeded to grantors -	332.00	
Amount to be paid owners - chrg to Right of Way		$3,150.00

Grantors to move oil tank 15 days after receiving title to property.

THINGS TO BE DONE BY THE STATE

Provide 16' surfaced approach.
Convey to Grantors 950 sq.ft. as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the commission, is no longer needed, required, or useful for highway purposes, and the value of the property to be acquired by the State is not less than the value of the property to be relinquished by the State, and the cash to be paid by the State.
Option null and void if State unable to deed said property.

Access controlled -

(Grothaus)

29153 Krumins, Janis and Marta
Right of Way, 24 S. W. Hamilton St., Stas. 55-57
Option expires April 28, 1959

1,275 sq.ft. at $0.35+ per sq.ft.	$ 450.00	
Driveway	100.00	
Allow. to move garage and re-arrange improvements	1,070.00	
Damage	2,130.00	
Amount to be paid owners - chrg to Right of Way		$3,750.00

Grantors to move garage from r/w within 30 days after notice or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Provide 16' surfaced approach.

Access controlled -

EXHIBIT "A" (Cont)

MIDDLETON-YAMHILL COUNTY LINE SECTION - PACIFIC HIGHWAY WEST

28568 Wesling, George L.; Billick, John E. et al (Grothaus)
Right of Way, Stas. 444-456
Option expires April 9, 1959

0.1 acre at $1,000 per acre	$ 100.00	
0.45 acre at $500 per acre	225.00	
Lawn, trees, driveway, etc.	200.00	
Damage	3,475.00	
Amount to be paid owners - chrg to Right of Way		$4,000.00

Grantors may remove nursery stock within 60 days after notice or it becomes property of State.

THINGS TO BE DONE BY THE STATE

Provide surfaced approach to r/w line approx. 15' wide at 447+55
Access: 446+25, 40' wide; 447+55, 454+40 and 449+50, E., unrestricted.

Access controlled -
Confirmation of phone approval by Mr. McIver October 29, 1958.

HILLSDALE-BARBUR BOULEVARD SECTION - BEAVERTON-HILLSDALE HIGHWAY

28084 City of Portland (Smith)
Right of Way, Sta. 10
Option expires March 18, 1959

0.22 acre at $1,000 per acre	$222.00	
Amount to be paid owner - chrg to Right of Way		$222.00

Complete restriction of access -

TUALATIN RIVER BRIDGE SECTION - SCHOLLS HIGHWAY

28576 Snyder, Jesse W. and Shirley Ann (Grant)
Right of Way, Stas. 30-35
Option expires December 27, 1958

0.37 acre at $500 per acre	$ 185.00	
Allow for moving bldg., gas tank and 600' fence at $0.20 per ft.	1,015.00	
Amount to be paid owners - chrg to Right of Way		$1,200.00

Grantors to remove bldg., etc. within 60 days of notice or they become property of State.

Access not controlled -

30957

EXHIBIT "A" (Cont)

GARDNER RANCH-BERGER RANCH SECTION - SUNSET HIGHWAY

(Henry)

28821 Voges, Carl and Luella
Right of Way, Stas. 2751-2759
Warranty Deed signed October 21, 1958
Voges deeded 0.35 acre for State permit granting 30' access to frontage road

THINGS TO BE DONE BY THE STATE

Provide S. frontage road.

Complete restriction of access - except to frontage road -

ROOSEVELT DRIVE (SEASIDE) SECTION - OREGON COAST HIGHWAY

(Benner)

27946 Sanders, Verner D. and Thelma A. SUPPLEMENTAL
Right of Way, Stas. 625-627
Barbain & Sale Deed signed October 13, 1958
1,150 sq. ft. $35.00
Amount to be paid owners - chrg to Right of Way $35.00
Previous July 31-August 1, 1958 approval of $1 to Clatsop Co. for 1,150 sq. ft., entire taking. This to clear Sanders' interest in property.

SOURGRASS CREEK SECTION - THREE RIVERS HIGHWAY

(Friess)

28933 Miller, Kathryn, et al
Bridge Right of Way
Option expires April 30, 1959
0.73 acre, lump sum $150.00
Amount to be paid owners - chrg to Right of Way $150.00

Access not controlled -

VALLEY JUNCTION-WALLACE BRIDGE SECTION - SALMON RIVER HIGHWAY

(Reeder)

28859 Shenk, Wesley E. and Evelyn M.
Scale Site, Stas. 48-59
Option expires April 22, 1959
0.34 acre at $500 per acre $170.00
Severance damage 100.00
Amount to be paid owners - chrg to Misc. Sites $270.00

THINGS TO BE DONE BY THE STATE

Lower N. ditch line approx. 1' between 62+30 and 64+69.

Complete restriction of access -
Confirmation of phone approval by Mr. McIver October 29, 1958

EXHIBIT "A" (Cont)

HAYESVILLE SCHOOL-BLOSSOM DRIVE SECTION - PACIFIC HIGHWAY EAST

28559 Armstrong, Chester H.; McMillan, Fredrick R., co-trustees (Wimer)
Footpath, Stas. 99-112
Option expires February 28, 1959
Quitclaim of 40' strip (includes existing 30' of Pacific Hwy. E.) 10' additional needed $1.00
Amount to be paid owners - chrg to Right of Way $1.00

Subject to existing signs.

CORVALLIS-PHILOMATH SECTION - CORVALLIS-NEWPORT HIGHWAY

28377 Dalholen, Emily (Boehmer)
Right of Way, Stas. 317-322
Option expires May 17, 1959

0.13 acre at $2,200-per acre	$ 285.00	
Shed	40.00	
Damage	2,975.00	
Amount to be paid owner - chrg to Right of Way		$3,300.00

Grantor to vacate 60 days after notice.

Complete restriction of access -

28376 Tilberg, Annie (Boehmer)
Right of Way, Stas. 318-320
Option expires May 18, 1959

40,160 sq.ft. at $0.06+ per sq.ft.	$2,565.00	
House	4,890.00	
Garage, small barn, 2 small sheds	820.00	
Amount to be paid owner - chrg to Right of Way		$8,275.00

Grantor to vacate 30 days after acceptance or 5 days after payment, whichever is sooner.

Entire taking -

28387 Fortner, Elsie M. (Boehmer)
Right of Way, Sta. 329
Option expires May 23, 1959

6,555 sq.ft. at $0.187- per sq. ft.	$1,200.00	
House and garage	6,600.00	
Landscaping	300.00	
Amount to be paid owner - chrg to Right of Way		$8,100.00

Grantor to vacate property by February 15, 1959

Entire taking -

EXHIBIT "A" (Cont)

ALBANY-LANE COUNTY LINE UNIT, ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY

28599 Pacific Power & Light Company (Benner)
Permit, Stas. 1160-1200
Permit signed November 5, 1958
Structural permit to cross 0.34 acre power canal ease. Gratis

Pedestrian access allowed under structure.

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

26889 Norwood, E. D. and Helga (Curfman)
Right of Way, Sta. 186
Option expires April 19, 1959
0.13 acre $10.00
Amount to be paid owners - chrg to Right of Way $10.00

Complete restriction of access -

27149 Perry, Claude A. and Myrtle A. (Allen)
Right of Way, Stas. 138-144
Option expires April 20, 1959
1.8 acres at $50 per acre $ 90.00
Damage 1,410.00
Amount to be paid owners - chrg to Right of Way $1,500.00

Complete restriction of access -

27205 Wilson, William W. and Elsie (Curfman)
Right of Way, Stas. 239-246
Option expires April 21, 1959
2.89 acres at $50+ per acre $145.00
Timber 10.00
Amount to be paid owners - chrg to Right of Way $155.00

Complete restriction of access -

28104 Holthus, Ernest D. and Marjorie A. (Allen)
Right of Way, Stas. 142-143
Option expires April 22, 1959
0.3 acre at $1,000 per acre $300.00
Damage 125.00
Amount to be paid owners - chrg to Right of Way $425.00

THINGS TO BE DONE BY THE STATE

Irrigation facilities to be made available.

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27151 Baker, George Wm. and June E. (Allen)
Right of Way, Stas. 140-143
Option expires April 29, 1959

0.37 acre	$1,500.00	
1.65 acres at $450+ per acre	750.00	
House, 780 sq.ft. at $10 per sq.ft.	7,800.00	
Pump house and play house	450.00	
Amount to be paid owners - chrg to Right of Way		$10,500.00

Grantors to vacate 30 days after notice.

Entire taking -

27146 Baker, Donald W. and Myrtle (Allen)
Right of Way, Stas. 134-138
Option expires May 4, 1959

3.55 acres at $350+ per acre	$1,250.00	
Damage	550.00	
Amount to be paid owners - chrg to Right of Way		$1,800.00

Complete restriction of access -

27201 Boatright, Levi F. and Alvina Grace (Curfman)
Right of Way, Stas. 226-233
Option expires May 5, 1959

4.76 acres at $50 per acre	$238.00	
Damage	642.00	
Amount to be paid owners - chrg to Right of Way		$880.00

Complete restriction of access -

27216 Craig, Harry L. and Jennie G. (Curfman)
Right of Way, Stas. 289-306
Option expires May 6, 1959

1 acre at $500 per acre	$ 500.00	
19.04 acres at $200 per acre	3,808.00	
Cabin, 648 sq.ft. at $1 per sq.ft.	648.00	
Timber	172.00	
Damage	72.00	
Amount to be paid owners - chrg to Right of Way		$5,200.00

Complete restriction of access -

27136 Hoopes, H. B. and Stella B. (Rawlins)
Right of Way, Stas. 120-125
Option expires May 11, 1959

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27136	Hoopes, H. B. and Stella B. (Cont)		
	0.53 acre at $750+ per acre	$398.00	
	Severance damage	412.00	
	Amount to be paid owners - chrg to Right of Way		$810.00

Complete restriction of access -

27189	Holm, Emma V.; Wells, Don et ux		(Rawlins)
	Right of Way, Stas. 197-198		
	Option expires April 29, 1959		
	0.34 acre at $1,500 per acre	$ 510.00	
	0.3 acre at $700 per acre	210.00	
	House, 1,060 sq. ft. at $5 per sq. ft.	5,300.00	
	Severence damage	980.00	
	Amount to be paid owners - chrg to Right of Way		$7,000.00

Grantors to vacate 30 days after notice, or December 1, 1958, whichever is later.

Complete restriction of access -

27193	Taylor, S. J. and Hazel I.		(Curfman)
	Right of Way, Stas. 199-213		
	Option expires April 23, 1959		
	7.63 acres at $100 per acre	$763.00	
	Timber	30.00	
	Damage	207.00	
	Amount to be paid owners - chrg to Right of Way		$1,000.00

Complete restriction of access -

27199	Taylor, S. J. and Hazel I.		(Curfman)
	Right of Way, Stas. 219-226		
	Option expires April 23, 1959		
	4.5 acres at $50 per acre	$225.00	
	Timber	49.00	
	Damages	726.00	
	Amount to be paid owners - chrg to Right of Way		$1,000.00

Complete restriction of access -

27112	Craven, L. H.; Myrick, D. F. et al		(Morgan)
	Right of Way, Stas. 46-47		
	Option expires January 2, 1959		
	0.77 acre at $1,000 per acre	$ 770.00	
	Replace septic tank, level and install new drainfield	580.00	
	Encroachment damage	1,400.00	

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27112 Craven, L. H.; Myrick, D. F. et al (Cont)
Amount to be paid owners - chrg to Right of Way $2,750.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access - except to frontage road -

27123 Newman, David B. and Doris B. (Allen)
Right of Way, 1080 N. E. Hefley, Stas. 87-89
Option expires April 21, 1959
0.83 acre at $3,300- per acre $2,700.00
Encroachment damage 2,000.00
Amount to be paid owners - chrg to Right of Way $4,700.00

THINGS TO BE DONE BY THE STATE

Provide access to irrigation water.

Complete restriction of access -

28098 Rohlfing, William C. and Virginia C. (Allen)
Right of Way, Stas. 149-152
Option expires May 4, 1959
0.75 acre $3,500.00
House, 1,120 sq.ft. at $3.85- per sq.ft. 4,300.00
Garage and pump house 550.00
Amount to be paid owners - chrg to Right of Way $8,350.00
Grantors to vacate within 30 days after notice.

Entire taking -

27796 Grants Pass Irrigation District (Curfman)
Right of Way, Sta. 186
Quitclaim Deed signed November 7, 1958
0.19 acre $1.00
Amount to be paid owner - chrg to Right of Way $1.00

Complete restriction of access -

27212 Krois, Conrad and Violet (Curfman)
Right of Way, 3646 Foothill Blvd., Stas. 269-275
Option expires May 16, 1959
3 acres at $1,000 per acre $3,000.00
0.29 acre at $300 per acre 87.00
Damage 1,013.00
Amount to be paid owners - chrg to Right of Way $4,100.00

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27212 Krois, Conrad and Violet (Cont)
Grantors to have right to cut trees in r/w area before construction.
Grantors' remaining property to be served by an underpass.

Complete restriction of access -

(Rawlins)

27198 Potter, Laurence N.
Right of Way, Stas. 217-219
Option expires May 18, 1959

0.45 acre at $700 per acre	$315.00	
House	450.00	
Two sheds at $25 each	50.00	
Severance damage	235.00	
Amount to be paid owner - chrg to Right of Way		$1,050.00

Complete restriction of access -

(Allen)

27124 Hupp, Morris T. and Helen L.
Wilcoxon, Mark R. and Marguerite E.
Right of Way, Stas. 89+67-91+22
Option expires May 13, 1959

7200 sq.ft. at $0.11 per sq.ft.	$ 805.00	
Severance damage	1,570.00	
Amount to be paid owners - chrg to Right of Way		$2,375.00
Grantors to have access to both Hefley Street and Beacon Drive		

Complete restriction of access -

(Allen)

27152 Howell, Charles B. and Agnes Mildred
Right of Way, Stas. 142-148
Option expires May 16, 1959

3.84 acres at $1150 per acre	$4,430.00	
0.8 acre at $400 per acre	320.00	
Barn and chicken house	250.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$5,500.00
Grantors to vacate property 30 days after notice.		

THINGS TO BE DONE BY THE STATE

Install three irrigation pipe outlets.

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27219	Walton, Vee W.		(Curfman)
	Right of Way Stas. 326-346		
	Option expires May 17, 1959		
	3.03 acres at $300 per acre	$ 909.00	
	17.57 acres at $75- per acre	1,317.00	
	Barn	85.00	
	Damage	3,060.00	
	Timber	29.00	
	Amount to be paid owner - chrg to Right of Way		$5,400.00

Complete restriction of access -

27113	Wall, Edward C. and Neva		(Allen)
	Right of Way, Stas. 47-54		
	Option expires May 24, 1959		
	0.5 acre at $2000.00	$1,000.00	
	4.41 acres at $1000.00	4,410.00	
	Barn, lump sum	175.00	
	Well	500.00	
	Loss of access to spring	300.00	
	Damage	1,115.00	
	Amount to be paid owners - chrg to Right of Way		$7,500.00

Complete restriction of access -

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27220	Mundell, Phoebe A., Scott, Claud W. and Theda N.		(Rawlins)
	Right of Way, Stas. 349-361		
	Option expires April 29, 1959		
	8.6 acres at $475+ per acre	$4,100.00	
	House, 650 sq.ft. at $6.50+ per sq.ft.	4,125.00	
	Garage, 300 sq.ft. at $1.50 per sq.ft.	450.00	
	Barn, 400 sq.ft. at $0.50 per sq.ft.	200.00	
	Well, 6"	1,250.00	
	Timber	9.00	
	Perm. easement for access rd., 0.12 acre	66.00	
	Amount to be paid owners - chrg to Right of Way		$10,200.00
	Personal property will be moved and full possession given by 10 days after payment.		

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access -
Confirmation of phone approval by Mr. McIver November 20, 1958.

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27245 Palmer, Claud E. and Mary A. (Rawlins)
Right of Way, Stas. 403-416
Option expires May 5, 1959

14.7 acres at $150+ per acre	$2,222.50	
3.8 acres at $440 per acre	1,672.00	
House, 384 sq.ft. at $2 per sq.ft.	768.00	
House, 544 sq.ft. at $3 per sq.ft.	1,632.00	
Mach. shed and poultry hse., 1,728 sq.ft. at $0.50/	864.00	
Storage bldg. and storage shed, 908 sq.ft. at $1/	908.00	
Work shop, 450 sq.ft. at $0.25 per sq.ft.	112.50	
Shed, 640 sq.ft. at $0.15 per sq.ft.	96.00	
Timber	901.00	
Well	324.00	
Amount to be paid owners - chrg to Right of Way		$9,500.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access -

27247 Grimes, Russell P. and Mary E. (Riley)
Right of Way, Stas. 419-421
Option expires May 16, 1959

2.33 acres at $500 per acre	$1,165.00	
House, 360 sq.ft. at $4.60+ per sq.ft.	1,659.00	
Ch. Hse., $200; Well, $300	500.00	
Timber	126.00	
Severance damage	250.00	
Amount to be paid owners - chrg to Right of Way		$3,700.00

THINGS TO BE DONE BY THE STATE

Construct access underneath freeway from Grantors' remaining property to County Road.

Complete restriction of access -

27246 Johnson, Leo D. and Berniece E. (Rawlins)
Right of Way, Stas. 416-419
Option expires April 29, 1959

1 acre	$2,140.00
2.32 acres at $300+ per acre	700.00
1.18 acres at $35+ per acre	45.00
House, 940 sq.ft. at $5 per sq.ft.	4,700.00

EXHIBIT "A" (Cont)

JOSEPHINE COUNTY LINE-EVANS CREEK UNIT, GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27246 Johnson, Leo D. and Berniece E. (Cont)

Buildings	$ 506.00	
Timber	244.00	
Damage	415.00	
Amount to be paid owners - chrg to Right of Way		$8,750.00

THINGS TO BE DONE BY THE STATE

Provide N. frontage road.

Complete restriction of access - except to frontage road.

29006 Corbin, Henry G.; Breeding, William H. and Sarah L. (Riley)
Right of Way, Stas. 491-498
Option expires March 29, 1959

1.3 acres at $800+ per acre	$1,040.00	
Timber	35.00	
48½ rods fencing at $4 per rod	194.00	
Amount to be paid owners - chrg to Right of Way		$1,269.00

Access not controlled -

27239 Nelson, Oscar N. (Riley)
Right of Way, Stas. 390-392
Option expires May 6, 1959

1.60 acres at $500 per acre	$800.00	
Amount to be paid owner - chrg to Right of Way		$800.00

Complete restriction of access -

27236 Vander Meer, Herman E. and Nellie Mouw (Riley)
Right of Way, Stas. 383-384
Option expires April 19, 1959

0.70 acre at $500 per acre	$350.00	
Timber	10.00	
Severance damage	90.00	
Amount to be paid owners - chrg to Right of Way		$450.00

Complete restriction of access -

SEVEN OAKS-ASHLAND SECTION - PACIFIC HIGHWAY

28411 Howard, Mary E. (Rawlins)
Right of Way, Stas. 437-438
Option expires May 17, 1959

0.03 acre at $3,333.33+ per acre	$100.00	
Amount to be paid owner - chrg to Right of Way		$100.00

Complete restriction of access -

30947

EXHIBIT "A" (Cont)

DAVIS SLOUGH-BANDON SECTION - OREGON COAST HIGHWAY

(Curfman)

29020 Gulseth, C. J. and M. R.
Right of Way, Stas. 871-875
Option expires May 12, 1959
1.26 acres $100.00
Amount to be paid owners - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE

Fence right of way. Access provisions same as in June 6, 1957 option no. 26095; 876, S., and 858+00, N. and S., residential, timber and agricultural.

Access controlled -

(Morgan)

28467 Thomas, John and Sarah
Right of Way, Stas. 302-311
Option expires May 12, 1959
0.25 acre $100.00
0.50 acre temp. ease. for random fill 108.00
Timber 42.00
Amount to be paid owners - chrg to Right of Way $250.00
Grantors may fill on W. edge of easement to join any fill the State may make.

THINGS TO BE DONE BY THE STATE

Construct new road approach at 303+00 in lieu of one at 304 and reconnect one at 308 and gravel to r/w line. May fill above hwy. grade on easement and deposit waste material for 12 months on Grantors' remaining land.
Access: 308+00, W. side timber and residential; 303+00, W., forest, mineral, agricultural and residential.

Access controlled -

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

(Bucknum)

28219 Tindall, Sam A.
Right of Way, Stas. 1963-1982
Option expires April 30, 1959
1.8 acres at $350 per acre $630.00
1.5 acres at $500 per acre 750.00
Damage 500.00
Amount to be paid owner - chrg to Right of Way $1,880.00

EXHIBIT "A" (Cont)

ROWENA-CHENOWETH CREEK SECTION - COLUMBIA RIVER HIGHWAY

28219 Tindall, Sam A. (Cont)

THINGS TO BE DONE BY THE STATE

Construct fence along S. r/w line.
Access: 1965+75 and 1968+30, S. side, 25', agricultural and residential.

Access controlled -

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY

25644 von Borstel, Mildred (Bucknum)
Right of Way, Stas. 1418-1449
Option expires April 30, 1959

5.9 acres at $25 per acre	$147.50	
230 rods fencing at $3 per rod	690.00	
Amount to be paid owner - chrg to Right of Way		$837.50

Farm crossing, 60', at 1422+72.
Access, E. side, 25' at 1422+72, residential and farming.

Access controlled -

25647 von Borstel, George W. and Patricia A. (Bucknum)
Right of Way, Stas. 1475-1505
Option expires April 29, 1959

1.05 acres at $200 per acre	$210.00	
110 rods fencing at $3 per rod	330.00	
Amount to be paid owners - chrg to Right of Way		$540.00

Complete restriction of access -

25648 Barnet, Roy P. and Lola E. (Bucknum)
Right of Way, Stas. 1505-1551
Option expires April 28, 1959

3.50 acres at $200 per acre	$700.00	
3.98 acres at $25+ per acre	100.00	
Re-est. spillway of earth dam	200.00	
246 rods woven wire fencing at $3.50 per rod	861.00	
276 rods barbed wire fencing at $3 per rod	828.00	
Damage	200.00	
Amount to be paid owners - chrg to Right of Way		$2,889.00

Farm crossing: 60' at 1525.
Access, W. side, 25' at 1505+50, farming and residential.

Access controlled -

EXHIBIT "A" (Cont)

GRASS VALLEY-KENT SECTION - SHERMAN HIGHWAY

(Bucknum)

25645 Estate of Lida H. Ragsdale
Right of Way, Stas. 1449-1505
Option expires May 9, 1959
0.9 acre at $200 per acre $180.00
7.25 acres at $25 per acre 181.25
280 rods fencing at $3 per rod 840.00
Amount to be paid owners - chrg to Right of Way $1,201.25

Access: 1454+00 and 1505+00, E., residential and agricultural.

Access controlled -

(Bucknum)

28791 Wilcox, George H. and Marie
Right of Way, Stas. 1289-1293
Option expires April 13, 1959
0.07 acre $25.00
22 rods fencing at $3 per rod 66.00
Amount to be paid owners - chrg to Right of Way $91.00

Access: 1288+75, W., unrestricted.

Access controlled -

EAST DIAMOND LAKE-LOBERT SECTION - THE DALLES-CALIFORNIA HIGHWAY

(Saling)

15341 Bureau of Indian Affairs
Stockpile Site for storing crushed rock
Permit expires August 13, 1961
10.17 acres tribal land at $10 per yr. rental plus $1 for permit $31.00
Amount to be paid owner - chrg to Stockpile Site $31.00

Impossible to purchase or rent for a longer period. The last lease expired on August 13, 1958.

BUTTE CREEK-SERVICE CREEK SECTION - JOHN DAY HIGHWAY

(Brainerd)

28938 Ogle, Philip B. and Shirley J.
Right of Way, Stas. 1202-1205
Option expires April 20, 1959
3,200 sq. ft. $25.00
Amount to be paid owners - chrg to Right of Way $25.00

Complete restriction of access -

EXHIBIT "A" (Cont)

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY-BURNS HIGHWAY

28353 Medina, Con (Brainerd)
Right of Way, Stas. 18-26
Option expires April 6, 1959

0.42 acre at $1,000 per acre	$ 420.00	
House, 642 sq.ft. at $2 per sq.ft.	1,284.00	
Re-est. 350 ft. irr. ditch	350.00	
Six trees at $20 each	120.00	
Pump, water system, lawn and flowers	176.00	
Encroachment damage	500.00	
Amount to be paid owner - chrg to Right of Way		$2,850.00

Grantor to give possession 30 days after notice or 5 days after payment but may rent if agreeable with State.
Access: 18+70, 19+75 and 20+90, W., unrestricted.

Access controlled -

28483 Pierce, Frank and Beatrice A. (Brainerd)
Right of Way, Stas. 136-143
Option expires April 19, 1959

0.45 acre	$100.00	
Amount to be paid owners - chrg to Right of Way		$100.00

THINGS TO BE DONE BY THE STATE

Protect bridge and re-est. if disturbed.
Access: 134+80, W., unrestricted.

Access controlled -

28486 Larkin, James R. and Mathia (Brainerd)
Right of Way, Stas. 143-153
Option expires April 19, 1959

0.97 acre at $1,000 per acre	$970.00	
Re-est. yard and field fences	80.00	
Lawn and flowers	50.00	
Encroachment damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,600.00

Encroachment of N. E. corner of house allowed if within right of way. Grantors allowed to run yard fence along cut in front of house.

THINGS TO BE DONE BY THE STATE

Protect and re-est. two water lines crossing hwy.
Access: 149+00 and 150+68, W., unrestricted.

Access controlled -

EXHIBIT "A" (Cont)

B. P. R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION - JOHN DAY BURNS HIGHWAY

28360 Lowary, L. M. and Betty (Bucknum)
Right of Way, Stas. 85-93
Option expires May 24, 1959

1.37 acres, lump sum	$150.00	
Miner's shack	200.00	
Damage	100.00	
Amount to be paid owners - chrg to Right of Way		$450.00

THINGS TO BE DONE BY THE STATE

Re-establish foot bridge if disturbed by taking
Provide approach to bridge, at Sta. 83+75, Westerly side.
Access 25', at Sta. 83+75, Westerly side, unrestricted.

Access controlled -

28487 Sintay, Bandy and Nellie (Bucknum)
Right of Way, Stas. 153-160
Option expires May 19, 1959

0.25 acre at $1000	$250.00	
Garden, lawn and fence	200.00	
Timber	150.00	
Damage	500.00	
Amount to be paid owners - chrg to Right of Way		$1,100.00

THINGS TO BE DONE BY THE STATE

Approach to bridge to be re-established if disturbed.
Grantors' sewage disposal system permitted to encroach on Right of Way
Access, 25' at Sta. 155+00, Westerly Side, unrestricted.

Access controlled -

28355 Hibbard, Duane (Bucknum)
Right of Way, Stas. 40-52
Option expires May 18, 1959

1.46 acres at $1,000 per acre	$1,460.00
House	1,500.00
Outbldgs., pump, well and water wheel syst.	725.00
2 bridges at $500 each	1,000.00
Berries, shrubs, garden, flowers	350.00
Woven wire fence	100.00

EXHIBIT "A" (Cont)

B.P.R. Project

CANYON CITY-SHEEP GULCH UNIT, CANYON CITY-SENECA SECTION-JOHN DAY BURNS HIGHWAY

28355 Hibbard, Duane (Cont)

Amount to be paid owner - chrg to Right of Way	$5,135.00
To be conveyed by B. & S. deed.	
Grantor to vacate within 30 days from notice.	

Complete restriction of access -

DEADMANS PASS-MEACHAM SECTION - OLD OREGON TRAIL HIGHWAY

27750 U. S. Bureau of Indian Affairs - Umatilla Indian Agency (Lozar-Ewen)
R/W, Material Source and Haul Rd. Ease., Stas. 427-465

13.17 acres r/w at $26+ per acre	$ 345.85	
26.97 acres quarry and haul rd. at $25 per acre	674.25	
Cabin	20.00	
101 MBF	1,009.90	
Amount to be paid - chrg to Right of Way		$ 691.75
Amount to be paid - chrg to Quarry		1,358.25
TOTAL AMOUNT to be paid as per appraisal		$2,050.00

THINGS TO BE DONE BY THE STATE

Provide S. frontage road through underpass.

Complete restriction of access -

Confirmation of phone approval by Mr. Fridley October 30, 1958.

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

28057 Larm, Weston C. and Zelerma V. (Chatwood)
Right of Way, Stas. 655-662
Option expires May 2, 1959

2.9 acres at $300 per acre	$ 870.00	
Home and woodworking shop, 1,920 sq.ft. at $3.25/	6,240.00	
2 rental houses, 954 sq.ft.	752.00	
Garage, 264 sq.ft. at $1.50 per sq.ft.	396.00	
Warehouse, 320 sq.ft. at $1 per sq.ft.	320.00	
Miscellaneous Bldgs., Improvements	175.00	
Well and well house	197.00	
Allow. to move T-V antenna	50.00	
Amount to be paid owners - chrg to Right of Way		$9,000.00

Possession date, 30 days after payment.

Entire taking -

EXHIBIT "A" (Cont)

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

28049 Palmer, Ethel A., Werschkul, Fern P. and James G. (Chatwood)
Right of Way, Stas. 342-429
Option expires April 23, 1959

65.18 acres at $10- per acre	$651.60	
0.3 acre access rd. at $340+ per acre	102.40	
Damage	930.00	
Amount to be paid owners - chrg to Right of Way		$1,684.00

THINGS TO BE DONE BY THE STATE

Install 16x13' underpass at 390+60.
Install type 1 fence on right of way.
Access to present hwy. to remain as is.

Complete restriction of access -

28931 Jensen, Norman and Josephine (Chatwood)
Material Source
Option expires May 11, 1959

18.74 acres at $25 per acre	$468.50	
219 rods barb wire fence at $3.50- per rod	766.00	
Cattle guard for haul road	400.00	
Damages, loss of farm road	700.00	
Amount to be paid owners - chrg to Quarry Site		$2,334.50

Cancels r/w obligation of State to fence original quarry and put in a cattle guard under file No. 18282, March 1952 option.

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

28930 Chamberlin, L. Dale and Edna (Chatwood)
Material Source and Stockpile Site
Option expires May 2, 1959

6.5 acres at $25- per acre	$162.00	
1.39 acres at $200 per acre	278.00	
Damage	935.00	
Amount to be paid owners - chrg to Gravel Pit		$1,097.00
Amount to be paid owners - chrg to Stock Pile Site		278.00
TOTAL AMOUNT to be paid owners		$1,375.00

Grantors reserve right to pit run gravel for ranch use. Grantors reserve wooden bridge and gravel pile in N. E. corner of parcel 1. Grantors to have salvage of trees and use of land for pasture.

EXHIBIT "A" (Cont)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION - BAKER-HOMESTEAD HIGHWAY

28930 Chamberlin, L. Dale and Edna (Cont)

THINGS TO BE DONE BY THE STATE

Slopes on E. Bank of gravel pit to be held at 3 to 1.
Maintain fence on N. side of material site.
Fence and maintain fence on S. line and material site adjoining, estimated 37 rods fencing $129.50

HORSESHOE BEND - NAMORF SECTION - CENTRAL OREGON HIGHWAY

28787 Vaughan, Floyd C., F. C. et al (Brainerd)
Material Source, Stas. 352-362
Option expires April 5, 1959
11.1 acres at $50- per acre $500.00
Amount to be paid owners - chrg to Quarry Site $500.00

CHAMPOEG PARK

28934 Landfare, Russell L. (Friess)
Park
Option expires May 20, 1959

10.5 acres at $400 per acre	$4,200.00	
House: 864 sq.ft. at $9.00 per sq.ft.	7,776.00	
Ch. shed: 1375 sq.ft. at $1.00 per sq.ft.	1,375.00	
Barn: 1000 sq.ft. at $0.50 per sq.ft.	500.00	
Landscaping driveways and well & water system	649.00	
Amount to be paid owner - chrg to Park		$14,500.00

Grantor to vacate premises 15 days after receipt of payment.
Grantor shall be allowed to occupy all buildings until May 1, 1959 rent free.

Entire taking -

HAYESVILLE - BLOSSOM DRIVE SECTION - PACIFIC HIGHWAY EAST

10 foot - Foot Path and/or Sidewalk easements as listed below - Gratis

File No.	Name	Area Acre
28550	Glen Lengren et al	0.12
28553	Christena M. Davis et vir	0.13
28554	James C. Theodore et ux	0.05
28556	Howard K. Zimmerman et al	0.06
28557	Harold A. Lang et al	0.02
28558	Roy W. Fisk et al	4' width only

Taken subject to existing signs
Secured by Gerald Wimer, Assistant Division Engineer

EXHIBIT "A" (Cont)

GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

27144	Elliott, Cecil A. et ux			(Allen)
	Right of Way, Stas. 129-132			
	Option expires May 25, 1959			
	0.74 acre at $150 per acre		$111.00	
	Damage		314.00	
	Amount to be paid owner - chrg to Right of Way			$425.00

Complete restriction of access -

27177	Golden Rule Lodge No. 78 I.O.O.F.			(Rawlins)
	Right of Way, Stas. 157-158			
	Option expires May 24, 1959			
	1.06 acres at $1000-per acre		$1,000.00	
	Damage		1,000.00	
	Amount to be paid owner - chrg to Right of Way			$2,000.00

Complete restriction of access -

27217	Weisel, James Henry et ux			(Curfman)
	Right of Way, Stas. 306-316			
	Option expires May 14, 1959			
	12.96 acres at $75per acre		$ 972.00	
	Damage		1,013.00	
	Timber		1,015.00	
	Amount to be paid owner - chrg to Right of Way			$3,000.00

Complete restriction of access -

JEROME PRAIRIE ROAD - GRANTS PASS SECTION - REDWOOD HIGHWAY

28636	McDonald, Dean R. et al			(Mudd)
	Right of Way, Stas. 761-764			
	Option expires March 29, 1959			
	0.43 acre at $800 per acre		$344.00	
	0.09 acre easement at $400		36.00	
	Fencing		94.00	
	Amount to be paid owner - chrg to Right of Way			$474.00

Complete restriction of access -

SEVEN OAKS - ASHLAND SECTION - PACIFIC HIGHWAY

28445	Moore, Edward C. et ux			(Rawlins)
	Right of Way, Stas. 665-667			
	Option expires May 19, 1959			
	0.43 acre lump sum		$1,500.00	
	House, 1238 sq.ft. at $6.00-		7,400.00	
	Garage, 342 sq.ft. at $2.75-		940.00	
	Shed, 140 sq.ft. at $1.10+		160.00	

EXHIBIT "A" (Cont)

SEVEN OAKS - ASHLAND SECTION - PACIFIC HIGHWAY

28445 Moore, Edward C. et ux (Cont)
Amount to be paid owner - chrg to Right of Way $10,000.00

Complete restriction of access -

DAVIS SLOUGH - BANDON SECTION - OREGON COAST HIGHWAY

29019 Coos County (Morgan)
Right of Way, Stas. 773-788
Option expires May 27, 1959
2.18 acres at $15+ per acre $33.00
Amount to be paid owner - chrg to Right of Way $33.00

Access is to remain the same as in previous options.

Access controlled -

ONTARIO - SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

28853 McCarty, Henry E. et ux (Chatwood)
Right of Way, Stas. "I" 29-"I" 33
Option expires May 16, 1959
0.23 acre fee + 0.12 Rdwy. Ease at $4500 per acre $1,575.00
5 trees 150.00
Damage 2,275.00
Amount to be paid owner - chrg to Right of Way $4,000.00
40' access reserved Sta. 31+72, Idaho Ave. Unrestricted.
Access not controlled East Sta. 32+00 on Idaho Ave.

THINGS TO BE DONE BY THE STATE

Re-establish irrigation system where disturbed, Est. cost $400.
Fence R/W except across access road.

Access controlled -

29114 Holloway, W. C. et ux (Chatwood)
Right of Way, Stas. "I" 26-"I" 30
Option expires May 17, 1959
0.13 acre, Lump sum $ 250.00
Damage 2,750.00
Amount to be paid owner - chrg to Right of Way $3,000.00

30857

EXHIBIT "A" (Cont)

ONTARIO - SNAKE RIVER SECTION - OLD OREGON TRAIL HIGHWAY

29114 Holloway, W. C. et ux (Cont)

THINGS TO BE DONE BY THE STATE

Build access road 18 feet wide, 200' long across adj. property, Parcel 2 file 28853. Rd. to be 33' wide if grantee obtains easement.

Access controlled -

HARBOR DRIVE - BARBUR BLVD. SECTION - PACIFIC HIGHWAY

29174 Haskins, Fay S. et ux (Henry)
Right of Way, Sta. 140
Option expires May 24, 1959
4875 sq. ft. $ 260.00
House, 640 sq. ft. 2,240.00
Amount to be paid owner - chrg to Right of Way $2,500.00
Grantor to vacate property 5 days after receipt of notice.

Entire taking -

29171 Neimy, Walter et ux (Henry)
Right of Way, Stas. 135-137
Easement signed November 25, 1958
1,125 sq.ft. construction easement $150.00
Amount to be paid owner - chrg to Right of Way $150.00

Access not controlled -

GRANTS PASS - JACKSON COUNTY LINE UNIT - GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

27213 Simpson, Glenn L. et ux (Curfman)
Right of Way, Stas. 274-277
Option expires May 20, 1959
1.04 acres at $700 per acre $728.00
Ch. house, 750 sq.ft. at $0.37-per sq.ft. 275.00
Cost of moving shed or barn 171.00
Well 500.00
Damage 498.00
Amount to be paid owner - chrg to Right of Way $2,172.00
Grantor to vacate property within 30 days after receipt of notice.

EXHIBIT "A" (Cont)

GRANTS PASS - JACKSON COUNTY LINE UNIT - GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

27213 Simpson, Glenn L. et ux (Cont)

THINGS TO BE DONE BY THE STATE

Install 6" pipe for irrigation water at Sta. 275+50 with pressure to irrigate with sprinkler or replace grantors' irrigation pipe at Sta. 276+50.

Complete restriction of access -

14th AVENUE - LOWELL STREET SECTION - PACIFIC HIGHWAY

29173 Lehl, Henry et ux (Henry)
Right of Way, Sta. 140
Easement signed November 28, 1958

150 sq. ft. construction easement	$100.00	
28 sq. ft. removing and rebuilding porch	125.00	
Amount to be paid owner -- chrg to Right of Way		$225.00

Access not controlled -

CANYON CITY - SHEEP GULCH UNIT - CANYON CITY - SENECA SECTION - JOHN DAY BURNS HIGHWAY

28481 Turner, Basil A. et ux (Bucknum)
Right of Way, Stas. 137-144
Option expires May 31, 1959

0.76 acre at $600-	$450.00	
Damage and fence	100.00	
Amount to be paid owner - chrg to Right of Way		$550.00

Access Easterly side, 25' Sta. 138, Unrestricted

Access controlled -

28488 Turner, Basil A. et ux (Bucknum)
Right of Way, Stas. 149-178
Option expires May 31, 1959

1.2 acres at $1000 per acre	$1,200.00	
.3 acre at $500 per acre	150.00	
2.93 acres at $50+ per acre	150.00	
Fence	50.00	
Amount to be paid owner - chrg to Right of Way		$1,550.00

Access 25', 164+00 Easterly; 165+10, Westerly, Unrestricted.

Access controlled -

CANYON CITY-SHEEP GULCH UNIT - CANYON CITY - SENECA SECTION - JOHN DAY BURNS HIGHWAY

28490 Turner, Basil A. et ux (Bucknum)
Right of Way, Stas. 175-179
Option expires May 31, 1959
0.23 acre lump sum $50.00
Fence 50.00
Amount to be paid owner - chrg to Right of Way $100.00

Access, 25' Westerly side, Sta. 180, unrestricted

THINGS TO BE DONE BY THE STATE

Re-establish bridge, located West of Sta. 180, if disturbed by the taking.
Protect spring located West of Sta. 179.

Access controlled -

SOUTH UNIT, GRASS VALLEY - KENT SECTION - SHERMAN HIGHWAY

25642 Earl, James et ux (Bucknum)
Right of Way, Stas. 1326-1387
Option expires June 3, 1959
4 acres at $200 per acre $ 800.00
10.8 acres at $25 per acre 270.00
Allowance for construction of machinery crossing across wash 275.00
Fencing, 583 rods at $3.50+ 2,055.50
Damage 775.00
Amount to be paid owner - chrg to Right of Way $4,175.50
60' farm crossing at Sta. 1365, 40' farm crossing at 1340.
Access, both sides, at 1340+00, farming and residential.

THINGS TO BE DONE BY THE STATE

Provide CMP drain and stock pass at Sta. 1360+50.

Access controlled -

25646 Von Borstel, Theodore C. (Bucknum)
Right of Way, Stas. 1455-1459
Option expires June 2, 1959
0.08 acre lump sum $50.00
Fencing, 30 rods at $3.00 90.00
Amount to be paid owner - chrg to Right of Way $140.00

Access, Sta. 1454, Westerly side, Agricultural and residential.

SOUTH UNIT, GRASS VALLEY - KENT SECTION - SHERMAN HIGHWAY

25646 Von Borstel, Theodore C. (Cont)

THINGS TO BE DONE BY THE STATE

Construct bridge or culvert for Finnigan Creek to cross Hwy. at approx. Sta. 1460+10.

Access controlled -

GRANTS PASS - JACKSON COUNTY LINE UNIT - GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

27211 Morton Milling Company (Curfman)
Right of Way, Stas. 259-273
Option expires April 6, 1959

10.53 acres at $500 per acre	$5,265.00	
.9 acre at $100 per acre	90.00	
Loss of spring	200.00	
Damage	1,145.00	
Amount to be paid owner - chrg to Right of Way		$6,700.00

THINGS TO BE DONE BY THE STATE

Provide means of getting irrigation water to grantors' remaining land that can now be irrigated.

Complete restriction of access -

28095 Heaton, S. A. et ux (Rawlins)
Right of Way, Sta. 92
Option expires May 23, 1959

2000 sq.ft. at $0.11 per sq.ft.	$220.00	
Concrete curbing, driveway, brick gate posts, landscaping and rock walls	330.00	
Damage	200.00	
Amount to be paid owner - chrg to Right of Way		$750.00

Complete restriction of access -

27153 Hannesson, Finnbogi F. et ux (Allen)
Right of Way, Stas. 145-150
Option expires June 4, 1959

3.65 acres at $295- per acre	$ 1,075.00	
0.4 acre, lump sum	2,000.00	
1.6 acres at $750 per acre	1,200.00	
House, 1088 sq.ft. at $11+ per sq.ft.	12,000.00	
Pump house and pump	225.00	
Amount to be paid owner - chrg to Right of Way		$16,500.00

Grantor to vacate property within 30 days after notice.

Complete restriction of access -

EXHIBIT "A" (Cont)

GRANTS PASS - JACKSON COUNTY LINE UNIT - GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

(Curfman)

27180 Johnston, Hontz T. et ux
Right of Way, Stas. 177-181
Option expires May 16, 1959

0.75 acre at $900 per acre	$675.00	
Concrete lined irrigation ditch, 350' at $1.00	350.00	
Garage	125.00	
Damage	350.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00

Grantor to have unrestricted access to the road connecting Jones Creek Road & Portola Drive.

THINGS TO BE DONE BY THE STATE

Reconstruct grantors' approach.
Provide means of getting irrigation water along Northerly line of grantors' remaining property.

Complete restriction of access -

SEVEN OAKS-TABLE ROCK RD. UNIT - SEVEN OAKS-ASHLAND SECTION - PACIFIC HIGHWAY

(Rawlins)

28444 Wallace, Wilmer L. et ux
Right of Way, Stas. 664-667
Option expires May 19, 1959

0.92 acre, lump sum	$2,250.00	
House, 1136 sq.ft. at $5.00- per sq.ft.	5,500.00	
Garage, 369 sq.ft. at $2.00+ per sq.ft.	750.00	
Shed	600.00	
Landscaping	300.00	
Amount to be paid owner - chrg to Right of Way		$9,400.00

Grantor to give possession 30 days after notice.

Entire taking -

(Rawlins)

28447 Coggins, Ralph C. et ux
Right of Way, Stas. 668-675
Option expires June 2, 1959

0.15 acre at $4000 per acre	$ 600.00	
House, 778 sq.ft. at $6.80- per sq.ft.	5,250.00	
Carport, 210 sq.ft. at $2.00- per sq.ft.	400.00	
Yard and shrubs	850.00	
Damage	900.00	
Amount to be paid owner - chrg to Right of Way		$8,000.00

Grantor to give possession 30 days after notice.

Complete restriction of access -

EXHIBIT "A" (Cont)

CORVALLIS - PHILOMATH SECTION - CORVALLIS - NEWPORT HIGHWAY

28378 Sande, C. J. et ux (Boehmer)
Right of Way, Stas. 320-324
Option expires June 4, 1959

0.48 acre at $4,356- per acre	$2,090.00	
2.09 acres at $800- per acre	1,670.00	
House & garage	7,750.00	
Shed	190.00	
Lawn improvements & fencing	400.00	
Damage	2,400.00	
Amount to be paid owner - chrg to Right of Way		$14,500.00

Grantor to vacate property on or before Feb. 15, 1959

Complete restriction of access -

28386 Cator, Charles et ux (Boehmer)
Right of Way, Stas. 329-330
Option expires June 2, 1959

4,083 sq.ft. at $0.185- per sq.ft.	$ 755.00	
House	7,100.00	
Garage	600.00	
Lawn and shrubs	75.00	
Driveway	120.00	
Amount to be paid owner - chrg to Right of Way		$8,650.00

Grantor to vacate property on or before Feb. 15, 1959

Entire taking -

ALBANY - JUDKINS POINT SECTION - PACIFIC HIGHWAY

28533 Relyea, Edwin S. et al (Friess)
Right of Way, Stas. 417-424
Option expires May 29, 1959

1.81 acres at $600 per acre	$1,086.00	
Amount to be paid owner - chrg to Right of Way		$1,086.00

Grantor to have access to extended Old Coburg Rd. at Sta. 11+00, 25 ft. in width on southwesterly side of said road.

THINGS TO BE DONE BY THE STATE

Fence right of way.

Complete restriction of access -

EXHIBIT "A" (Cont)

FERRY STREET BRIDGE - MOHAWK ROAD SECTION - EUGENE-SPRINGFIELD HIGHWAY

23521 Lane County (Friess)
Right of Way, Stas. LJ 67-LJ 72
Option expires May 31, 1959
2.0 acres Gratis
Excess if any to be deeded back to County

Complete restriction of access -

COLUMBIA AVENUE-RIVERSIDE AVENUE (MEDFORD) SECTION - MEDFORD-PROVOLT HIGHWAY

27036 Jackson County Federal Savings and Loan Association (Allen)
Right of Way, Stas. 14-15
Option expires May 21, 1958
2,412.5 sq. ft. $6,000.00
Amount to be paid owner - chrg to Right of Way $6,000.00
Grantor to remove signs by January 1, 1958.

THINGS TO BE DONE BY THE STATE

Construct sidewalk and curb across part being taken.
Install paving or sidewalk on parcel no. 2.
Construct approach at Sta. 14+50.
Access: 14+50, 20' wide, N., unrestricted
Confirmation of transaction on which action was withheld 12-5-57

Access controlled -

GRANTS PASS-JACKSON COUNTY LINE UNIT - GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27214 Bourquin, Basil A. et ux (Curfman)
Right of Way, Stas. 276-289
Option expires June 1, 1959
11.1 acres at $200 per acre $2,220.00
5.32 acres at $40+ per acre 213.00
Moving bird aviary, chicken house, barn and garage 1,439.00
Allowance for water supply 600.00
Damage 628.00
Amount to be paid owner - chrg to Right of Way $5,100.00
Grantor to vacate property within 30 days after receipt of notice.
Grantor to have right to cut wood from above R/W until construction starts.

EXHIBIT "A" (Cont)

GRANTS PASS-JACKSON COUNTY LINE UNIT - GRANTS PASS - ROCK POINT SECTION - PACIFIC HIGHWAY

27214 Bourquin, Basil A. et ux (cont)

THINGS TO BE DONE BY THE STATE

Northerly portion of grantors property will be served by a 13'x13' box under freeway.
Any and all water drained from spring on above property taken from grantor will be drained onto grantors remaining property.
Install 6" irrig. pipe to southerly R/W line to a point as near Sta. 282 as is feasible.

Complete restriction of access -

27132 Lorenz, Ambrose A. (Allen)
Pump site & appurtenances, Sta. 113
Option expires June 3, 1959

0.14 acre fee	$210.00	
0.13 acre pipe line ease.	130.00	
0.20 acre non-exclusive roadway ease.	200.00	
Damage	285.00	
Amount to be paid owner - chrg to Right of Way		$825.00

To be acquired for and in the name of Grants Pass Irrigation District.

THINGS TO BE DONE BY THE STATE

Construct cattle guard on westerly side of irrigation ditch.
Driveway to be constructed to pump site at present grade level.

Access not controlled -

SEVEN OAKS-TABLE ROCK ROAD UNIT - SEVEN OAKS-ASHLAND - PACIFIC HIGHWAY

28446 Walters, Roy et al (Rawlins)
Right of Way, Stas. 667-668
Option expires June 8, 1959

0.25 acre	$1,000.00	
House, 768 sq. ft. at $6.50+ per sq. ft.	5,000.00	
Utility room, 120 sq. ft. at $6+ sq. ft.	750.00	
Covered porch, 72 sq. ft. at $3.50-	250.00	
Landscaping lawn	300.00	
Damage	500.00	
Amount to be paid owner - chrg to Right of Way		$7,800.00

EXHIBIT "A" (Cont)

SEVEN OAKS-TABLE ROCK ROAD UNIT - SEVEN OAKS-ASHLAND - PACIFIC HIGHWAY

28446 Walters, Roy et al (Cont)
Grantor to vacate property not less than 30 days after notice.
Grantor may remove fence providing same is not removed less than 30 days after option is accepted.

Complete restriction of access -

SANTA CLARA-EUGENE SECTION - JUNCTION CITY-EUGENE HIGHWAY

28836 Hillstrom, Mabel W. and City of Eugene (Morgan)
Outfall Sewer Easement, sgd. October 14, 1958
Permanent Easement $50.00
To be paid to Mabel W. Hillstrom
Amount to be paid owner - Chrg to Misc. Sites $50.00

Access not controlled -

GRANTS PASS-JACKSON COUNTY LINE UNIT - GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY

27195 Mills, Vivy D. (Curfman)
Right of Way, Stas. 213-261
Option expires June 7, 1959

2.73 acres at $550- per acre	$1,500.00	
2.7 acres at $50 per acre	135.00	
0.4 acre at $300 per acre	120.00	
Dwelling #1, 928 sq.ft. at $3.25- per sq.ft.	3,000.00	
Dwelling #2, 592 sq.ft. at $2.50 per sq.ft.	1,480.00	
Dwelling #3, 384 sq.ft. at $3.75 per sq.ft.	1,440.00	
Garage-woodshed #1, lump sum	100.00	
2 small chicken houses	75.00	
1 pigeon house	50.00	
Old house used as barn	350.00	
Well	400.00	
Garage #2 and #3, $100 each	200.00	
Cabin, 250 sq.ft. at $1 per sq.ft.	250.00	
Damage	700.00	
Amount to be paid owner - chrg. to Right of Way		$9,800.00

Grantor to vacate property within 45 days after receipt of notice or February 1, 1959, whichever is later.

Complete restriction of access -

EXHIBIT "B-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Hauser-North Bend Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Sections 2 and 3, Township 25 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 121, Page 205 of Coos County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeast corner of that tract described in that deed to Herman Brelage, et al, recorded in Book 231, Page 520, Coos County Deed Records; said point being 405 feet South and 2555 feet West of the North quarter corner of said Section 2; thence West along the North line of said Brelage tract, 165 feet to the high water shore line of Coos Bay; thence following said shore line as follows:

Thence North 19° 22' East a distance of 114.6 feet and North 38° 26' East a distance of 252 feet; thence leaving said shore line South 77° 53' 30" East 28 feet; thence Southerly in a straight line 305 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 0.08 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $8,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Oregon Coast Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 76 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

30967

EXHIBIT "B-2"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Willamette River-Hayesville Section of the Pacific Highway described as follows:

A parcel of land lying in the Joseph Matte DLC No. 57, also lying in Sections 22 and 23, Township 5 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 460, Page 68 of Marion County Records of Deeds; the said parcel being that portion of said State of Oregon tract lying easterly of a line which is parallel to and 100 feet easterly of the center line of the north-bound traffic lane of the Portland-Salem Expressway.

Except that part lying within the right of way of County Road No. 522.

The parcel of land to which this description applies contains 3.13 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 77 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

EXHIBIT "C-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-1" (Cont.)

WHEREAS, for the purpose of relocating, constructing improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the contruction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-1" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1043.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1043, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30971

EXHIBIT "C-2"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing highways which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway and the Ferry Street Bridge-Mill Street Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said sections of said highways shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-2" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highways as throughways to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the Ferry Street Bridge-Mill Street Section of the Eugene-Springfield Highway as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific and Eugene-Springfield Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the Ferry Street Bridge-Mill Street Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or

38975

interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to made such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1044.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1044, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-3" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1045.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1045, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

2477

EXHIBIT "C-4"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Meda Section of the Little Nestucca Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the Little Nestucca Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels

EXHIBIT "C-4" (Cont)

of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the said Little Nestucca Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a nammer which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1046.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1046, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

309789

EXHIBIT "C-5"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway, certain interests in or fee simple title to certain

parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the said John Day-Burns Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1047.

EXHIBIT "C-5" (Cont)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1047, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

30986

EXHIBIT "C-6" (Cont)

immediately needed for the highway proper; and

WHEREAS, for the purposes of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A", there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authroized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said

EXHIBIT "C-6" (Cont)

parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1048.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1048, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30985

EXHIBIT "C-7"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-7" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

30987

EXHIBIT "C-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1049.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1049, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

30986

EXHIBIT "C-8"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-8" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-8" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1050.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1050, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-9" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-9" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1051.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1051, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highways shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-10" (Cont)

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highways as throughways, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood, Pacific and Williams Secondary Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-10" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1052.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1052, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-11"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Buena Vista Ocean Wayside has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Buena Vista Ocean Wayside for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent

EXHIBIT "C-11" (Cont)

domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Buena Vista Ocean Wayside; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's

respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Gold Beach-Cape Sebastian Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1053.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1053, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law", and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-12" (Cont)

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1054.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1054, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-13"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-13" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1055.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1055, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-14"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-14" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1056.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1056, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-15"

Minutes of December 11 and 12, 1958

RESOLUTIO N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rowena-Chenoweth Creek Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-15" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Rowena-Chenoweth Creek Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Rowena-Chenoweth Creek Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, the the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958 as Condemnation Resolution No. 1057.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1057, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-16"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is autnorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Moro-Kent Section of the Sherman Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

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EXHIBIT "C-16" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Moro-Kent Section of the Sherman Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Sherman Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Moro-Kent Section of the Sherman Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-16" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1058.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1058, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31065

EXHIBIT "C-17"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Butte Creek-Service Creek Section of the John Day Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Butte Creek-Service Creek Section of the John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the

EXHIBIT "C-17" (Cont)

best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Butte Creek-Service Creek Section of the said John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will beconstructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1059.

EXHIBIT "C-17" (Cont)

* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1059, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31018

EXHIBIT "C-18"

Minutes of December 11 and 12, 1958

RESOLUT ION

WHEREAS, the State Highway Commission on the 13th day of September, 1957, by resolution declared the necessity for the acquisition of certain real property owned by Royce C. Holloway, et ux., File No. R-25490, situated in the Jordan S. Robinson Donation Land Claim No. 55, Township 11 South, Range 3 West, Willamette Meridian, Linn County, Oregon, for right of way purposes for the relocation, construction, improvment and maintenance of the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, said resolution declared that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property described as Parcel No. 1 in the original resolution adopted the 13th day of September, 1957, and as heretofore more particularly described; and

WHEREAS, the said Highway Commission, after further investigating the necessity for the control of access from said remaining land to the said relocated Pacific Highway, has found that it will be to the best interests of the State and the owners to allow a point of access to the said relocated Pacific Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 13th day of September, 1957, pertaining to the property owned by Royce C. Holloway, et ux., File No. R-25490, as set forth on page 4 of Exhibit "A" of said resolution be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property hereinabove described as Parcel No. 1; provided, however, there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:
>
> A right to cross beneath a structure to be constructed by the State Highway Commission, at its sole cost, on the real property described as Parcel No. 1, which said structure will carry the relocated Pacific Highway over the Tallman Branch of the Southern Pacific Railroad Company at Highway

EXHIBIT "C-18" (Cont)

Engineer's centerline Station 1232+77. The State Highway Commission will extend the structure northerly of the portion over the railroad so as to provide a passageway for use of the owners. The passage will have a minimum horizontal clearance of 16 feet and a minimum vertical clearance of 16 feet. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

2. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 857-a.

EXHIBIT "C-19"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-19" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-19" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958 as Condemnation Resolution No. 1060.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1060, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31026

EXHIBIT "C-20"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-20" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-20" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 11th day of December, 1958, as Condemnation Resolution No. 1061.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1061, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, a stipulation dated the 20th day of November, 1950, was entered into between the parties in that certain condemnation case wherein the State of Oregon, by and through its State Highway Commission, was plaintiff and Paul Martin and Verla Martin, husband and wife, et al, were defendants, said case being Case No. 165-758 in the Circuit Court of the State of Oregon for the County of Multnomah; and

WHEREAS, pursuant to said stipulation, Paul Martin and Verla Martin (hereinafter referred to as "the permittees") were subsequently given a permit or license to use and fence certain State-owned land lying North of a line 100 feet northerly of and parallel to the center line of the relocated Columbia River Highway between the northerly prolongation of State Highway Engineer's Station 519+20 on the west and the northerly prolongation of State Highway Engineer's Station 651+60 on the east, which permit or license provides that when and if the State of Oregon, by and through its State Highway Commission, shall require any part of said real property for widening the relocated Columbia River Highway or for other roadway purposes, the State may, after 90 days written notice to the permittees of its intention to do so, terminate the permittee's permit or license to use and fence the said State-owned land; and

WHEREAS, pursuant to said stipulation, the permittees were also given a permit or license to go upon a portion of the Columbia River Highway right of way for the purpose of removing noxious weeds and brush, placing top soil, and planting seed grass, which permit or license provides that when and if the State decides to improve the relocated Columbia River Highway it may, after 90 days written notice to permittees of its intention to do so, terminate said permit or license; and

WHEREAS, the State Highway Commission by resolution dated the 2nd day of March, 1956, Miscellaneous Resolution No. 187, and by resolution dated the 11th day of September, 1958, Miscellaneous Resolution No. 187a, has heretofore terminated parts of the said permits or licenses with respect to the use and fencing upon certain State-owned property northerly of the said Columbia River Highway and to go upon the right of way of said highway to remove noxious weeds, place top soil and plant seed grass between State Highway Engineer's Centerline Stations 519+20 and 577+00 on the north side of the Columbia River Highway and to remove noxious weeds, place top soil and plant seed grass between Highway Engineer's Centerline Stations 519+20 and 561+60 on the south side of said Columbia River Highway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the travelling public, the State Highway Commission plans and proposes to improve and maintain the said Columbia River Highway in the remaining areas affected by the said stipulation and permits or licenses; and

EXHIBIT "D" (Cont)

WHEREAS, the said permits or licenses require that any notice of the termination of the same be preceded by a resolution of the Oregon State Highway Commission calling for the termination of the said permits or licenses.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That for the purpose of improving and maintaining the Columbia River Highway, it is necessary that the above referred to permits or licenses to use and fence certain State-owned property northerly of the Columbia River Highway and to go upon the right of way of said highway to remove noxious weeds, place top soil and plant seed grass be, and the same hereby are, terminated between State Highway Engineer's Centerline Stations 577+00 and 651+60, on the north side of the Columbia River Highway and between State Highway Engineer's Centerline Stations 561+60 and 651+60 on the south side of said highway, effective March 15, 1959.

2. That the Chief Counsel is hereby directed to notify the permittees of this resolution by registered mail.

3. That this resolution be entered in full in the minutes and records of this Commission this 11th day of December, 1958, as Miscellaneous Resolution No. 187-b.

EXHIBIT "E"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4986, with Natt McDougall Company, for grading and oiling on the Butte Creek Pass Section of the John Day Highway in Wheeler County, completed October 1, 1958.

"Contract No. 4999, with Barney Helser Rock Production, for oiling on the W. Unit, Heppner-Forest Boundary Section of the Willow Creek County Road in Morrow County, completed August 10, 1958.

"Contract No. 5023, with Gibbons and Reed Company, for constructing the Iowa Street Bridge on the Pacific Highway in Multnomah County, completed September 26, 1958.

"Contract No. 5026, with Warren Northwest, Inc., for grading and paving on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County, completed November 10, 1958.

"Contract No. 5038, with F. L. Somers, for grading and surfacing on the Burns Airforce Station Access Road in Harney County, completed October 24, 1958.

"Contract No. 5051, with Glen Ousley Construction Co., for grading and paving on the Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville County Road in Jackson County, completed October 21, 1958.

"Contract No. 5074, with Durbin Bros., for grading and structures on the East Unit, Knowles Creek Section of the Mapleton-Richardson Road in Lane County, completed October 13, 1958.

"Contract No. 5079, with Rogers Construction Co., for constructing the Alder Creek Bridge on the Mt. Hood Loop Highway in Clackamas County, completed November 10, 1958.

"Contract No. 5082, with Rogers Construction Co., for grading and oiling on the John Day River-Hay Creek Section of the Wasco-Heppner Highway in Gilliam County, completed November 21, 1958.

"Contract No. 5088, with Earl L. McNutt Co., for grading and oiling on the Dompier Creek Section of the Forest Boundary-Tiller County Road in Douglas County, completed November 12, 1958.

EXHIBIT "E" (Cont)

"Contract No. 5092, with Inland Construction Co., for structures on the West Unit, Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, completed November 19, 1958.

"Contract No. 5098, with Baughman & Son, for park facilities in Sunset Bay State Park on the Cape Arago Highway in Coos County, completed October 27, 1958.

"Contract No. 5143, with Howard Angell, for grading and paving on the 16th Ave. Connection Section of the Columbia River Highway in Multnomah County, completed August 29, 1958.

"Contract No. 5155, with John L. Jersey, Inc., for constructing the Luckiamute Overflow Bridge on the Pacific Highway in Polk County, completed October 15, 1958.

"Contract No. 5181, with Lundmark Brothers, for the Elk City Bridge Construction in Lincoln County, completed October 29, 1958.

"Contract No. 5190, with McCoy and Houck, for constructing the Santiam Overflow Bridge on the Jefferson Highway in Linn County, completed November 6, 1958.

"Contract No. 5194, with The Central Heating Co., Oreg. Ltd., for grading and paving on the Columbia Blvd.-South City Limits (St. Helens) Section of the Columbia River Highway in Columbia County, completed October 17, 1958.

"Contract No. 5206, with Steel Construction Company, for redecking the Steel Bridge on the Pacific Highway in Multnomah County, completed November 21, 1958.

"Contract No. 5224, with Tom Lillebo Construction Co., for Myrtle Creek Interchange Structure on the Pacific Highway in Douglas County, completed November 21, 1958.

"Contract No. 5238, with Central Paving Co., for Fanno Creek Bridge construction on the Oleson County Road in Washington County, completed October 29, 1958.

"Contract No. 5245, with Monson and Sivers Co., for constructing the East Portland Office Building in Multnomah County, completed November 28, 1958.

"Contract No. 5246, with Central Paving Co., for grading and paving on the Browning Avenue-Rosedale Section of Liberty Road in Marion County, completed October 24, 1958.

"Contract No. 5259, with Enoch I. Maerz, for constructing the Chemult Maintenance Building in Klamath County, completed November 21, 1958.

EXHIBIT "E" (Cont)

"Contract No. 5264, with Ace Electric Co., for Interstate Bridge-Oregon Slough illumination on the Pacific Highway in Multnomah County, completed October 20, 1958.

"Contract No. 5265, with Hannan Bros., for metal median barrier on the 42nd Ave. -122nd Ave. and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties, completed October 25, 1958.

"Contract No. 5275, with Rich & Sons Nursery for landscaping the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County, completed November 17, 1958.

"Contract No. 5277, with Aichele Landscaping, for roadside improvement on the Washington St. -Morrison St. Section of the Pacific Highway West in Multnomah County, completed November 7, 1958.

"Contract No. 5285, with O. C. Bennard, for constructing Greenwood Bridge on the Greenwood County Road in Polk County, completed December 4, 1958.

"Contract No. 5299, with Dolan Construction Co., for grading and oiling on the McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County, completed October 28, 1958.

"Contract No. 5303, with Cartwright Construction Co., for furnishing crushed material in stockpile on the Dooley Mountain Section of the Baker-Unity Highway in Baker County, completed November 10, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 77 shall be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

31951

EXHIBIT "F-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail Highway

Highway number: 6 Route number: US 30

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
326.12 (300 feet west of the west city limits of Haines)	326.18 (west city limits of Haines)	35

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-1" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 285 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

EXHIBIT "F-2"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail Highway

Highway number: 6 Route number US 30

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
210.63 (east city limits of Pendleton)	210.74 (0.11 mile east of the east city limits of Pendleton)	30

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

EXHIBIT "F-2" (Cont)

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 284 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

EXHIBIT "F-3"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number 101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
79.89 (0.41 mile north of Blaine Road)	80.62 (0.14 mile south of Bun Creek Road)	35 1/

1/ except that between a point 200 feet west of Blaine Road (M.P. 80.34) and a point 50 feet west of Bun Creek Road (M.P. 80.49) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "F-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 283 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

32067

EXHIBIT "F-4"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number 101

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
84.82 (0.12 mile north of the Three Rivers Highway, ORE 22)	85.16 (0.15 mile south of the Three Rivers Bridge, ORE 22)	30 1/

1/ except that from a point 350 feet north of the Three Rivers Highway, ORE 22, (M.P. 84.87) to a point 200 feet south of the Three Rivers Bridge (M.P. 85.05) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "F-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 282 be entered in the minutes and records of the Commission as of the 11th day of December, 1958.

EXHIBIT "G-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the Pacific Highway West is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway near the intersection of Walnut Street with said highway in the community of Tigard; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public and to vehicles attempting to enter the highway from Walnut Street from the north by restricting sight distance; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles along the northerly side of the Pacific Highway West for a distance of 50 feet east and west of the east and west property lines of Walnut Street in Tigard creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the north side of the highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 191 be entered in the minutes and records of the State Highway Commission as of the 11th day of December, 1958.

December 11, 1958

EXHIBIT "G-2"

Minutes of December 11 and 12, 1958

R E S O L U T I O N

WHEREAS, the Albany-Junction City Highway No. 58 (old US 99) is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway in the vicinity of B Street in the community of Tangent; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public and to said parked vehicles by restricting sight distance for vehicles wishing to enter said highway from B Street; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the easterly side of the Albany-Junction City Highway between B Street, M.P. 8.83 (Engineer's Station 334+80) and a point 475 feet south of B Street, M.P. 8.92 (Engineer's Station 339+55) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the east side of the highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgement, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 190 be entered in the minutes and records of the State Highway Commission as of the 11th day of December, 1958.

EXHIBIT "H"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission has jurisdiction and control over the Oakland-Shady Highway, State Secondary Highway No. 234, also known as U. S. 99 Business Route, Douglas County, Oregon; and

WHEREAS, pursuant to ORS 483.040(2) and ORS 483.044(2), the State Highway Commission is authorized to determine the character or type of traffic control signals and signs to be used, and to place or erect them on state highways at places where the Commission deems it necessary for the safe and expeditious control of traffic; and

WHEREAS, it is the judgment of the State Highway Commission that the right of traffic to make "U" turns at the intersection of the said Oakland-Shady Secondary Highway at milepost 16.19 and the Garden Valley County Road of the Douglas county road system, constitutes a traffic hazard; and

WHEREAS, it is the judgment of the State Highway Commission that the interests of the traveling public will be best served by restricting "U" or reverse turns at the intersection of the said Oakland-Shady Secondary Highway (U.S. 99, Business Route) and Garden Valley County Road in Douglas County, Oregon;

NOW, THEREFORE, be it and it hereby is ordered and resolved by this Commission as follows:

1. That hereafter, no driver of any vehicle either entering or at any point within 100 feet of the intersection of the said Oakland-Shady Highway, State Secondary Highway No. 234, and the Garden Valley County Road in Douglas County, Oregon, shall turn such vehicle around so as to proceed in the opposite direction.

2. That the State Highway Engineer shall place signs prohibiting reverse turns at such locations in and about the said intersection as will give the traveling public notice of this traffic regulation.

3. That this resolution be entered in the minutes of this Commission as Resolution No. 226, this 11th day of December, 1958, and that a duplicate original of this resolution be filed in the records of the Superintendent of State Police.

EXHIBIT "I-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, the Commission in said resolution of April 27, 1943, designated the Sunnyside-Umapine Secondary Highway No. 332 as a "through" highway and required that all vehicles come to a stop before entering said highway; and

WHEREAS, a traffic engineering investigation has been conducted to determine proper measures for the safety of the traveling public at the intersection of the Sunnyside-Umapine (ORE 332) with two county roads in the community of Umapine; and

WHEREAS, said investigation determined that for the safety of the traveling public, west bound traffic on said Sunnyside-Umapine Highway should be required to stop before entering said intersection, except that right turns should be permitted without stopping,

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED, based upon engineering investigation and the recommendation of the State Highway Engineer, that this Commission does hereby find, declare, resolve, and order that said resolution of April 27, 1943, as it pertains to the Sunnyside-Umapine Highway No. 332 shall be amended to read as follows:

Sunnyside-Umapine Highway No. 332 between Sunnyside and the Washington state line.

EXCEPTION:
At M.P. 1.70 in Umapine, vehicles entering the intersection from the east shall stop except that those vehicles making a right turn from east to north may proceed without stopping.

1. That in all other respects the provisions of said resolution of April 27, 1943, shall remain in full force and effect.

2. That this resolution shall be entered in the minutes and records

EXHIBIT "I-1" (Cont)

of the Commission as of the 11th day of December, 1958, as "Through Highways" Resolution No. 4c and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads and a like copy to the county clerk of Umatilla County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "I-2"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main travelled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways and the the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of April 27, 1943, the Commission declared the Beaverton-Hillsdale Highway No. 40 to be a "through" highway from its junction with the Pacific Highway West to its junction with the Tualatin Valley Highway and stipulated that traffic entering said highway shall stop before entering, with the following exceptions:

> No stop shall be required for eastbound traffic on S. W. Capitol Highway at its junction with the Beaverton-Hillsdale Highway in Hillsdale.
>
> Eastbound Beaverton-Hillsdale Highway traffic shall be required to stop before entering S. W. Capitol Highway at Hillsdale; and

WHEREAS, a traffic engineering investigation has been conducted following a request from the City of Beaverton, which investigation disclosed that the safety of the travelling public would be best served if traffic on the Beaverton-Hillsdale Highway be required to stop at its intersection with Cedar Street in Beaverton.

NOW, THEREFORE, based upon certain changes in traffic flow upon said highway and upon the recommendation of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That the portion of the said resolution of April 27, 1943, pertaining to the Beaverton-Hillsdale Highway No. 40 be amended to read as follows:

> The Beaverton-Hillsdale Highway, No. 40, ORE 10, between its junction with the Pacific Highway West in Portland and its junction with the Tualatin Valley Highway in Beaverton.

EXHIBIT "I-2" (Cont)

EXCEPTIONS:

No stop shall be required for eastbound traffic on S. W Capitol Highway at its junction with the Beaverton-Hillsdale Highway in Portland.

Eastbound traffic on the Beaverton-Hillsdale Highway shall be required to stop before entering the S. W. Capitol Highway in Portland.

All traffic on Broadway (the Beaverton-Hillsdale Highway) shall be required to stop before entering Cedar Street in Beaverton

2. That in all other respects the provisions of said resolution of April 27, 1943, shall remain in full force and effect.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 11th day of December, 1958, as "Through Highways" Resolution 4d, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, a like copy to the county clerk of Washington County, and to the Superintendent of the Department of State Police for their information.

EXHIBIT "J-1"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the Oregon State Highway Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of:

1. Cascade Locks By-pass Section of the Columbia River Highway in Hood River County.

2. Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

3. Pleasant Valley-Oxman Section of the Old Oregon Trail Highway in Baker County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Cascade Locks By-pass Section of the Columbia River Highway, beginning at Highway Engineer's Station 1860+00, near the west city limits of Cascade Locks, and extending in an easterly direction to Highway Engineer's Station 197+22, just east of Cascade Locks, together with the map, which for identification purposes bears Sketch Map File 1R-5-1082, and the date of October, 1958 (Right of Way Map No. 8B-7-6, dated October, 1957) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

1b. That the survey of the Washington County Line-Highlands Interchange Section of the Sunset Highway, beginning at Highway Engineer's Station 126+00, near the west city limits of Portland, and extending in a westerly direction to Highway Engineer's Station 175+65, at the Washington County line, together with the map, which for identification purposes bears Sketch Map File 1R-3-1225, and the date of November, 1958 (Right of Way

3104

EXHIBIT "J-1" (Cont)

Map No. 3B-24-11, dated March, 1930), field notes and other engineering data hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the Pleasant Valley-Oxman Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 725+00, easterly from the community of Pleasant Valley, and extending in a southeasterly direction to Highway Engineer's Station 920+44.34, near Oxman, together with the map, which for identification purposes bears Sketch Map File 1R-3-1227, and the date of November, 1958 (Right of Way Map No. 8B-11-14, dated October, 1958) field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over said surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of complete access controlled highways.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Columbia River Highway, the said Sunset Highway, and the said Old Oregon Trail Highway as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of December, 1958, as Survey Resolution No. 187.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 187, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the engineer to make complete and final surveys of the routes and locations of:

1. Goble Section of the Columbia River Highway in Columbia County.

2. Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Goble Section of the Columbia River Highway, beginning at Highway Engineer's Station 274+00, approximately 0.30 mile south of the community of Goble, and extending in a northerly direction to Highway Engineer's Station 367+33, north of Goble, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1164 and the date of June, 1958 (Right of Way Map Nos. 6B-7-4, dated March, 1943, and 7B-24-8, dated November, 1953), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway, beginning at Highway Engineer's Station 736+81, near Lyle Gap, and extending in a southerly direction to Highway Engineer's Station 1+79.05, in the city of Madras, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1052, and the date of July, 1957 (Right of Way Map Nos. 8B-5-29, 30 and 31, dated July, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

EXHIBIT "J-2" (Cont)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Columbia River Highway and The Dalles-California Highway were designated as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 11th day of December, 1958, as Survey Resolution No. 188.

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* FOOTNOTE.

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 188, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of December 11 and 12, 1958

R E S O L U T I O N

WHEREAS, the Highway Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of:

1. Meda Loop Section of the Little Nestucca Highway in Tillamook County.

2. Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County.

3. East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

4. Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

5. Salmon River Junction-East McMinnville Junction Section of the Three Mile Lane Highway in Yamhill County.

and in connection therewith to prepare maps showing the routes and locations of said highways and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Meda Loop Section of the Little Nestucca Highway, beginning at Highway Engineer's Station 121+00, south of the community of Meda, and extending in a northerly direction to Highway Engineer's Station 515+61.6, at a junction with the Oregon Coast Highway, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1216, and the date of October, 1958 (Right of Way Map No. 8B-11-8, dated September, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, beginning at Highway Engineer's Station 0+00, at Wasco, and extending in a southeasterly direction to Highway Engineer's Station 364+18.91, just south of the community of Hay Canyon, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1214, and the date of November, 1958 (Right of Way Map Nos. 8B-11-11 and 8B-11-12, dated October, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway, beginning at Highway Engineer's Station 150+60, east of Weston, and extending in an easterly direction to Highway Engineer's Station 350+00, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1224, and the date of November, 1958 (Right of Way Map Nos. 7B-29-4, dated September, 1954, and 8B-12-1, dated November, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1d. That the survey of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, beginning at Highway Engineer's Station 1187+37.95, just south of Blue Mountain railroad station, and extending in a northerly direction to Highway Engineer's Station 31+00, near the south city limits of Milton-Freewater, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1223, and the date of November, 1958 (Right of Way Map No. 8B-11-21, dated November, 1958), field notes and other engineering dat submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1e. That the survey of the Salmon River Junction-East McMinnville Junction Section of the Three Mile Lane Highway, beginning at Highway Engineer's Station 573+73.44, near the westerly city limits of McMinnville, and extending in an easterly direction to Highway Engineer's Station 694+81.74, at a junction with the Three Mile Lane Highway, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1206, and the date of November, 1958 (Right of Way Map File No. 8B-10-6, dated July, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "J-3" (Cont)

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the said highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 11th day of December, 1958, as Survey Resolution No. 189.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 189, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

51053

EXHIBIT "K"

Minutes of December 11 and 12, 1958

RESOLUTION

WHEREAS, under ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of state parks and all recreational, scenic and other places of attraction which are owned by or under the control of the state, acting by and through the Commission; and

WHEREAS, it is the opinion of the Commission that the Cascade-Santiam Bridge in the Cascadia State Park, which said bridge is under the control and jurisdiction of the Commission, is unsafe for loads having a gross weight of over ten ton.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That the Cascade-Santiam Bridge in Cascadia State Park be and the same hereby is closed to all vehicles or combination of vehicles having a gross weight of over ten ton.

2. The Park Superintendent is hereby directed to proceed with the posting of proper signs giving notice of the restrictions contained in this resolution, said signs to be maintained and posted in a conspicuous manner and placed at each end of the bridge above mentioned and at such other places as may be necessary to inform the public.

3. That this resolution be entered in the minutes and records of this Commission as of the 11th day of December, 1958, as Bridge Load Limit Resolution No. 23 and the Secretary is hereby directed to send an original duplicate to the Secretary of State, Superintendent of State Police and the Commissioner of the Public Utilities Commission.

Salem, Oregon
January 22, 1959

The Oregon State Highway Commission met in regular session at 10:00 A.M. in Room 418 of the State Highway Building. The following people were present:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Counsel
Walter Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Commission approved the minutes of the regular meetings held on October 23 and 24, 1958, and December 11 and 12, 1958.

The Parks Superintendent reported on the following park matters:

1. Offer of the Idaho Power Company to deed to the State 45.73 acres of land located at the Baker-Malheur County Line, off the Old Oregon Trail Highway and on the Snake River: The Parks Superintendent explained that this area, to be known as Farewell Bend State Park, eventually will be a very valuable park asset for Eastern Oregon and will provide a place where boats may enter the water of a lake formed by the construction of the Brownlee Dam on the Snake River. The Commission approved his recommendation that the land be accepted and instructed that a letter be written to the Idaho Power Company, thanking them for their gift. The Commission also adopted the attached resolution relative thereto, marked Exhibit "Q", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

2. Disposal of old building above Bonneville Locks on U. S. 30: The Parks Superintendent stated that this large home known as the Bell house was purchased years ago and had been utilized as a headquarters for a parks crew. Due to the re-alignment and widening of U.S. 30, the access from the house to the new road will be cut off, making it necessary to construct an approach from the north on a long steep grade at an estimated cost of $30,000. Considering the cost of providing an entrance and the steep grade of approximately 10 per cent, he recommended that use of the home be discontinued and that it be offered at public sale, with the understanding that it will be removed and the grounds cleaned up. The Commission approved his recommendation.

3. Request from the Pacific Telephone & Telegraph Company that

the State sell to them a 50 x 50 foot tract of land just south of old U.S. 30 near Kamela west of La Grande: The Parks Superintendent explained that this small tract is along their toll line and is to be used for a repeater station. He pointed out that the land will have little value from a state park standpoint as the new highway will be one and a half miles or more to the north. The Commission approved his recommendation that this tract be sold to the Pacific Telephone & Telegraph Company for the price of $100.00.

4. Request of the Redmond City Council and Redmond Chamber of Commerce for development of the Smith Rock area as a state park: The Parks Superintendent commented that the area is located near the town of Terrebonne and east of The Dalles-California Highway in Deschutes County. It is largely owned by the Federal Government under control of the Bureau of Land Management. He mentioned that some studies of the area had been made but not sufficient to make a definite recommendation. He requested authority to make an additional study. The Commission deferred action on this matter pending appearance of a delegation on the following day.

5 Offer of Lincoln County Court to donate to the State 128 lots in the Pacific View area, a short distance south of Yaquina Bay on the Oregon Coast: The Parks Superintendent stated that this is an area in which other lots have been secured for park purposes. It was his feeling that 33 lots now on the county foreclosure list will be donated when the transaction is completed. With the acceptance of these 128 lots, the State will own 75 per cent of the lots in the Pacific View platted area. Upon his recommendation, the Commission accepted these lots from Lincoln County for park purposes.

6. Request from the State Board of Control for a change in the agreement covering use of MacLaren School boys in state parks: The Parks Superintendent pointed out that there is no written agreement at the present time but letters have formed the basis for a definite understanding. The boys have been paid $1.00 a day for a six-hour day and the School has furnished all supplies, including quarters and transportation. The boys have performed many improvement and maintenance jobs, including planting beach grass on the sand dune areas at Cape Lookout and Nehalem Sand Spit, ditching, clearing, planting of shrubs and trees, burning brush, trail work, and cleaning up of the beaches and camp grounds. The Highway Department is now being requested to construct and furnish camps, furnish transportation and pay an additional amount of 50 cents or more per day. It was the Parks Superintendent's opinion that this will add considerably to the cost of the jobs. Chairman McIver asked for comments from the Engineer and the Chief Counsel. Both agreed with the Parks Superintendent that when the work performed costs more than by contract, it is a diversion of highway funds, violating the laws of the State of Oregon. The Commission deferred action on this matter pending the appearance of a delegation on the following day.

(The Commission informed the delegation when they appeared that they should meet with Mr. Armstrong, Mr. Williams, and Mr. Lindas to see if some solution may be worked out.)

7 Offer of W. B. Nelson, Portland, to donate approximately two

acres of land for state park purposes on the west side of Eckman Slough, immediately south of the Alsea Highway and a short distance east of Waldport: The Parks Superintendent reported that this area lies between the slough and a county road extending southward from the highway. It can eventually be developed as a wayside, a boat-launching site, and other interests such as fishing and swimming. He recommended that the offer of Mr. Nelson be accepted and that it be made a park and named in his honor- "W. B. Nelson State Park Wayside". His recommendation was approved, and the Commission thereupon adopted the attached resolution relative thereto, marked Exhibit "O", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

8. Clarification of action that was taken at the December 11-12, 1958 meeting regarding the approved expenditure of $50,000 to purchase property in the Columbia Gorge: The Parks Superintendent mentioned that it was not clear regarding dates to which the expenditure was to apply or the source of the money. He recommended that the additional $50,000 approved at the December meeting be taken from the State Parks Department budget for purchase of Columbia Gorge lands as requested by the Columbia Gorge Commission, and that the funds be expended at not to exceed about $20,000 per year. Expenditures from the additional $50,000 are to be made only after the original $50,000 has been expended. The Commission approved his recommendation.

9. Proposed sale by auction bid of 57 MBF of down timber, with an estimated value of $760.00, from Zibe Dimmick State Park, located 15 miles south of Hood River on the Mt. Hood Loop Highway: The Park Superintendent explained that this timber can be salvaged without materially damaging the remainder of the property or the remaining standing trees. The Commission approved the sale of the down timber.

10. Proposed charges for the use of park facilities during 1959: The Parks Superintendent presented a schedule of rates which he stated is practically the same schedule that was in effect in 1958. Upon his favorable recommendation, the Commission approved the schedule of rates as presented by adopting the attached resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

11. Request of Lane County for a road easement across the westerly portion of the Joaquin Miller Forest Wayside tract, located a short distance south of the city of Florence in Lane County: The Parks Superintendent explained that the proposed crossing is in the southwest corner of the park to serve the rehabilitation of the sand dune area westerly from the park to the ocean, and will take only a small portion of the park land. Upon the favorable recommendation of the Parks Superintendent, the Commission approved the request for the road easement.

12. Proposed acquisition of 70.12 acres of land from Multnomah County as an addition to Talbot State Park; The Parks Superintendent explained that the property can be obtained by payment of back taxes amounting to $279.58. The property is valued at $2,000 and rounds out the holdings of the State Park. The purchase also fits in with the plans of the Columbia Gorge Commission.

January 22, 1959.

Following his favorable recommendation, the Commission approved purchase of this property.

13. Request of Vernon Vahsholtz and David Smith, both of Washougal, Washington, to operate a scenic boat concession on the Columbia River, with facilities to be located at Rooster Rock State Park: The Parks Superintendent stated that they offered to build the dock facilities, provide a safe boat to meet the qualifications of the Coast Guard and other agencies, and pay approximately 10 per cent of the gross income for the privilege of using docking facilities in the state park area. He recommended further negotiation and study to work out practical specifications, and after details are worked out that the project be advertised for bids. The Commission approved the recommendation.

14. Extension of an agreement for the use of rock material from a quarry owned by the Crown Zellerbach Corp., adjacent to Cape Lookout State Park in Tillamook County: The Parks Superintendent explained that the State has been obtaining rock from the quarry for several years. The original agreement was dated June 15, 1957. He mentioned that there are no objectionable features to this agreement which expires December 31, 1959, nor any cost attached to the taking of the material which is needed in the development of this park. The Commission accepted his recommendation that the agreement be approved.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After discussion and careful consideration of the options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In connection with the options presented, the Right of Way Engineer pointed out that on Page 7 of the list of options, property belonging to Young, et al, near Chemawa Road north of Salem, File 14373, was apparently not included in authority previously granted by the Commission to secure right of way. The Commission granted authority to acquire this right of way.

A report showing receipts of the Property Management Department for the year 1958 was presented. The Right of Way Engineer pointed out that total receipts from rentals, sales of buildings, land sales, timber, and transfer of property amounted to $391,983.58. He also presented the Property Manager's monthly report showing miscellaneous sales and rentals received since the last Commission meeting. Rental receipts amounted to $9,470.87, and the miscellaneous sales totaled $21,040.00. The Commission accepted the reports.

Sale of four parcels of right of way to adjacent property owners was recommended by the Right of Way Engineer. He pointed out that these parcels have been determined by field engineers as excess properties no longer needed for highway purposes. Also, the properties have been carefully appraised and the proposed selling prices, he stated, are in line with the real

value of the properties. The Commission authorized sale of the following properties:

(a) 1,090 square feet of land in Lots 4 and 5, Block 7 Bunker Hill Addition to Marshfield on the Marshfield-Bay Park Section of the Oregon Coast Highway, Coos County, File 4772, to William B. McDonald for the sum of $500.00

(b) 3,726 square feet of land on the Clackamas River Section of the Pacific Highway East, Clackamas County, Grover Poe File, to Margaret R. Poe for the sum of $500.00.

(c) 1.23 acres of land on the Middle Grove-Central Howell Section of the Salem-Silverton Highway, File 13812, to J. S. Kaufman for the sum of $250.00

(d) 56.57 acres of the former California and Oregon Coast Railroad Compay property between Jerome Prairie and Wilderville on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, File 23713, to Josephine County for the sum of $1,500.00. The Commission adopted a resolution pertaining to the sale of this property, marked Exhibit "C", which resolution is attached hereto, and by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an assessment in the amount of $350.00 made by the City of Cornelius against State Highway property on the Tualatin Valley Highway. The assessment, the Right of Way Engineer explained, is for sewer improvements which will enhance the value of the property. He recommended payment of the assessment and pointed out that a 10 per cent discount may be obtained if the payment is made prior to February 2, 1959. The Commission approved the payment.

Consideration was given to a 5-year extension of a lease with Mr. and Mrs. W. F. Pigg for use by the State of approximately 2.26 acres for road-building materials on the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County. The Right of Way Engineer stated that the materials on this property are to be used for highway construction and maintenance and he recommended that the lease be extended for five years, from December 31, 1958 to December 30, 1963, for a consideration of $300.00. The Commission approved the lease extension.

The Right of Way Engineer brought to the Commission's attention a proposed 15-year lease extension to C. E. Abrahamson in La Grande. He explained that in 1928, upon surveying the La Grande shop area it had been found that Mr. Abrahamson's house encroached upon the State land and a lease was given which expired July 10, 1958. A lease extension is proposed to extend from July 10, 1958, to July 10, 1973, unless the house is reconstructed, removed, or destroyed by fire prior to the expiration date. Mr. Abrahamson, he said, makes no claim to the State land occupied by his house, and the encroachment does not hamper the State's activities. Following his favorable recommendation, the Commission approved the lease extension.

Public sale of two parcels of State Highway right of way were presented by the Right of Way Engineer, who pointed out that both parcels of property are no longer required for highway purposes. Appraisals have been made to determine the value of each parcel and he recommended that the following be offered for public sale:

(a) 6,000 square feet in which the State is the fee owner and 3,012 square feet on which the State holds an easement, located on the west side of the Oregon Coast Highway between Abbey and Case Streets in the City of Newport, File 1090-B, for a minimum consideration of $2,500.00. The property is to be sold subject to the air, light, view and access of the adjacent owner. (See Exhibit "D-1".)

(b) 1.38 acres of the former Doll property on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County, File 14944, for a minimum consideration of $1,800, and without access to the Oregon Coast Highway. (See Exhibit "D-2".)

The Commission authorized public sale of the properties by adopting the attached resolutions relative thereto, marked Exhibit "D-1" and Exhibit "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

A change in an Indenture of Access to the Norman and Ethel Lind property on the Noble Slough-Foster Section of the South Santiam Highway, File 19773, was presented by the Right of Way Engineer. The change, he stated, provided for elimination of access at Highway Engineer's Station 1371+50 and to substitute therefor access on the southwesterly side of the Highway at Highway Engineer's Station 1368+80. The change, he added, is to correct an error in the Engineer's Station. No additional access is being granted, nor is there any change in type of access. The Commission approved the revised Indenture of Access form.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were submitted to the Commission. He requested the Commission by resolution to declare the necessity of said properties for the public use to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. The Commission deferred action to allow time for further study. (See ahead for additional entry.)

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation", dated January 22 and 23, 1959, filed in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations and Report of Offers".)

A report was presented by the Chief Counsel concerning cases which have been tried in court since the last Commission meeting. He pointed out highlights and unusual circumstances in some of these cases. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
December 12, 1958 to January 22, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2874 R-25416 Bill Lenz, et ux.	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 2,410	$ 6,500	$ 8,700
L-3142 R-24744 L. W. Clinton, et al	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	4,400	22,000	15,000
L-3066 R-27025 Clyde L. Stafford, et al	Jackson	Crater Lake	Trailer Creek Bridge	197	500	Judgment 197
L-2995 R-25486 Earl Kennel, et al.	Linn	Pacific	Albany-Judkins Point	12,000	15,000 (at time of trial)	16,039
L-3013 R-25383 Edward Poland, et ux.	Linn	Pacific	Albany Judkins Point	6,300	8,000	11,180
L-3090 R-22587 Theodore E. Boehme, et ux.	Marion	North Santiam	Lancaster Dr. -Sublimity Gun Club	245	245	Judgment 245
L-3019 R-27503 William Gray	Multnomah	Pacific	Harbor Drive Barbur Blvd.	5,000	6,500	Judgment 5,500
L-2787 B R-22733 Melanie A. Parke, et al.	Multnomah	Portland-Salem Expressway	Harbor Drive Barbur Blvd.	6,000	None	6,000
L-2926 R-25018 Jack Rutis, et al	Multnomah	Pacific	Harbor Drive Barbur Blvd.	3,000	5,000	Judgment 4,295
L-3205 R-28067 R-28581 Claude Snow, et al	Multnomah	Beaverton-Hillsdale	Hillsdale-Barbur Blvd.	43,350	75,000	52,000

January 22, 1959

Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2985 R-26963 Lester J. Wood, et al.	Washington	Sunset	Murray Road Intersection	$21,500	$31,500	$21,650

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2602	Oregon State Highway Commission	C. S. Eldon	Multnomah	Recover $1,500 awarded defendant. In previous case where Eldon sued State Highway Commission on construction contract and recovered $5,000 of which $1,500 should have been credited as having been paid.	$1,500	None

(For additional details see the Chief Counsel's letter dated January 21, 1959 on "Report of Condemnation Cases Tried - December 12, 1958 to January 22, 1959" - in the General Files, Salem.)

The Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Eccles, et al. R-23142	Klamath	The Dalles-California	Klamath Falls-West Side By Pass	$17,500 Plus construction obligations in excess of $2,250.	$19,800 and parcel of excess land appraised at $1,250.
McCollum, et al. R-23313	Josephine	Pacific	Jump Off Joe Creek-Grants Pass	$ 100	$ 100

January 22, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Thomas, et al. R-26861	Wheeler	John Day	Butte Creek-Burton	$ 520	$ 520
Shoun, et al. R-27755	Crook	Paulina	Post-Paulina	350 including fencing	430 including fencing
Buck, et al. R-28823	Jackson	Pacific	Grants Pass-Rock Point	8,500	9,000
Rice, et al. R-27227	Jackson	Pacific	Grants Pass-Rock Point	425	425
Torrecampo, et al R-28291	Multnomah	Pacific	East Bank Freeway	8,000	8,000
Green, et al. R-28404	Multnomah	Pacific	East Bank Freeway	9,000	9,500
Fields, et al. R-28217	Wasco	Columbia River	Rowena-Chenoweth	17,000	17,000
Perosso, et al. R-25716	Clackamas	Mt. Hood	Sandy-Forest Boundary	200	350
Perosso, et al. R-26685	Clackamas	Mt. Hood	Sandy-Forest Boundary	350	450
Adler, et al. R-23662	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	13,000	15,500
Gnos, R-24653	Lincoln	Oregon Coast	Neskowin-Salmon River	7,275 includes $1,028	7,025 State to fence. Also pay $150 if well dries in year.
Stevenson, et al. R-28646	Josephine	Redwood	Wilderville-Grants Pass	4,450	4,650

January 22, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Gilbert, Murray B. Marsh Co. et al. R-20672	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	$165,000	$170,000
Lay, et al R-28316	Multnomah	Pacific	East Bank Freeway	6,375	6,500
Wallace, et al. R-24656	Lincoln	Oregon Coast	Neskowin-Salmon River	3,950	4,500
Wallace, et ux. R-24657	Lincoln	Oregon Coast	Neskowin-Salmon River	865	825
Gayne, et al. R-24654	Lincoln	Oregon Coast	Neskowin-Salmon River	2,860 included $500 for fencing. Not maintain.	2,500
Hilden Oil Co. (General Petroleum Corp.) R-28156	Washington	Sunset	North Plains Inter-Change	14,700	15,500
California Oregon Power Co. R-23134	Klamath	The Dalles California	Klamath Falls-West Side By-Pass	2,050 (Parcels 1 and 2)	3,000
Bowles R-27724	Josephine	Pacific	Grants Pass-Rock Point	17,500	18,250
Bird, et vir. R-28399	Multnomah	Pacific	East Bank Freeway	6,900	6,900
Bedingfield, R-25530	Curry	Oregon Coast	Gold Beach Cape Sebas-tian	13,350	17,000

The Commission accepted the report. (For additional details, see the Chief Counsel's letter of January 21, 1959 on Report of Cases Settled in the General Files, Salem.)

January 22, 1959

The Commission also considered and accepted a written report submitted by the Chief Counsel showing pending condemnation cases as of January 1, 1959. (For details concerning these pending cases see the Chief Counsel's letter on pending cases in condemnation dated January 1, 1959, in the General Files in the Salem office.)

The Chief Counsel submitted a written report on offers made to the owners of real property prior to the institution of condemnation proceedings as follows:

East Bank Freeway Section of the Pacific Highway

R-28211 - Oregon Investment Company, et al. 20,000 square feet for right of way purposes. Offer of $200,000.00 approved by Mr. McIver January 16, 1959.

R-28259 - Martin Henderson, et al. 10,000 square feet for right of way purposes. Offer of $8,000.00 approved by Mr. McIver January 8, 1959.

R-28261 - Walter Bridges, et al. 5,000 square feet for right of way purposes. Offer of $6,000.00 approved by Mr. McIver January 8, 1959.

R-28263 - Clarence B. Rogers, et ux. 4,286 square feet for right of way purposes. Offer of $7,500.00 approved by Mr. McIver January 7, 1959.

R-28264 - Mable Busby Neal, et vir. 5,000 square feet for right of way purposes. Offer of $6,350 approved by Mr. McIver December 15, 1958.

R-28265 - Arch L. Arnett, et al. 4,286 square feet for right of way purposes. Offer of $7,000.00 approved by Mr. McIver January 16, 1959.

R-28291 - Ada Mae Torrecampo, et al. 4,000 square feet for right of way purposes. Offer of $8,000.00 approved by Mr. McIver December 15, 1958.

R-28316 - O. J. Lay, et al. 2,500 square feet for right of way purposes. Offer of $6,375.00 approved by Mr. McIver January 8, 1959.

R-28329 - Ceola Agee Patterson, et al. 5,000 square feet for right of way purposes. Offer of $5,000.00 approved by Mr. McIver December 15, 1958.

R-28396 - Joe Lisac, et al. 2,310 square feet for right of way purposes. Offer of $8,500.00 approved by Mr. McIver December 15, 1958.

R-28399 - Rosalee Bird, et vir. 2,508 square feet for right of way purposes. Offer of $6,900.00 approved by Mr. McIver December 15, 1958.

R-28404 - Andrew Green, et ux. 2,500 square feet for right of way purposes. Offer of $9,000.00 approved by Mr. McIver December 15, 1958.

Grants Pass-Rock Point Section of the Pacific Highway

R-26888 - Walter E. Lewis, et al. 0.02 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver January 14, 1959.

Grants Pass-Rock Point Section of the Pacific Highway (Cont.)

R-27116 - Ernest F. Calhoun, et al. 5.95 acres for right of way purposes. Offer of $13,540.00 approved by Mr. McIver January 14, 1959.

R-27119 - Walter B. Holm, et ux. 1.88 acre for right of way purposes. Offer of $3,800.00 approved by Mr. McIver January 9, 1959.

R-27122 - C. F. Bernet, et ux. 0.8 acre for right of way purposes. Offer of $3,750.00 approved by Mr. McIver January 9, 1959.

R-27126 - H. R. Frazier, et al. 1.16 acres for right of way purposes. Offer of $12,815.00 approved by Mr. McIver December 15, 1958.

R-27128 - Marjorie R. Child, et al. 5.36 acres for right of way purposes. Offer of $9,100.00 approved by Mr. McIver January 14, 1959.

R-27131 - Harley L. Reynolds, et al. Parcel No. 1: 3.72 acres for right of way purposes; Parcel No. 2: 0.05 acre for excess taking; and Parcel No. 3: 0.05 acre for slope easement. Offer of $1,645.00 approved by Mr. McIver January 16, 1959.

R-27154 - John C. Bowles, et ux. 1.1 acres for right of way purposes. Offer of $730.00 approved by Mr. McIver January 9, 1959.

R-27187 - Alice A. Wallace, et vir. 0.04 acre for right of way purposes. Offer of $50.00 approved by Mr. McIver January 7, 1959.

R-27208 - William Chester Jackson, et ux. Parcel No. 1: 7.72 acres f for right of way purposes; and Parcel No. 2: 0.44 acre for excess taking. Offer of $5,450.00 approved by Mr. McIver January 14, 1959.

R-27215 - Homer S. Jennings, et al. 6.05 acres for right of way purposes. Offer of $10,000.00 approved by Mr. McIver January 15, 1959.

R-27248 - Charles C. Richmond, et ux. 11.7 acres for right of way purposes. Offer of $4,000.00 approved by Mr. McIver December 16, 1958. An offer of $12,000.00 was previously reported to the State Highway Commission December 9, 1958. This decrease in offer is due to the fact that access is now being allowed to the owners' remaining property.

R-27255 - Henry G. Corbin. Parcel No. 1: 16.1 acres for right of way purposes; and Parcel No. 2: 0.4 acre for right of way purposes. Offer of $12,850.00 approved by Mr. McIver December 19, 1958.

R-27724 - H. F. Bowles, et ux. 12.6 acres for right of way purposes. Offer of $17,500.00 approved by Mr. McIver January 7, 1959.

R-28327 - William H. Durbin, et ux. Parcel No. 1: 1.6 acres for right of way purposes; and Parcel No. 2: 0.08 acre for excess taking. Offer of $470.00 approved by Mr. McIver January 8, 1959.

North Yamhill River Section of the Pacific Highway West

R-28593 - Marvin N. Reese, et al. 1.6 acres for right of way purposes. Offer of $1,700.00 approved by Mr. McIver December 11, 1958.

Meda Section of the Little Nestucca Highway

R-28922 - Mary Z. E. Dunn Conder, et al. Parcel No. 1: 1.25 acres for right of way purposes; and Parcel No. 2: 0.19 acre for right of way purposes. Offer of $910.00 approved by Mr. Chessman January 14, 1959.

R-28923 - Anton Hurliman, et ux. 2.30 acres for right of way purposes. Offer of $4,000.00 approved by Mr. Chessman January 15, 1959.

R-28924 - Walter C. Bodyfelt, et al. 2.82 acres for right of way purposes. Offer of $5,000.00 approved by Mr. Chessman January 15, 1959.

R-28925 - Barbara Lee Reddekopp, et vir. 0.12 acre for right of way purposes. Offer of $200.00 approved by Mr. Chessman January 13, 1959.

R-29018 - Clemens J. Hurliman, et ux. 1.27 acres for right of way purposes. Offer of $2,640.00 approved by Mr. Chessman January 15, 1959.

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway

R-28349 - W. H. Johnson, et ux, 0.37 acre for right of way purposes. Offer of $1,200.00 approved by Mr. Fridley January 15, 1959.

R-28484 - Jesse C. Wright, et al. 0.14 acre for right of way purposes. Offer of $2,575.00 approved by Mr. Fridley January 13, 1959.

R-28489 - Ward W. Howard, et al. 0.04 acre for right of way purposes. Offer of $330.00 approved by Mr. Fridley December 30, 1958.

R-28492 - Paul N. Reynolds, et al. 0.55 acre for right of way purposes. Offer of $2,250.00 approved by Mr. Fridley January 14, 1959.

Baker-Pleasant Valley Section of the Old Oregon Trail Highway

R-28048 - Paul Rees, et al. Parcel No. 1: 13.5 acres for right of way purposes; Parcel No. 2: 2.1 acres for roadbuilding materials; and Parcel No. 3: 0.06 acre for channel change easement. Offer of $2,300.00 approved by Mr. Fridley December 22, 1958.

R-28052 - Lester F. Briske, et ux. Parcel No. 1: 13.51 acres for right of way purposes; Parcel No. 2: 27.0 acres for right of way purposes; Parcel No. 3: 0.53 acre for right of way purposes; Parcel No. 4: 0.38 acre for permit of entry; and Parcel No. 5: 0.05 acre for easement for channel change. Offer of $7,500.00 approved by Mr. Fridley January 16, 1959.

R-28059 - C. A. Brown, et al. Parcel No. 1: 15.80 acres for right of way purposes; and Parcel No. 2: 0.35 acre for right of way purposes. Offer of $300.00 approved by Mr. Fridley January 13, 1959.

Wilderville-Grants Pass Section of the Redwood Highway

R-28632 - G. H. Wachholz, et ux. Parcel No. 1: 1.14 acres for right of way purposes; and Parcel No. 2: 0.23 acre for permit of entry. Offer of $7,660.00 approved by Mr. McIver January 7, 1959.

R-28642 - C. W. Babb, et al. Parcel No. 1: 0.45 acre for right of way purposes; and Parcel No. 2: 0.03 acre for ditch easement. Offer of $935.00 approved by Mr. McIver January 8, 1959.

R-28646 - Orville Stevenson, et al. Parcel No. 1: 0.12 acre for right of way purposes; and Parcel No. 2: 0.33 acre for right of way purposes. Offer of $4,450.00 approved by Mr. McIver December 22, 1958.

Butte Creek-Service Creek Section of the John Day Highway

R-26852 and R-28953 - Wheeler Timber Company, et al. Parcel No. 1: 6.1 acres for right of way purposes; and Parcel No. 2: 0.05 acre for permanent easement. Offer of $523.00 approved by Mr. McIver December 23, 1958.

Albany-Judkins Point Section of the Pacific Highway

R-25316 - Charles A. Bonnett, et ux. Parcel No. 1: 11.78 acres for right of way purposes; and Parcel No. 2: 4.2 acres for right of way purposes. Offer of $13,500.00 approved by Mr. McIver December 30, 1958.

Cascade Locks-Viento Section of the Columbia River Highway

R-24568 - Ufa M. Johnson, et al. 2.97 acres for right of way purposes. Offer of $1,150.00 approved by Mr. Chessman January 16, 1959.

Moro-Kent Section of the Sherman Highway

R-28792 - United State National Bank of Oregon. Parcel No. 1: 0.09 acre acre for right of way purposes; and Parcel No. 2: 0.37 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver January 7, 1959.

Willamette River-42nd Avenue Section of the T. H. Banfield Expressway

R-28367 - Sam Rapheal, et ux. 335 square feet for a temporary easement. Offer of $2,800.00 approve by Mr. McIver December 15, 1958.

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway.

R-28357 - Ralph W. Hibbard, et ux. 1.3 acres for right of way purposes. Offer of $2,858.00 approved by Mr. Fridley January 21, 1959.

R-28359 - Wilbroad George St. Marie, et ux. 3.3 acres for right of way

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway (Cont)

purposes. Offer of $2,250.00 approved by Mr. Fridley January 21, 1959.

R-28361 and R-28362 - John G. Koerner, et ux. Parcel No. 1: 0.96 acre for right of way purposes; and Parcel No. 2: 2.6 acres for right of way purposes. Offer of $3,360.00 approved by Mr. Fridley January 21, 1959.

R-28491 - Elmer A. Johnson, et al. 2.3 acres for right of way purposes. Offer of $5,515.00 approved by Mr. Fridley January 21, 1959.

Action was deferred for further study. (Late in the afternoon of the same day the Commission approved the offers.)

Orders issued by the Public Utilities Commissioner concerning railroad crossing matters in which the State Highway Commission has been a party were presented by the Chief Counsel, summarized as follows:

PUX 200: Application of Southern Pacific Company for authority to construct industrial tracks across Fir Street and across County Road No. 530 at Toledo. This supplemental order rescinded a prior order for construction of crossings on County Road No. 530 and across Fir Street in the City of Toledo.

PUX 286: Application of the State Highway Commission to construct three overcrossing structures over the right of way and tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, on the Old Oregon Trail, in Union County, Oregon. This matter involved three structures over the right of way and tracks of Railroad Companies combined with crossings of the Grande Ronde River. The order was issued in accordance with the petition.

PUX 288: Application of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, to install and maintain flashing light signals at the grade crossing of Auburn Avenue in the City of Baker, in Baker County, Oregon. This crossing is not under the jurisdiction of the Highway Commission and no objection was made to the issuance of the order.

PUX 289: Application of the State Highway Commission to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company on the Pacific Highway West at Votaw in Washington County, Oregon. This matter involved relocation of a portion of Pacific Highway West and a slight revision in location of the railroad. The existing structure is to be removed and the materials salvaged by the Highway Commission. The order was issued in accordance with the petition.

PUX 297: Application of the City of Rockaway for authority to con-

struct a crossing at grade with the tracks and right of way of Southern Pacific Company on an extension of South 5th Avenue. The proposed city street extension is not under the jurisdiction of the Highway Commission and no objection was made to the issuance of an order. After a hearing on the matter, the application was denied.

A quarterly report covering October, November and December, 1958, on claims collected for damages to highway property was presented by the Chief Counsel. He pointed out briefly that during this period of time sixty-two claims against others had been made in the amount of $10,540.49, and during the same period of time $6,568.66 had been collected. The Commission accepted the report.

The Chief Counsel reported the commencement of two legal actions against the State Highway Commission, its officers or employees. In one of these cases, R. Elma Shannahan, is seeking damages in the amount of $960 because the access to his property in Lots 9 and 10, Block 21, Fairvale (Bertha-Beaverton Highway) in Multnomah County was allegedly lowered for one year preventing ingress and egress. Proper action will be taken to defend the case. He also reported that William C. Rodgers and Mary A. Rodgers are seeking damages in the amount of $13,750 because of alleged harm to their farm property on the Portland-Salem Expressway north of Salem due to alleged blocking of drainage in construction of the highway. The Commission accepted the reports.

The Chief Counsel brought up the matter of requiring out of state corporations to register with the Oregon Corporation Commissioner before being allowed to bid on state highway projects. He recalled that this action had been placed in effect at the last Highway Commission meeting. Subsequently, the US Bureau of Public Roads called attention to the fact that the new regulation is in violation of the rules and regulations of the Bureau of Public Roads as being restrictive because of the fee charged for registration. On his recommendation the Commission rescinded the action of December 11, 1958. The requirements for foreign corporations will be the same as they were prior to December 11, 1958 in that prequalification will be required but not registration with the Corporation Commissioner as a prerequisite to bidding. However, no contract is to be awarded to an out-of-state corporation until the corporation has registered with the Oregon Corporation Commissioner.

The Chief Counsel recommended that the salaries of Mr. Richard Bemis and Mr. Mitchell Crew be increased one step, from $460 to $480 per month, effective January 1, 1959, and contingent upon approval by the Attorney General. He also recommended a two-step increase for Mr. James Kuhn from $600 to $655 per month, effective January 1, 1959, subject to the approval of the Attorney General. He also requested authority to hire an attorney to assist Mr. Kuhn in his title and option work. The Commission approved the recommendations.

Following the Chief Counsel's favorable recommendation, the Commission authorized out-of-state travel for Mr. Frank Towle, Engineering Investigator, to go to Sacramento and Oakland, California, at an estimated cost of $137. Mr. Towle, the Chief Counsel explained, hopes to secure information from certain witnesses in connection with pending court cases.

Consideration was given to a resolution presented by the Rockaway City Council requesting prohibition of motor travel and the landing of aircraft, except for emergency landings, on the ocean beach adjoining Rockaway. The Chief Counsel stated that the City has taken the necessary action as far as they can go and he recommended that the Commission concur. The Commission approved the request of the Rockaway City Council by adopting the attached resolution relative thereto, marked Exhibit "P" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Vacation of a portion of Franklin Boulevard, City of Eugene, consisting of 0.22 acre was presented by the Chief Counsel. He explained that vacation of this parcel of property is needed before the State can dispose of excess property in the vicinity for which an offer in the amount of $12,000 has been received. Upon his favorable recommendation the Commission approved a "Consent to Vacation" form and authorized the Chief Counsel to contact city officials and take such action as is necessary to carry the proceedings to a conclusion.

Reimbursement to Jack and Gertrude Miller in the amount of $200, for loss of shrubbery and a pump taken from their house, was presented by the Chief Counsel. He explained that the house had been sold and moved but the agreement did not make any provision for removing the shrubbery and the pump, which had been removed after the time of the house moving. The Commission approved his recommendation that the Millers be reimbursed in the amount of $200.

Attention was given to a claim submitted by Kenneth Marsh for an amount not to exceed $2,100 for destruction of a source of irrigation water from Powder River during construction of the Baker-Salisbury Section of the Baker-Unity Highway. The Chief Counsel pointed out that a settlement had been made with a Mr. Dickinson in 1953 or 1954 in the amount of $2,100 and it was not known at that time that Mr. Marsh had been damaged. As his claim appears to be entirely legitimate, he recommended that he be paid an amount not to exceed $2,100. The Commission approved the payment.

Settlement of the case of Chas. Wyatt vs. T. R. Williams and the State Highway Commission was reported by the Chief Counsel. He ex- NOA
plained that the case was originally filed against the owners and operators of the Astoria Ferry. Before the matter came to court, the insurance carrier settled with the plaintiffs in the amount of $2,500 and the case was dismissed. The Commission approved the settlement.

The Chief Counsel reported that Pauline Welch, Administrative NOA
Secretary in the Legal Division, had died at the age of 49 years, after having

worked in the Highway Department for the past 28 years. Miss Welch, he continued, had been a very competent employee and had earned the deep respect of her various employers and the people with whom she worked. As a token of the esteem in which Miss Welch was held, he presented a resolution in her memory and requested that it be included in the minutes of the Highway Commission meeting. The Commission unanimously approved the attached resolution relative thereto, marked Exhibit "J" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that since the last Commission meeting, he had awarded a number of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been fulfilled and he recommended that the Commission confirm his award of the following contracts:

(1) Grading and paving the South Third Street (Bend) Section of The Dalles-California Highway, Deschutes County. Bids received December 9, 1958. Contract awarded December 15, 1958 to Babler Bros., Inc., Portland, low bidder.

(2) Grading the Rowena-Chenoweth Creek Section of the Columbia River Highway, Wasco County. Bids received November 12, 1958. Contract awarded December 19, 1958 to Rogers Construction Company, Inc., Portland, low bidder.

(3) Grading the Josephine County Line-Evans Creek Section of the Pacific Highway, Jackson County. Bids received November 12, 1958. Contract awarded December 24, 1958 to Earl L. McNutt Company, Eugene, low bidder.

(4) Grading and oiling the Pioneer Creek-Service Creek Section of the John Day Highway, Wheeler County. Bids received November 12, 1958. Contract awarded December 24, 1958 to Earl L. McNutt Company, Eugene, low bidder.

(5) Construction of the SP RR and Pelican City Road Overcrossing, Klamath County. Bids received December 9, 1958. Contract awarded January 8, 1959 to Peter Kiewit Sons' Co., Vancouver, Washington, low bidder.

The Commission confirmed award of the contracts.

During the past year, the Engineer stated, a number of construction speed zones have been established on the Pacific Highway West in connecton with construction activities on the R. H. Baldock Freeway. Construction activities have progressed so that speed zoning is required now only in the immediate area of the bridge construction at the intersection of the Pacific Highway West and S. W. Capitol Highway. The

Commission confirmed his action in removal of all construction speed signs in this area effective 9 a.m., December 16, 1958, with the exception of a 35-mile-per-hour construction speed zone between M.P. 6.07 and M.P. 6.50 at the S. W. Capitol Highway intersection.

Attention was given to a proposed personnel policy concerning employees against whom garnishments of wages have been made and employees who are chronically dilatory in meeting financial obligations. The Engineer recalled that at the previous Commission meeting he had been instructed to determine what policies other agencies use under similar conditions. A number of agencies, he stated, had been contacted, some of whom had definite policies and others did not. He recommended that the following policy be adopted:

1. That, after the first garnishment against an employee's wages, a friendly and polite warning letter be sent by the Personnel Division urging the employee to straighten out his or her financial matters.

2. That, after the second garnishment, a letter be sent to the supervisor requesting him to investigate and report on the circumstances which have led the employee to get into this situation.

3. That, if there are no extenuating or modifying circumstances, a letter be sent to the employee, with copies to appropriate supervisors and the Civil Service Director, advising that he is being placed on probation for six months, in which time he is to get his financial affairs in order, and at the end of that period he shall give satisfactory evidence that his creditors have been satisfied, and that his failure to do this will result in dismissal.

The procedure outlined above, he stated, has been discussed with the Civil Service Director, who has given his approval. Commissioner Chessman inquired as to what policies are being followed by other State agencies. The Engineer replied that to the best of his knowledge the other agencies do not have a definite written policy. The Commission approved the procedure as presented by the Engineer.

Consideration was given to a review prepared by the Traffic Engineering Division of a report made by Coverdale and Colpitts concerning the proposed Columbia River Bridge between Astoria, Oregon, and Point Ellice, Washington. The Engineer pointed out that the report dated November 28, 1958, appears to be in order considering present trends in the area and that no reason could be found for taking exception to it. It also appears that a 1954 report prepared by Coverdale and Colpitts may have been in error in estimating the amount of future traffic increase. No action was taken at this time. Later in the day, the matter was again considered briefly, but no action was taken as the Engineer advised that no action appears to be necessary.

The Commission gave attention to the following item of unfinished business which appeared on the Secretary's Summary dated December 12, 1958:

1. Proposed policy pertaining to State Highway employees against whom garnishments have been served or numerous complaints received concerning indebtedness.

The Engineer had previously submitted a report on this matter and the Commission ordered the item deleted from the list of unfinished business.

Authority was requested by the Engineer for an increase in the amount of $50,000 on Contract No. 5289 for construction of the North Albany Interchange structures on the Pacific Highway. He explained that when the contract was awarded it was on the basis of a 30-foot roadway. After award of the contract, however, the Bureau of Public Roads advised that the Washington office had directed that the roadway width be widened to 40 feet to conform to national standards. The Commission approved the increase.

Attention was given to a request from the Umatilla County Development Commission and the City Recorder of Stanfield for improvement of Oregon Route 32 between Stanfield Junction and Hermiston. The Engineer stated that this is an old section of U.S. Route 30 and will probably be relocated as a part of the Ellensburg-Pendleton Interstate Highway. In addition there are no funds available at this time for improvement of the road. The Commission instructed that the interested persons be advised of these facts.

Attention was also given to a request made by the Springwater Grange Road Committee of Estacada for construction of a by-pass around the town of Estacada on the Woodburn-Estacada Secondary Highway. This matter, the Engineer stated, has been considered several times since February, 1955, and while there is considerable traffic on the route through Estacada, there is no evidence of congestion. Although construction will have to be considered at some time in the future, there are no funds available now, and he recommended that the persons making the request be advised that funds are not available. The Commission approved the recommendation.

The Commission considered a request made by Mrs. Donald D. Ott, Dexter, for the installation of a flashing beacon at the intersection of the Willamette Highway and Rattlesnake Creek Road near Dexter. This request, the Engineer stated, was investigated by the Traffic Engineer and it was found that although the traffic volume on Rattlesnake Creek Road is low, the accident record at the intersection has been high. Construction of a left-turn refuge which would normally be recommended, he stated, would be very expensive. As the intersection requires additional treatment for the safety of the travelling public, he recommended that a flashing beacon be installed at an estimated cost of $600. The Commission approved the installation.

Requests from Mr. H. W Weinstein, Manager of the Northwest Sales Company, and Mr R D. Pollock, of the American Linen Supply Company, for installation of traffic signals at the intersection of the Tualatin Valley Highway and Walker Road, east of Beaverton were considered The Engineer stated that a traffic engineering investigation was conducted and although

the intersection was found to be hazardous, it does not meet the national warrants required for installing traffic signals. To alleviate the hazard caused by restricted sight distance at this location he recommended that a flashing beacon be installed at an estimated cost of $700. The Commission approved the installation.

Also considered was a request made by Mr. Harry Proudfoot of Sarvis Springs Ranch, near Echo, concerning remedial action for protection of traffic at the intersection of US Route 30 and Oregon Route 207, Hermiston Highway. The Engineer stated that an investigation had been made disclosing that the intersection is located on a high-speed section of highway, and that business establishments in the vicinity obscure the intersection. He recommended that a flashing beacon be installed at the intersection at an estimated cost of $600. The Commission approved the installation.

Attention was given to a proposed agreement with Jackson County concerning correction of a drainage problem at the intersection of the Oak Grove County Road with the Medford-Provolt Highway west of Medford at M.P. 23.37. The Engineer reported that considerable study has been made and a solution evolved which he felt would alleviate the problem. The proposed work requires an agreement with the Jackson County Court, and it is estimated that the State's share of the work will cost approximately $1,500. Upon his favorable recommendation the Commission approved the agreement.

The Commission also considered an agreement with Union Pacific Railroad Company covering construction, maintenance, and use of a haul-road crossing of US Route 30, between Mosier and Rowena. The Engineer explained that the agreement is needed in connection with the contract for construction of this section of the Interstate Highway. The Commission approved the agreement.

The Engineer presented maps and descriptions covering additions to the Federal Aid County Road System in Deschutes and Tillamook Counties. These additions, he stated, were requested by the counties, and he recommended that the following additions be approved:

Deschutes County

FAS 692 (Extension), 1.1 miles

This proposed extension of existing FAS 692 extends from the present northeasterly terminus of FAS 692, northerly to FAS 398.

FAS 693 (Extension), 1.0 miles

This proposed extension of existing FAS 693 extends from the present southwesterly terminus of FAS 693, westerly to FAS 329.

FAS 787 (Extension), 1.5 miles

This proposed extension of existing FAS 787 extends from the present westerly terminus of FAS 787, southerly to FAS 398.

FAS 788 (Extension), 1.8 miles

This proposed extension of existing FAS 788 extends from the present

westerly terminus of FAS 788, westerly and northerly to FAP Route 21.

FAS 791 (Extension), 2.0 miles
The proposed extension of existing FAS 791 extends from the present easterly terminus of FAS 791, easterly to proposed extension of FAS 788.

FAS 884, 2.4 miles
Proposed FAS 884 extends from FAS 659 southwest of Redmond, easterly to FAP Route 4.

FAS 885, 2.9 miles
Proposed FAS 885 extends from FAS 791 southeast of Bend, southerly and easterly to FAS 692.

FAS 886, 3.9 miles
Proposed FAS 886 extends from FAS 542 northeast of Bend, southeasterly and southerly to FAS 398.

FAS 887, 1.7 miles
Proposed FAS 887 extends from FAP Route 4 north of Deschutes, southerly to FAS 325 near Deschutes.

Tillamook County
FAS 615, 7.1 miles
Extending from FAP Route 2 (Oregon Coast Highway) at Beaver, easterly along the Nestucca River to Blaine.

FAS 617, 8.0 miles
Extending from FAS 616 (Netarts Highway) at Netarts, southerly along Netarts Bay to the Cape Lookout State Park, and southeasterly from the park to FAS 618 north of Sand Lake.

The Commission approved the Federal Aid Secondary additions as presented.

The Engineer also presented additional 1960-61 Federal Aid County Road Secondary projects totalling $1,011,000 as requested by the counties of Tillamook, Deschutes, Hood River, Lincoln, Marion, Umatilla, Wasco, and Washington. These projects, he stated, have been examined by State Highway engineers and are eligible for the program. Upon his favorable recommendation the Commission approved the following projects:

(Projects listed on following page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Deschutes	659	1.8 miles)		
	693	1.0 mile)		
	781	2.0 miles)		
	782	2.1 miles) Deschutes County		
	786	1.4 miles) Roads, Oiling,		
	787	3.0 miles) 19.1 miles.	$ 82,000	1960
	788	5.8 miles)		
	884	2.0 miles)		
	327	10.5 miles)		
	692	1.1 miles)		
	791	2.0 miles)		
	885	2.9 miles) Deschutes County		
	886	3.9 miles) Roads, Oiling,		
	887	1.7 miles) 22.1 miles.	$ 82,000	1961
		Subtotal, Deschutes County	$ 164,000	
Hood River	301	Neal Creek Section, 0.3 miles. G.S. & O.	$ 30,000	1960
	703	Creson Road Section, 1.4 miles. G.S. & O.	$ 40,000	1960
	306	East Unit, Deer Creek Road-Forest Boundary, 2.7 miles. G.S.&O.	$ 91,000	1960
		Subtotal, Hood River County	$ 161,000	
Lincoln	150	Steer Creek Bridge, Structure only.	$ 20,000	1960
	151	Johnson Creek Bridge, Structure only.	$ 15,000	1960
		Subtotal, Lincoln County	$ 35,000	
Marion	147	Pudding River Bridge Section, 0.4 miles. G.P. & Bridge	$ 75,000	1960
	737	Pudding River Bridge, Structure only.	$ 25,000	1960
		Subtotal, Marion County	$ 100,000	
Tillamook	617	Netarts-Yeager Creek Section, 1 mile. G. & S.	$ 155,000	1960
Umatilla	759	West Unit, State Line-Umapine Section, 3 miles. G.S.&O.	$ 106,000	1961
Wasco	704	Antelope Creek Section, 13 miles. S. & O.	$ 140,000	1960
Washington	840	Beaverton Section, 1 mile. G. & Pave.	$ 150,000	1960
		TOTAL.....	$1,011,000	

January 22, 1959

County FAS projects (cont)

SUMMARY BY FISCAL YEARS	1960	1961	Total
Available funds*	$4,895,000	$3,750,000	$8,645,000
Previously approved	1,858,000	515,000	2,373,000
Unprogrammed balance	$3,037,000	$3,235,000	$6,272,000
Proposed projects 1/12/59	823,000	188,000	1,011,000
Unprogrammed Balance....	$2,214,000	$3,047,000	$5,261,000

*Revised totals from "Status, 1960 & 1961 County FAS funds" tabulation dated 11/5/58.

A resolution providing distribution to the cities of Oregon of their portion of state motor vehicle revenues accrued for the period July 1 to December 31, 1958 in the sum of $3,069,735.12 was considered. This apportionment, the Engineer stated, has been made in accordance with Oregon laws, and he recommended that it be approved. The Commission approved the apportionment and thereupon adopted the attached resolution relative thereto marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered the following request for an extension of time within which to complete a State Highway Contract. Reimbursement for engineering expense and other extra expenses incurred by the state in connection with the work during the period of this extension was waived by the Commission.

1. E. P. Baltz and Son, Contract No. 5312, for roadside improvement on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County, requested an extension of time from December 31, 1958 to April 15, 1959, within which to complete this contract. Approved as requested.

FOOTNOTE: Action taken by the State Highway Commission upon the extension of time within which to complete the highway contract listed above was based upon the recommendation of the Engineer and his reports, which considered, but did not necessarily adopt, either or any of the reasons given by the contractor in his request for the extension of time. For details see the original of the contractor's request and the engineer's recommendation on file in Contract No. 5312 in the Secretary's office in Salem.

The Engineer reported that contract numbers 4837, 4845, 4847, 5004, 5064, 5109, 5140, 5179, 5218, 5232, 5271, and 5297 for highway construction have been completed in accord with requirements of the contract or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Com-

mission accepted said contracts by adopting the attached resolution relative thereto marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Amendment of Speed Zone Resolution No. 69 was recommended by the Engineer. He reported that this zoning is on the Salmon River Highway through Valley Junction and the Grand Ronde Section. The speed zone was originally established at 35 miles per hour on October 11, 1951. Subsequently a school crossing was established at Grand Ronde. The Commission approved amending the Speed Zone to establish a 20 miles-per-hour speed zone between M.P. 19.86 and M.P. 19.99, to be effective during the hours of school crossings, and thereupon adopted the attached resolution relative thereto, marked Exhibit "L", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request from the Mehama Parent-Teacher Association to establish a speed zone on the North Santiam Highway in the community of Mehama. An investigation was made, the Engineer stated, and it was found that there is very little roadside culture on this section, that the prevailing speed is 54.5 miles per hour, and that the accident record has been above that of similar sections of highway. Due to the prevailing speeds, it was felt that a speed zone of less than 50 miles per hour would be unreasonable. He recommended that the request for a speed zone be denied and that a flashing beacon be installed at the intersection of the North Santiam and the Mehama-Mill City Highways, at an estimated cost of $600, as a large portion of accidents in this section occurred at the junction. The Commission approved his recommendations.

The Commission considered a request from the Cloverdale Civic Club for establishment of parallel parking on the Oregon Coast Highway through the business section of the community of Cloverdale. The Engineer stated that investigation disclosed that there are concrete curbs and sidewalks or concrete sidewalks through the major portion of the business district. There is considerable angle parking and the pavement in the business district ranges from 45 feet to 55 feet in width. He recommended that parallel parking only be allowed on the following sections of the Oregon Coast Highway in the community of Cloverdale:

1. On the south side from the westerly property line of Clover Street at M.P. 87.40 (Engineer's Station 558+80) to a point 180 feet west of Parkway Drive at M.P. 87.54 (Engineer's Station 550+50).

2. On the north side from a point 275 feet west of Clover Street at M.P. 87.44 (Engineer's Station 556+50) to a point 180 feet west of Parkway Drive at M.P. 87.54 (Engineer's Station 550+50).

The Commission approved his recommendation by adopting the attached

resolution relative thereto, marked Exhibit "M-1", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that a number of proprietors of business establishments along the Pacific Highway south of Grants Pass have requested that parking on the highway shoulders be prohibited. An engineering investigation revealed that the roadside culture along this 0.77-mile section is predominantly commercial and the alignment is on a long sweeping curve. Due to the wide right of way in this section, most of the vehicles parked adjacent to the business establishments are away from the traveled way. However, there are a number of large trucks which park adjacent to the highway restricting sight distance from the side streets, interfering with parking maneuvers and precluding the possibility of using the highway shoulders for emergency purposes. The Engineer recommended that parking be prohibited along both shoulders of the Pacific Highway, US 99, from the south city limits of Grants Pass at M.P. 279.30 (Engineer's Station 2+00) to Parkdale Drive at M.P. 280.07 (Engineer's Station 45+00). The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "M-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Consideration was given to a request by the Lane County Centennial Promotion Committee, on behalf of the City of Eugene, that they be given permission to install two informational signs welcoming tourists to Eugene and the Oregon Centennial, these signs to be placed at each of the north and south entrances to the City of Eugene and on the highway right of way. The Engineer reported that the sign message and the location of the proposed signs have been approved. Following his favorable recommendation, the Commission approved the installation of the two signs.

Commissioner Chessman inquired as to a policy concerning installation of Centennial signs and markers on the rights of way. The Engineer replied that so far each application has been considered individually. Text and location of the signs must be approved before permits are issued.

The Engineer stated that the U.S. Army Recruiting Service has requested permission to install signs on the Pacific Highway East, one north and one south of Oregon City, and one sign on the Cascade Highway No. 160, north of Oregon City, all signs to be on state highway right of way. He stated that the sign message and location of signs meet with the approval of the department. Upon his favorable recommendation the Commission approved the request.

Consideration was given to a supplemental abandonment agreement with Polk County on the Valley Junction-Wallace Bridge Section of the Salmon River Highway in Polk County. The Engineer recalled that an agreement had been previously entered into with Polk County, covering the Valley Junction-Wallace Bridge Section, whereby the County agreed to take over three units of the old highway, one of which was

Unit C extending from the Wallace Bridge to the Yamhill-Polk County Line at Willamina. He mentioned that, since the State proposes to retain the old highway from Wallace Bridge via Willamina to Sheridan as a secondary highway, this supplemental agreement is to relieve Polk County from taking over Unit C after the Valley Junction-Wallace Bridge Section has been completed. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

The Engineer presented a resolution redesignating the Wallace Bridge to Sheridan section of the old Salmon River Highway as the Willamina-Sheridan Secondary Highway No. 157 in Polk and Yamhill Counties. The Commission approved the redesignation as recommended by adopting the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that upon completion of the new Snake River Bridge at Nyssa two of the steel spans from the old structure were dismantled and stored at the maintenance stockpile site at Cairo Junction near Ontario. He mentioned that the third steel span in the old bridge had been given to Malheur County at its request. The Malheur County Court has now made a request for the two remaining spans from the old structure. He recalled that it has been the State Highway Commission's policy to give old steel bridges to the county when requested by the county, and as the state has no need for these two steel spans, he recommended that the request of Malheur County be approved. The Commission approved the Engineer's recommendation.

Consideration was given to a request from the United States Forest Service for permission to install log scaling facilities at a state stockpile site at East Beaver on US 101 in Tillamook County. The Engineer stated that the stockpile site is not being used and installation of the log scaling set-up would not interfere with the state's activities. The Commission accepted his recommendation that the Forest Service be granted a five-year lease without cost for the use of a portion of the stockpile site.

The Engineer presented a resolution covering abandonment of the Willowdale-Lyle Gap Section of the old The Dalles-California Highway in Jefferson County. He explained that the new highway section has been completed and opened to public travel and, under the terms of an agreement previously entered into with Jefferson County, portions of the old section of highway are to revert to the County to be maintained for public use, and other portions are to revert to the adjoining property owners. He recommended that the resolution be formally adopted to dispose of the old section of highway. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "H" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved the Secretary's report on papers signed in behalf of the Commission during the period of Decem-

ber 8, 1958 through January 16, 1959.

The Commission confirmed the dates of Thursday and Friday, March 5 and 6, 1959, for the next regular Highway Commission meeting to be held in the Conference Room of the State Highway Building, Salem. A tentative date for the following meeting was set for April 16 and 17, 1959.

A resolution was presented by the Engineer who explained that the 1957 Legislature passed a law that certain combinations of vehicles up to 60 feet in length might be legally operated over State Route 86 in Baker County, and over the Powers Secondary Highway in Coos County even though these highways were not adequate. The Legislature, however, failed to provide for the additional weight that these vehicles might carry above the statutory limitation of 60,000 pounds. This resolution, he stated, is to be in effect for one year and is to replace a previous resolution dated October 1, 1957 allowing certain combinations of vehicles operating over these two highways to carry a maximum weight of 76,000 poinds. Upon his favorable recommendation, the Commission adopted the attached resolution relative thereto marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A "Termination Rider" with Union Pacific Railroad Company covering removal of its spur track from state property at the La Grande Shop yards was presented by the Engineer. He pointed out that the space occupied by the spur track is needed for storage of equipment and as the track is used only two or three times a year, he recommended that it be removed. The Commission accepted his recommendation.

Authorizations for out-of-state travel were recommended by the Engineer and approved by the Commission as follows:

W. M. Bartlett, Civil Defense representative, to attend Defense School Field Course in Las Vegas, Nevada, January 26 to 31, 1959, at an estimated cost of $222.15.

James Neiger, Tom Simpson, Bill Kuyper, Bill Grabenhorst, Arthur Meola, Ralph Anderson and Paul Rippie to go to Seattle, Everett, Bremerton, Tacoma, Pasco, Spokane and Moses Lake, Washington, to inspect, purchase and transport government surplus equipment to Salem. Eleven trips were made by these men, the Engineer stated, in the period of December 1, 1958 through January 16, 1959, at a total cost of $608.75. The Commission confirmed the out-of-state travel.

The meeting was recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer brought to the Commission's attention a proposed abandonment resolution formally transferring to Douglas County a portion of the old route of the Myrtle Creek-Missouri Bottom and

Missouri Bottom-Fords Bridge Units of the Pacific Highway in Douglas County. He explained that the resolution is in accord with an agreement previously entered into by the State and Douglas County. The new highway section, he continued, has now been opened to public travel and he recommended that the old section be formally disposed of as outlined in the resolution. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto marked Exhibit "K-1, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also presented a resolution pertaining to designation as a secondary highway of the old route of the Pacific Highway known as the Myrtle Creek-Missouri Bottom and the Missouri-Bottom - Fords Bridge Units. He recalled that under terms of an agreement dated March 27, 1958, with Douglas County, it had been agreed that when the new route of the Pacific Highway is completed and opened to public travel, the existing route is to be retained and maintained by the State as a secondary highway. The new section, he continued, is now open to public travel and he recommended that the old route from its intersection with the relocated Pacific Highway, M. P. 209.89, to its intersection with Douglas County Riddle Road No. 20, and that portion of Riddle Road from its intersection with the former Pacific Highway to its intersection with the relocated Pacific Highway, be designated as the Myrtle Creek Secondary Highway No. 237. The Commission approved the redesignation of the old portion of the Pacific Highway and thereupon adopted the attached resolution relative thereto marked Exhibit "K-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the City of Cannon Beach for construction of curbs and widening of the Oregon Coast Highway through Cannon Beach was presented by the Engineer. He recalled that some few years ago the State cooperated with the City in building curbs and widening pavement on one side of the street. Since that time traffic has increased to the point that the pavement should be widened to full street width and curbs constructed on the other side. The total estimated cost, he continued, is $4,000, and the City of Cannon Beach has offered to cooperate in the amount of 25 per cent of the total, or approximately $1,000. Upon his favorable recommendation, the Commission approved the project as outlined by the Engineer.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear before the Commission on the following day. No action was taken pending the appearance of the delegations.

The Commission also discussed with the Engineer the status of projects on which bids are to be received at the bid opening scheduled for March 3 and at later dates. The Engineer pointed out that some of the projects are being delayed because agreements have not been completed with some of the railroad companies. In response to a request

made by the contractors, he said that the time between opening of bids and awarding of the contract has been reduced to 30 days. It was his opinion that a large number of contracts could be offered for bidding during April.

Bids received on January 20, 1959 were presented to the Commission by the Engineer, and at 2:30 p.m., Commissioner Chessman announced the award of contracts as follows:

BIDS RECEIVED IN SALEM ON JANUARY 20, 1959

"Rock production project on the Oregon Coast Highway, north of Brookings in Curry County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at $32,571.

"Rock production project on the Santiam, McKenzie and McKenzie-Bend Highways in the vicinity of Sisters in Deschutes County. Two bidders, C. C. Meisel, McMinnville, and Bend Aggregate and Paving Co., Bend, submitted identical low bids at $23,900. A coin was tossed by the Engineer in the presence of the two low bidders and Mr. Meisel won the toss. The Commission awarded the contract to C. C. Meisel, McMinnville, at $23,900.

"Bend traffic signals in Deschutes County. The Commission awarded the contract to the low bidder, Brighter Homes Electrical, Eugene, at $ 8,156.

"Widening Bear Creek Bridge at the Curtin Interchange on Pacific Highway south of Cottage Grove in Douglas County. The Commission awarded the contract to the low bidder, Inter City Sand and Gravel Co , Inc., Eugene, at $60,204.

"Rock production project on the Crane-Scotts Butte Highway in Harney and Malheur Counties. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $25,500.

"Grading Hood River-Shogren Section of the Columbia River Highway, east from Hood River in Hood River and Wasco Counties. The Commission elects to accept the low bid of Gibbons & Reed Co., Portland, in the sum of $506,487 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading Grants Pass-Jackson County Line Section of the relocated Pacific Highway, north and east of Grants Pass in Josephine County. The Commission elects to accept the low bid of Morrison-Knudsen Company, Inc., Boise, Idaho, in the sum of $1,329,640.75, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of maintenance building at Halsey in Linn County. The Commission awarded the contract to the low bidder, Robert C. Wilson, Corvallis, at $20,925.

"Rock production project on the North Santiam, Mehama-Mill City and Albany-Lyons Highways in the vicinity of Mehama in Marion and Linn Counties. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $24,750.

"Construction of storage building addition in Salem, Marion County. The Commission awarded the contract to the low bidder, Cecil A. Lantz, Salem, at $16,790.

"Construction of overcrossing at Dodson on the Columbia River Highway in Multnomah County. The Commission elects to accept the low bid of C. M. Corkum Co., Inc., Portland, in the sum of $218,709, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Parking area extension at Rooster Rock State Park east of Portland in Multnomah County. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $85,680.

"Rock production project on the Weston-Elgin and Wallowa Lake Highways near Elgin in Union County. The Commission awarded the contract to the low bidder, E. H. Itschner, Molalla, at $46,025.

"Construction of Eight Mile Creek Bridge on The Dalles - California Highway in Wasco County. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at $20,910.

"Traffic signals on Beaverton-Hillsdale Highway east of Beaverton in Washington County. The Commission awarded the contract to the low bidder, Cascade Electric Co., Portland, at $6,798.

"Construction of Votaw undercrossing on Pacific Highway south of Tigard in Washington County. The Commission elects to accept the low bid of Pacific Concrete Company, Portland, in the sum of $143,333.30 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The Engineer mentioned that a protest had been received from some persons in southwestern Oregon on the rate of construction for completion of the Oregon Coast Highway from Brookings to Gold Beach. He pointed out that the complaint is not justified as approximately two-thirds of the work is now under contract and it is expected that the job

will be completed within a 4-year period of time, whereas it had originally been expected to require 5 years.

The matter of declaring the need for certain parcels of property required for highway right of way or other purposes was again considered. After careful consideration, the Commission granted authority to condemn, if necessary, the parcels of property as presented by the Chief Counsel and thereupon adopted the attached resolutions relative thereto marked Exhibits "N-1" through "N- 22", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission again gave attention to the Chief Counsel's written report on offers made to owners of real property prior to the institution of condemnation proceedings. After giving the matter careful study, the Commission approved the offers as presented.

The Commission signed the following agreements and other papers:

"Bargain and Sale Deed" with J. S. Kaufman covering sale of 1.23 acres on Middle Grove-Central Howell Section of Salem-Silverton Highway, Marion County.

"Bargain and Sale Deed" with William B. McDonald covering sale of 1,090 sq. ft. on Marshfield-Bay Park Section of Oregon Coast Highway, Coos County.

"Lease and Sale of Road Materials" with Mr. and Mrs. W. F. Pigg covering 5-year extension of a gravel deposit on Pendleton-Deadmans Pass Section of Old Oregon Trail Highway, Umatilla County.

"Lease" with C. E. Abrahamson covering 15-year extension of house encroachment upon the La Grande Maintenance site.

"Agreement" with Jackson County Court covering correction of a drainage problem at the intersection of the Oak Grove County Road with the Medford-Provolt Highway at M.P. 23.37.

"Agreement" with Union Pacific Railroad Company covering construction, maintenance and use of a haul-road crossing needed on a State contract for the building of the interstate highway between Mosier and Rowena.

"Permit" with U. S. Army Recruiting Service granting permission to install on highway right of way two signs on Pacific Highway East, north and south of Oregon City, and one sign on Cascade Highway, north of Oregon City.

"Supplemental Abandonment Agreement" with Polk County which will relieve Polk County from taking over Unit "C" after Valley Junction-Wallace Bridge Section of Salmon River Highway has been completed.

"Agreement" with Crown Zellerbach Corporation Corporation for a one-year period covering the removal of rock materials from the Corporation's quarry near Cape Lookout State Park.

"Termination Rider" with the Union Pacific Railroad Company covering removal of its spur track from State property at the La Grande shop yard.

"Indenture of Access"for Lind property on Noble Slough-Foster Section of South Santiam Highway, Linn County.

"Construction and Easement Agreements" with Southern Pacific Company covering the Klamath Falls By-pass Overcrossing near Klamath Falls.

"Quitclaim Deed" to G. Lee Wright for property on the Jefferson Section of the Pacific Highway. Consideration $100. (Authorized February 27, 1958)

"Bargain and Sale Deed" to Herman Brelage for a parcel of land on the North Bend Section of the Oregon Coast Highway. Consideration $8,000. (Authorized December 11, 1958)

"Throughway Agreement" with the City of Grants Pass covering the Grants Pass-Jackson County Line Section of the Pacific Highway. (Authorized November 1, 1957)

"Agreement" with the City of Madras covering the Special City Allotment project on Fourth and Pine Streets in Madras. (Authorized October 23, 1958)

"Agreement" with the City of Bandon covering the Special City Allotment project on Elmira Avenue in Bandon. (Authorized October 23, 1958)

"Throughway Agreement" with the City of Madras covering the S. Unit Lyle Gap-Madras Section of The Dalles-California Highway in the City of Madras. (Authorized August 1, 1958)

"Throughway Agreement" with Columbia County covering the Goble Section of the Columbia River Highway. (Authorized August 1, 1958)

"Bargain and Sale Deed" to Audrey Herman for a parcel of land on the Albany-Judkins Point Section of the Pacific Highway. (Authorized October 23, 1958)

"Bargain and Sale Deed" to Andrew Jensen for a parcel of land on the Willamette River-Hayesville Section of the Pacific Highway in Marion County. (Authorized December 11, 1958)

"Agreement" with the City of Prairie City covering the Special City Allotment project on Bridge Street in Prairie City. (Authorized October 23, 1958)

"Quitclaim Deed" to Margaret R. Poe covering property on the Clackamas River Section of the Pacific Highway East in Clackamas County. Consideration $500.

"Consent to Vacate" re vacation of a portion of Franklin Blvd. in the City of Eugene.

"Lease Agreement" with Weyerhaeuser Timber Company covering stockpile site renewal on the Green Springs Highway in Jackson County.

"Grant of Easement" to Lina Adams for property on the Highlands Interchange Section of the Sunset Highway in Multnomah County.

"Bargain and Sale Deed" to City of Vale for property on the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County.

"Agreement" with Central Lincoln People's Utility District re providing electric power service by the District to state parks located in the coastal portions of Lincoln, Lane, Douglas and Coos counties.

"Minutes" of Commission meetings held on October 23 and 24, 1958 and December 11 and 12, 1958.

The meeting was adjourned at 2:45 p.m. to be reconvened on the following day at 10:00 a.m. in the same room.

Salem, Oregon
January 23, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
R. B. Chessman, Commissioner
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. Frank J. VanDyke, Attorney, Medford, appeared before the Commission concerning access to the Pacific Highway at a point approximately one and one-half miles south of Medford. He stated that he represents Mr. Clyde P. Pittenger who owns the property in question and access is desired from the east side of the Pacific Highway. Their application for such access, he continued, has been submitted in conformity with the Highway Commission's resolution, adopted on July 31, 1958, (Throughways and Right of Access Resolution No. 4a). Mr. Pittenger wishes to sell this property and the purchaser plans to construct a recreational center thereon, including a bowling alley, a skating rink and probably a swimming pool, with a large parking area for automobiles. He stated that his client will meet any safety standards or requirements and bear any expenses which the State Highway Commission may deem necessary in connection with the granting of the access to this property, and that the property would be sold with that contingency. He concluded his presentation by urging the Commission to take appropriate action as soon as possible. Chairman McIver informed Mr. VanDyke that he would be advised of the Commission's decision.

A delegation from Nehalem Bay area appeared before the Commission regarding a slide condition on the Oregon Coast Highway near Brighton. Appearing in the group were: Mrs. Bryan Reynolds, Mrs. W. L. Kasterson, Mrs. Everett West and Mrs. Dorothy Young, all from Rockaway; Mrs. Harold Sorensen, Twin Rocks; Mrs. Wilda Graves, Ruby Chambers, Fanny Dicky, Kaye Glover, Edna Sutherland, Mrs. Clifford Scovell, Mrs. Gordon Dick, Mrs. Peter Nunn, Miss Betty Obrist, Mrs. Wm. C. Obrist and Mrs. Jim Hall, all from Wheeler. Mrs. Reynolds acted as spokesman for the group. She advised that their group is appealing to the Commission for removal of the hazardous slide area near Brighton on U S 101 in North Tillamook County. Their primary concern is for the safety of the five bus loads of school children who pass this area daily. She pointed out that in the last 28 years no effective effort has been made to correct the situation. Tons of rock and earth which fall on the highway sometimes extend past the Southern Pacific Railroad tracks and many people in the Wheeler area must pass this slide on their way to doctors or to the hospital. She observed that many times the school bus drivers find it necessary to stop and wait for the rocks to stop rolling before proceeding on their way. Although no loss of life has occurred because of the slide, she stated that their group would like corrective measures taken before a catastrophe occurs. Mrs. Sorensen stated that with the reorganization plan of the school underway there would be a larger number of children using this road, and she also urged the Commission to give their attention to this matter. Mrs. Hall, Mrs. Graves and Mrs. Nunn all spoke of the great danger to the children and requested remedial action on this slide. Chairman McIver thanked the group for bringing this matter to the Commission's attention. He told them that the Commission would give their request due consideration and the Engineer would have another look at it to see what could be done. (This matter was discussed later in the session, at which time the Commission instructed the Engineer to advise the delegation of the exhaustive study made and the preventive

measures the Commission has taken to relieve this slide condition.

Mr. John Berning, City Superintendent of Redmond, acted as spokesman for a delegation from the Redmond Chamber of Commerce who appeared before the Commission regarding development of the Smith Rock area near Redmond as a state park. He introduced Mr. Bob Blair, President of the Redmond Chamber of Commerce, and Mr. J. R. Roberts, delegate. He stated that they are acting on the authority of the Redmond City Council and Redmond Chamber of Commerce for the purpose of requesting the Commission to develop this area into a state park. The City of Redmond, he said, has always felt that this area is one of the most attractive sites in Oregon and when they had an opportunity the City purchased 120 acres of land in the heart of the area. They have also obtained a bargain and sale deed for a strip of land 100 feet wide by one mile long along the rim of the Crooked River canyon for park and recreational purposes. The Deschutes County Court, he continued, has constructed a new paved road into the park site and has agreed to help in constructing a cinder road along the rim of the canyon. He described the beauties of the area and added that the area is close to three major highways -- 1½ miles from US 97; 7 miles from US 126; and 8 miles from US 26. Because of the newspaper reports regarding the possibility of flooding Cove Palisades Park by backwaters from the proposed Round Butte Dam, it was their thought that this area would be a logical alternate site. He presented a history and description of the Smith Rock formation prepared by Mr. Phil Brogan, Salem and showed colored slides of the area. It is their recommendation, he said, that the Commission purchase additional land south of this 120 acres, and he urged the Commission to give favorable consideration to the establishment of a state park. Mr. Roberts expressed his views regarding the beauties of the area and his enthusiasm for establishment of a park. Mr. Blair gave as his opinion that this area, if it is approved, will be one of the greatest additions to the state park system. Mr. Berning concluded the presentation by thanking the Commission and Mr. Armstrong, Parks Superintendent, for courtesies extended to them. He also stated that the Redmond City Council has authorized them to turn this land over to the State if the State will accept it. Chairman McIver thanked the group for coming. He told them that the Parks Department is now studying this matter and they will be advised of the Commission's decision.

A delegation from Harney County appeared before the Commission regarding the grading and surfacing of Frenchglen Road south of Burns. Included in the group were: C. W. Craddock, Harney County Judge, Jack Drinkwater and P. Tiller, County Commissioners, and Morgan Timms, Chairman of the Highway Committee of the Chamber of Commerce, all from Burns. Judge Craddock acted as spokesman and introduced the members of his delegation. He advised that the County Highway Committee has given its consent to the transfer to this road of any available FAS construction funds for their district so as to complete as much of the road as possible. The Harney County Court also wishes to apply all construction monies available to this road. He

pointed out that the County now has about $85,000 of FAS funds and with the State's regular match money the amount would be about $112,000. He expressed the hope that something could be worked out this winter so that the road could be constructed this summer as far as the Narrows, and that the Commission might be able to apply more than the regular amount of match money. Chairman McIver advised the delegation that the Commission discussed this matter on the previous day and as soon as the Commission has had time to study all the information and facts and pass on their request, the Engineer will advise them of the Commission's decision. Judge Craddock mentioned the large National Wildlife Refuge and the difficulty tourists encounter in getting to it because of the dusty condition of the road. He commented that if they could get this road constructed to the Narrows there may be a possibility of getting some Federal assistance on the 25 or 30 miles of road inside the Refuge. Chairman McIver thanked the group for bringing this matter to the Commission's attention and expressed the Commission's appreciation for the cooperation Harney County has given to the Commission.

Mr. Arthur M. Handly, Assistant Secretary of the State Board of Control, Salem, headed a delegation which appeared before the Commission concerning construction of housing facilities in state parks to be used for boys at MacLaren School. Others in the group were: Amos Reed, Superintendent of MacLaren School for Boys, Woodburn, Walter Foster, Dallas, Polk County District Attorney, and Wm. C. Ryan, Secretary of the State Board of Control, Salem. Mr. Handly advised that they wish to discuss with the Commission a cooperative program for delinquent boys at MacLaren School. He introduced the members of his delegation. Mr. Ryan stated that the Board of Control wishes to express its appreciation as well as its understanding of the great value that the MacLaren boys work camp program has been to the State as a whole, not only from the standpoint of opportunities for the MacLaren boys but also because of its value to the State since it produces certain work at a very reasonable cost. The Board of Control wishes to express its concern for the continuation of this program, he continued, and would like to request State Highway assistance in the construction of buildings at various campsites. However, he added, the number one priority is a better understanding of the time a given camp will be in a certain area so as to justify the cost of the buildings. Mr. Foster stated that the Advisory Committee to the Board of Control on Juvenile Institutions, of which he is Chairman, strongly supports the continued use of the MacLaren School work camp program for development of park facilities. It is the Committee's thought, he continued, that the rehabilitation of these boys is a matter of concern to every department of the State government as well as to the people of Oregon. He expressed the hope that the Highway Department will continue to cooperate with the MacLaren School in its camp program. Mr. Reed recited background information on camping and the history of camping for MacLaren School boys and stated that since introduction of the camp program in 1951 it has worked on an informal basis without any specific agreement, which has resulted in several problems. Their primary concern, he added, is to solicit the Commission's continued support of the program and

specifically to request the Commission to allow the Parks Division to develop with the Board a continuing program on a four-year advance planning basis, and for the Commission to enter into a cooperative agreement with the Board for the operation of the camps. At the present time, he continued, it appears that this cooperative camp program will end in the Spring of 1960. He advised that it is their understanding that the major objection to the proposed agreement is the requirement that the State construct and maintain living facilities for the boys. It was his opinion that since the buildings are constructed on state park land they should be the responsibility of the Commission. He pointed out that the boys are paid approximately $1.00 per day for six hours of work and it is their belief that the economies resulting in labor costs would more than make up the additional expense of this construction. He reiterated the desire of the Board of Control to continue the program on the basis of sound agreement as to responsibility, pointing out that the request for construction of living facilities is secondary. In answer to a query made by Chairman McIver, Mr. Handly advised that they are unhappy with the present arrangements because they have no agreement from which to work in order to properly establish their budget requirements. Chairman McIver explained that the Commission does not wish to make a profit from these boys but has been cooperating because it is the humane thing to do and because the Commission is interested in taking care of its own citizens. However, he added, the Highway Department must be the judge as to whether it is getting full value for expenditures made to and for the boys. He pointed out that under the law the Commission cannot subsidize the Board's program. A new law must be enacted if it is the desire of the people of Oregon to have the Commission divert funds for this program. The Commission, he commented, wants to help in the program as much as possible and is cognizant of the work the boys have done in the parks. He suggested that representatives of their group meet with the State Parks Superintendent, the State Highway Engineer and the Chief Counsel to go over the various problems so as to work out a solution acceptable to all parties. Mr. Williams pointed out that when the work performed by the boys exceeds the cost of having it accomplished by public contract, it is a diversion of highway funds and the Oregon law is being violated.

Chairman McIver brought to the Commission's attention a letter received from the Clackamas County Court expressing their gratitude to Messrs. W. C. "Dutch" Williams, Forrest Cooper, Clarence Swenson, Fred Hagemann, and Glenn Paxson for the fine cooperation and service which they have rendered in their counsel on the many projects of importance to Clackamas County during the past year.

The Commission instructed the Chief Counsel to notify the City of Cascade Locks to move its power line from the construction area on the Cascade Locks-Dodson Section of the Columbia River Highway. If the City fails to do so, the line is to be removed by the State or its contractor and appropriate action taken to collect the cost thereof from the City.

The Right of Way Engineer requested authority to offer for public sale the following parcels of right of way that are no longer required for highway purposes:

(1) 4.82 acres of former Krause and Russell properties, File Nos. 19700 and 19703, on Tigard-Newberg Section of Pacific Highway West, Washington County, for a minimum consideration of $4,820. See Exhibit "D-3".

(2) 1.21 acres of former Van Loo property, File No. 24559, on Forest Grove-Hillsboro Section of Tualatin Valley Highway, Washington County, for a minimum consideration of $6,500. See Exhibit "D-4".

The Right of Way Engineer explained that the minimum prices represent fair market values for the properties. The Commission authorized sale of the properties and thereupon adopted the attached resolutions relative thereto marked Exhibits "D-3" and "D-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Parks Superintendent presented an agreement with the Central Lincoln People's Utility District providing for electric power service to state parks located in the coastal area between Otis and a point south of Reedsport in Lincoln, Lane, Douglas and Coos Counties. He explained that this is a master agreement combining all present contracts into one and covering the general plan of service along with certain minimum requirements. The Commission approved and executed the agreement.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:30 a.m.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

January 23, 1959

EXHIBITS "A" through "Q"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

January 22 and 23, 1959

EXHIBIT "A"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in Exhibit R/W filed in the Commission's files in Salem under the title of "Right of Way Resolutions", and that said Exhibit R/W was presented to and approved by the Highway Commission at its meeting held January 22, 1959, and by this reference said Exhibit R/W is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345 (2), the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

(1) That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS DIVISION
RATES FOR PARK FACILITY USE
1959

1. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1. Silver Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100 No charge in accordance with agreement dated July 6, 1956 — No charge

2. Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50 — $350.00

3. North Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 150

EXHIBIT "B"-(cont)

No charge in accordance with agreement dated September 26, 1955. — No charge

4. Short-term permit: (up to 2 weeks) Silver Creek and Smith Creek Youth Camps, Silver Falls State Park.
   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours. — $5.00

   Opening and closing camp when the time required for both opening and closing by the respresentative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. — 2.00

   Each person per night. — .25

5. Short-term permit: (up to 2 weeks) North Falls Youth Camp and Davidson Ranch area at Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks.

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours. — 3.00

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. — 2.00

   Each person per night. — .15

Fuel, propane gas, miscellaneous materials, breakage and losses to be charged at cost.

B. GROUP USE - FAMILIES OR GROUPS

1. Short-term permit, overnight tent camping only, areas where water, fuel, and toilets are provided.
   Per night per person. — .25

C. INDIVIDUAL AND FAMILY OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, are provided.

   a. Tent camping, per car per night — 1.00

EXHIBIT "B" (cont)

b. Self-propelled vehicle provided with living quarters or car and trailer with living quarters per night. 1.50
(Note-this charge applies whether or not trailer facilities are available)

2. Semi-improved camps for tent and trailers with living quarters. Table, stove provided, but water and sanitary facilities some distance away. Car or Car and Trailer, per night. .75

3. Final checking-out time for all overnight camps is 3:30 P. M. after which an additional night's stay will be charged.

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under. $ .20

2. Over 14 years of age. .40

3. Season tickets - Children under 14 years of age. 4.00

4. Season tickets - Over 14 years of age. 6.00

5. Red Cross Swimming Classes - Children under 14 years of age, 8:00 - 11:00 A.M. Free of charge

III. LANTERN FEES

A. LAVA RIVER CAVES STATE PARK

1. State-owned lanterns used for visiting caves. .10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter-controlled units - approximately 30 minutes of electricity or gas cooking facilities. .10

2. Approximately 4 minutes of electricity for bath showers .10

(2). That the above charges shall be posted within the main entrance of the above park facilities.

(3). That said charges are to take immediate force and effect for the year 1959.

EXHIBIT "B"(cont)

(4). That this resolution be duly entered in the minutes and records of the Commission this 22nd day of January, 1959, as State Parks Resolution File No. 17.

31098

EXHIBIT "C"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Hayes Hill-Grants Pass Section of the Redwood Highway described as follows:

Seventeen (17) parcels of land lying in Township 36 South, Range 6 West, and in Township 37 South, Range 6 West, W.M., Josephine County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon by and through its State Highway Commission, recorded in Book 192, Pages 415-32 of Josephine County Records of Deeds;

Parcel #1 being a strip of land 100 feet in width, lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company, as the same is located through, over and across the following described property to-wit:

The Northeast quarter of the Northwest quarter of Section 26, Township 36 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows to-wit:

Commencing at a point on the East boundary line of said described premises, about 460 feet North of the Southeast corner thereof; thence in a Westerly direction in a circular curve bending towards the South, which said curve has a radius of 2865 feet to and through the South boundary line of said described premises, and containing 1.54 acres.

Parcel #2 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property to-wit:

The Southeast quarter of the Northwest quarter of Section 26, Township 36 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the North boundary line of said described tract 510 feet, more or less, West of the Northeast corner thereof; thence bearing South 45° 20' West, to and through the West boundary line of said described premises, and containing 2.6 acres, more or less.

EXHIBIT "C" (Cont.)

Parcel #3 being a strip of land 100 feet in width, lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Southwest quarter of the Northwest quarter of Section 26, Township 36 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of said described premises about 500 feet North of the Southeast corner thereof; thence bearing South 45° 40' West, to and through the South boundary line of said premises, and containing an area of 1.6 acres, more or less.

Parcel #4 being a strip of land 100 feet in width lying equally on either side of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Northwest quarter of the Southwest quarter of Section 26, Township 36 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows to-wit:

Commencing at a point on the North boundary line of said described tract 480 feet, more or less, West of the Northeast corner thereof; thence bearing South 45° 20' West, to and through the West boundary line of said described tract, containing an area of 2.75 acres, more or less.

Parcel #5 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property to-wit:

The Northeast quarter of the Northeast quarter of Section 34, Township 36 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the North boundary line of said described premises 200 feet, more or less, East of the Northwest corner thereof; thence bearing South 27° 52' West, to and through the West boundary line of said described premises and containing 1.03 acres.

Parcel #6 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the

EXHIBIT "C" (Cont)

California & Oregon Coast Railroad Company as the same is located through, over and across the following described property to-wit:

The West half of the Northeast quarter and the North half of the Southeast quarter of Section 34, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of the West half of the Northeast quarter about 390 feet South of the Northeast corner thereof, thence South 27° 52' West, to and through the West boundary line of the North half of the Southeast quarter at a point 375 feet, more or less, South of the Northwest corner thereof, containing 6.75 acres, more or less.

Parcel #7 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Northeast quarter of the Southwest quarter of Section 34, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of said described tract about 385 feet South of the Northeast corner thereof; thence South 27° 52' West, for a distance of about 567 feet; thence bending toward the West in a circular curve with a radius of 1433 feet for a distance of about 487 feet; thence South 47° 22' West, to and through the South boundary line of said described premises, the area contains 2.57 acres, more or less.

Parcel #8 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Southeast quarter of the Southwest quarter of Section 34, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the North boundary line of said described tract about 590 feet West of the Northeast corner thereof; thence bearing South 47° 22' West, to and through the West boundary line of said premises, the area contains 2.3 acres, more or less.

Parcel #9 being a strip of land 100 feet in width lying equally on either side of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

EXHIBIT "C" (Cont)

The Southwest quarter of the Southwest quarter of Section 34, Township 36 South, Range 6 West, and the Southeast quarter of the Southeast quarter of Section 33, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of the Southwest quarter of the Southwest quarter of Section 34, 690 feet, more or less, South of the Northeast corner thereof; thence bending toward the West in a circular curve with a radius of 1433 feet for a distance of 1246 feet, more or less; thence bearing North 80° 44' West, to and through the West boundary line of said Southeast quarter of the Southeast quarter of Section 33, and containing an area of 6.45 acres, more or less.

Parcel #10 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Southwest quarter of the Southeast quarter of Section 33, Township 36 South, Range 6 West, of W. M., said center line through said described tract is described as follows, to-wit:

Commencing at a point of the East boundary line of said described tract 690 feet, more or less, North of the Southeast corner thereof; thence bearing North 80° 44' West, to and through the West boundary line of said described premises, and containing 3.11 acres, more or less.

Parcel #11 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The South half of the Southwest quarter of Section 33, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of said described premises 435 feet, more or less, South of the Northeast corner thereof; thence bearing North 80° 44' West, to and through the North boundary line of said premises, and containing an area of 4.65 acres, more or less.

Parcel #12 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company, as the same is located through, over and across the following described property, to-wit:

EXHIBIT "C" (Cont)

The Northwest quarter of the Southwest quarter of Section 33, Township 36 South, Range 6 West, and the Northeast quarter of the Southeast quarter of Section 32, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the South boundary line of said described premises 640 feet, more or less, East of the Southwest corner thereof; thence bearing North 80° 44' West, to and through the West boundary line of the said Northeast quarter of the Southeast quarter of said Section 32, and containing an area of 3.99 acres, more or less.

Parcel #13 being a strip of land 100 feet in width, equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Northwest quarter of the Southeast quarter and the Northeast quarter of the Southwest quarter of Section 32, Township 36 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the East boundary line of said Northwest quarter of the Southeast quarter 290 feet, more or less, North of the Southeast corner thereof; thence bearing North 80° 44' West, to and through the West boundary line of said Northeast quarter of the Southwest quarter and containing 6.49 acres, more or less.

Parcel #14 being a strip of land 100 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The East half of the Northeast quarter of Section 6, Township 37 South, Range 6 West, of the W. M., said center line of survey through said described tract is described as follows, to-wit:

Commencing at a point on the North boundary line of said described premises 210 feet, more or less, East of the Northwest corner thereof; thence bearing South 8° 4' West, for a distance of 1443 feet, more or less; thence bending toward the West in a circular curve with a radius of 573 feet for a distance of 200 feet, more or less, to and through the West boundary line of said described premises, and containing an area of 3.78 acres, more or less.

Parcel #15 being a strip of land across the Southwest quarter of the Northeast quarter of Section 6, Township 37 South, Range 6

EXHIBIT "C" (Cont)

West, of the W. M., in the County of Josephine, State of Oregon and the center line of said strip of land 100 feet in width, lying equally on either side thereof and extending through the said described property is described as follows, to-wit:

Commencing at a point on the East boundary line of said described tract about 160 feet South of the Northeast corner thereof; thence bending toward the South in a circular curve with a radius of 573 feet for a distance of 416 feet, more or less; thence bearing South 69° 44' West for a distance of 1106 feet, more or less, to and through the West boundary line of said described premises and having an area of 3.49 acres, more or less.

Parcel #16 being a strip of land 60 feet in width lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The South half of the Northwest quarter of Section 6, Township 37 South, Range 6 West, of the W.M., said center line of survey through said described tract is described as follows, to-wit:

Beginning at a point on the East boundary line of said described premises about 600 feet North of the Southeast corner thereof; and running thence South 69° 44' West, to a point on the South boundary line of said described premises about 150 feet West of the Southeast corner of the Southwest quarter of the Northwest quarter of said Section 6, Township 37 South, Range 6 West, and having an approximate length of 1590 feet, and containing 2.2 acres, more or less.

Parcel #17 being that portion of the Northwest quarter of the Southwest quarter of Section 6, Township 37 South, Range 6 West, of the W. M., lying Easterly of the Fish Hatchery Road, said parcel being a strip of land 60 feet in width, lying equally on either side of the center line of the survey of the California & Oregon Coast Railroad Company as the same is located through, over and across the following described property, to-wit:

The Northwest quarter of the Southwest quarter of Section 6, Township 37 South, Range 6 West, W.M., said center line of survey through said described tract is described as follows, to-wit:

Beginning at a point on the North boundary line of said described premises about 930 feet East of the Northwest corner thereof; and running thence South 70° West, to a point on the West boundary thereof about 375 feet South of the Northwest corner thereof and having an approximate length of 1027 feet and containing 1.27 acres, more or less.

EXHIBIT "C" (Cont)

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 82 be entered in the minutes and records of the Commission as of the 22nd day of January, 1959.

EXHIBIT "D-1"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Newport-South Beach Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Block 83, of Case and Bayley's Addition to the City of Newport, situated in Section 8, Township 11 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 68, Page 16 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Westerly of a line which is parallel to and 50 feet Westerly of the center line of the relocated Oregon Coast Highway, which center line is referred to in said State of Oregon deed. The said parcel is the Westerly 20 feet of said property.

The parcel of land to which this description applies contains 6,000 square feet;

Together with an easement for light, air, view and access over and across the following described property:

A parcel of land lying in Block 83, Case and Bayley's Addition to Newport, situated in Section 8, Township 11 South, Range 11 West, W.M., Lincoln County, Oregon, and being that tract of land described in that certain easement to the State of Oregon by and through its State Highway Commission, recorded in Book 85, Page 265 of Lincoln County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the Northerly line of said Block 83, said point being 110 feet distant Westerly from the Northeast corner of said Block 83; thence on a 1707.1 foot radius curve left (the long chord of which bears South 23° 03' West) 301.14 feet to the Southerly line of said Block 83; thence North 64° 05' West, 10 feet; thence on a 1717.1 foot radius curve right (the long chord of which bears North 23° 04' East,) 301.17 feet; thence South 64°05' East, 10 feet to the point of beginning, containing 3012 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and esti-

mated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. '8 be entered in the minutes and records of the Commission as of the 22nd day of January, 1959.

EXHIBIT "D-2" 31107

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Bunker Hill-Delmar Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Lot 3 of Section 11, Township 26 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said Lot 3 lying Northwesterly of a line which is parallel to and 100 ft. Northwesterly of the center line of the Oregon Coast Highway and lying Easterly of a 60 foot road easement, which road easement center line is described as follows:

Beginning at Engineer's centerline Station 0+00, said station being on the westerly line of the Oregon Coast Highway opposite and 100 feet westerly of highway center line and Station 172+47.7, said Station 0+00 also being 929.24 ft. North and 1080.4 ft. East of the South quarter corner of said Section 11; thence in a Northeasterly direction 475 ft., more or less, to the intersection of the center line of Third Street of the Port Barnum Plat, with the South lines of Blocks 18 and 19 extended across Third Street.

The parcel of land to which this description applies contains 1.38 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,800.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right-of-way of the Oregon Coast Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 81 be entered in the minutes and records of the Commission as of the 22nd day of January, 1959

31108

EXHIBIT "D-3"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Tigard-Newberg Section of the Pacific Highway West described as follows:

A parcel of land lying in the North half ($N\frac{1}{2}$) of Section 21, Township 2 South, Range 1 West, W.M., Washington County, Oregon, and being a portion of that property described in those deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 352, page 622 and Book 354, page 487 of Washington County Records of Deeds; the said parcel being that portion of said State of Oregon property lying Southeasterly of a line which is parallel to and 134 feet Southeasterly of the center line of the South bound lane of the Pacific Highway West, said center line being coincident with the existing center line of said highway and being described as follows:

Beginning at Engineer's center line Station 303+00, said Station being 894.11 feet North and 2457.47 feet East of the West quarter corner of said Section 21; thence South 68° West, 1700 feet to Station 320+00.

The parcel of land to which this description applies contains 4.82 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,820.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of ORS 273.060 et seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway West, except there is granted the right of access from the said property to said highway right of way of a width not to exceed 25 feet on the southerly side thereof opposite Highway Engineer's Station 315+30, said access to be for production and transportation of agricultural products and ordinary residential purposes, only.

EXHIBIT "D-3" (cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 79 be entered in the minutes and records of the Commission as of the 23rd day of January, 1959.

31110

EXHIBIT "D-4"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Forest Grove-Hillsboro Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Cornelius, situated in Section 33, Township 1 North, Range 3 West, W.M., Washington County, Oregon, and being that property designated as parcel #2 in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 381, Page 362 of Washington County Records of Deeds; the said parcel being more particularly described as follows:

Beginning at a point 60 feet West and 60 feet South of the Southwest corner of Block 34 in the original town of Cornelius said point being on the Westerly line of Dairy Avenue, commonly known as Centerville Road; thence North along the Westerly line of said Dairy Avenue 155 feet to the Northeast corner of said Parcel 2 in said State of Oregon Deed and the true point of beginning; thence West along the North line of said Parcel 2, a distance of 590 feet to the Northwest corner of said Parcel 2; thence South along the West line of said parcel 2 a distance of 85 feet to the Southwest corner of said Parcel 2; thence along the South line of said Parcel 2 as follows: East 340 feet, South 10 feet, and East 250 feet to the Southeast corner of Block 35 in Cornelius; thence North 95 feet to the true point of beginning.

The parcel of land to which this description applies contains 1.21 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except there is granted the right of

EXHIBIT "D-4" (Cont)

access from the said property to said highway right of way of a width not to exceed 30 feet at five points to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 80 be entered in the minutes and records of the Commission as of the 23rd day of January, 1959.

31112

EXHIBIT "E"

Minutes of January 22 and 23, 1959

R E S O L U T I O N

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

EXHIBIT "E" (cont)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period July 1 to December 31, inclusive of the year 1958, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 5,404,656.41
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	19,523,761.20
Funds resulting under the provisions of ORS 767.635 (motor carrier fees)	6,762,413.42
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	256,520.18
	$31,947,351.21

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $3,194,735.12 from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1, to December 31, 1958, the sum of $3,069,735.12, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population	Amount
Adams	198	$ 708.17
Albany	13,000	46,495.80

EXHIBIT "E" (cont)

City	Population	Amount
Amity	630	$ 2,253.26
Antelope	60	214.60
Arlington	650	2,324.79
Ashland	8,800	31,474.08
Astoria	12,000	42,919.20
Athena	860	3,075.88
Aumsville	330	1,180.28
Aurora	240	858.38
Baker	9,680	34,621.49
Bandon	1,650	5,901.39
Banks	370	1,323.34
Barlow	100	357.66
Bay City	800	2,861.28
Beaverton	4,500	16,094.70
Bend	12,450	44,528.67
Boardman	140	500.72
Bonanza	280	1,001.45
Brookings	3,250	11,623.95
Brownsville	1,200	4,291.92
Burns	3,650	13,054.59
Butte Falls	360	1,287.58
Canby	2,150	7,689.69
Cannon Beach	510	1,824.07
Canyon City	640	2,289.02

EXHIBIT "E" (cont)

City	Population	Amount
Canyonville	1,010	$ 3,612.37
Carlton	1,060	3,791.20
Cascade Locks	800	2,861.28
Cave Junction	300	1,072.98
Central Point	2,100	7,510.86
Chiloquin	910	3,254.71
Clatskanie	890	3,183.17
Coburg	710	2,539.39
Columbia City	460	1,645.24
Condon	1,120	4,005.79
Coos Bay	7,500	26,824.50
Coquille	4,870	17,418.04
Cornelius	1,150	4,113.09
Corvallis	19,100	68,313.06
Cottage Grove	4,200	15,021.72
Cove	290	1,037.21
Creswell	780	2,789.75
Culver	350	1,251.81
Dallas	5,350	19,134.81
Dayton	680	2,432.09
Dayville	250	894.15
Delake	800	2,861.28
Detroit	275	983.57
Donald	210	751.09

EXHIBIT "E" (cont)

City	Population	Amount
Drain	1,440	$ 5,150.30
Dufur	475	1,698.89
Dundee	310	1,108.75
Eagle Point	690	2,467.85
Eastside	1,366	4,885.64
Echo	520	1,859.83
Elgin	1,350	4,828.41
Elkton	200	715.32
Empire	4,270	15,272.08
Enterprise	1,950	6,974.37
Estacada	950	3,397.77
Eugene	47,600	170,246.17
Fairview	521	1,863.41
Falls City	800	2,861.28
Florence	1,750	6,259.05
Forest Grove	5,600	20,028.96
Fossil	680	2,432.09
Garibaldi	1,240	4,434.98
Gaston	370	1,323.34
Gates	420	1,502.17
Gearhart	560	2,002.90
Gervais	470	1,681.00
Gladstone	3,680	13,161.89
Glendale	1,000	3,576.60

EXHIBIT "E" (cont)

City	Population	Amount
Gold Beach	1,950	$ 6,974.37
Gold Hill	650	2,324.79
Granite	4	14.31
Grants Pass	9,900	35,408.34
Grass Valley	200	715.32
Gresham	3,490	12,482.33
Haines	330	1,180.28
Halfway	525	1,877.72
Halsey	410	1,466.41
Hammond	530	1,895.60
Harrisburg	870	3,111.64
Helix	180	643.79
Heppner	1,600	5,722.56
Hermiston	4,450	15,915.87
Hillsboro	7,500	26,824.50
Hines	1,170	4,184.62
Hood River	4,100	14,664.06
Hubbard	495	1,770.42
Huntington	825	2,950.70
Idanha	270	965.68
Imbler	150	536.49
Independence	2,040	7,296.26
Ione	300	1,072.98
Irrigon	260	929.92

EXHIBIT "E" (cont)

City	Population	Amount
Island City	150	$ 536.49
Jacksonville	1,160	4,148.86
Jefferson	655	2,342.67
John Day	1,625	5,811.98
Jordan Valley	280	1,001.45
Joseph	850	3,040.11
Junction City	1,600	5,722.56
Juntura	100	357.66
Klamath Falls	19,500	69,743.70
Lafayette	620	2,217.49
La Grande	9,100	32,547.06
Lakeview	3,200	11,445.12
Lebanon	6,450	23,069.07
Lexington	250	894.15
Lonerock	34	121.60
Long Creek	380	1,359.11
Lostine	260	929.92
Lowell	575	2,056.55
Lyons	443	1,584.43
Madras	1,600	5,722.56
Malin	590	2,110.19
Manzanita	450	1,609.47
Maupin	410	1,466.41
McMinnville	7,000	25,036.20

EXHIBIT "E" (cont)

City	Population	Amount
Medford	24,300	$ 86,911.38
Merrill	995	3,558.72
Metolius	300	1,072.98
Mill City	1,540	5,507.96
Milton-Freewater	4,200	15,021.72
Milwaukie	6,300	22,532.58
Mitchell	410	1,466.41
Molalla	1,600	5,722.56
Monmouth	2,340	8,369.24
Monroe	370	1,323.34
Monument	225	804.74
Moro	370	1,323.34
Mosier	260	929.92
Mount Angel	1,485	5,311.25
Mount Vernon	475	1,698.89
Myrtle Creek	2,250	8,047.35
Myrtle Point	3,200	11,445.12
Nehalem	280	1,001.45
Newberg	4,000	14,306.40
Newport	4,850	17,346.51
North Bend	7,670	27,432.52
North Powder	410	1,466.41
Nyssa	2,651	9,481.57
Oakland	970	3,469.30

EXHIBIT "E" (cont)

City	Population	Amount
Oakridge	2,125	$ 7,600.28
Oceanlake	1,500	5,364.90
Ontario	4,790	17,131.91
Oregon City	8,600	30,758.76
Oswego	4,900	17,525.34
Paisley	230	822.62
Pendleton	15,300	54,721.98
Philomath	1,390	4,971.47
Phoenix	730	2,610.92
Pilot Rock	1,670	5,972.92
Portland	268,200*	959,244.17
Port Orford	1,320	4,721.11
Powers	1,300	4,649.58
Prairie City	800	2,861.28
Prescott	120	429.19
Prineville	3,800	13,591.08
Rainier	1,204	4,306.23
Redmond	3,750	13,412.25
Reedsport	3,450	12,339.27
Richland	275	983.57
Riddle	1,000	3,576.60
Rockaway	1,180	4,220.39
Rogue River	600	2,145.96
Roseburg	12,200	43,634.52

* 2/3 of 1958 census, as defined in ORS 366.785(3)

EXHIBIT "E" (cont)

City	Population	Amount
St. Helens	5,190	$18,562.55
St. Paul	270	965.68
Salem	47,100	168,457.87
Sandy	1,260	4,506.52
Scappoose	900	3,218.94
Scio	460	1,645.24
Scotts Mills	150	536.49
Seaside	3,800	13,591.08
Shaniko	52	185.98
Sheridan	1,810	6,473.65
Sherwood	770	2,753.98
Siletz	580	2,074.43
Silverton	3,150	11,266.29
Sisters	690	2,467.85
Sodaville	160	572.26
Spray	205	733.20
Springfield	13,800	49,357.08
Stanfield	850	3,040.11
Stayton	2,220	7,940.05
Sublimity	435	1,555.82
Summerville	70	250.36
Sumpter	130	464.96
Sutherlin	2,700	9,656.82
Sweet Home	4,150	14,842.89

EXHIBIT "E" (cont)

City	Population	Amount
Taft	470	$ 1,681.00
Talent	930	3,326.24
The Dalles	11,560	41,345.50
Tillamook	4,250	15,200.55
Toledo	2,900	10,372.14
Troutdale	500	1,788.30
Tualatin	330	1,180.28
Turner	800	2,861.28
Umatilla	870	3,111.64
Union	1,360	4,864.18
Vale	1,620	5,794.09
Vernonia	1,300	4,649.58
Waldport	690	2,467.85
Wallowa	1,050	3,755.43
Warrenton	1,900	6,795.54
Wasco	320	1,144.51
Waterloo	190	679.55
West Linn	3,760	13,448.02
Weston	750	2,682.45
Wheeler	290	1,037.21
Willamina	1,000	3,576.60
Winston	2,450	8,762.67
Woodburn	2,810	10,050.25
Wood Village	840	3,004.34

EXHIBIT "E" (cont)

City	Population	Amount
Yamhill	500	$ 1,788.30
Yoncalla	700	2,503.62
Totals	858,283	$3,069,735.12

Population as determined by Oregon State Board of Census (July 1, 1958) or by official enumerations made subsequent to July 1, 1958.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 22, 1959.

EXHIBIT "F"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4837, with Manson Construction and Engineering Co., for Newberg-Gearin Corner structures on the Hillsboro-Silverton Highway in Marion and Yamhill Counties, completed December 5, 1958.

"Contract No. 4845, with C. R. O'Neil, for grading on the Myrtle Creek-Missouri Bottom Section of the Pacific Highway in Douglas County, completed November 15, 1958.

"Contract No. 4847, with Kuckenberg Construction Co., for grading on the Missouri Bottom-Fords Bridge Unit. Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, completed July 19, 1958.

"Contract No. 5004, with Henry H. Miller contractors, Inc., for grading on the N. Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, completed October 28, 1958.

"Contract No. 5064, with Rogers Construction Co., for paving on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, completed November 26, 1958.

"Contract No. 5109, with Russell Olson Construction Co., Inc., for grading and paving on the 3rd St. S.-South City Limits (Lakeview) Section of the Fremont Highway in Lake County, completed September 20, 1958.

"Contract No. 5140, with Babler Bros., Inc., for the Shogren Overcrossing of the U.P.R.R. on the Columbia River Highway in Wasco County, completed December 15, 1958.

"Contract No. 5179, with Sig Andersson, for construction of the Siuslaw River Bridge on the Richardson-Eugene Highway in Lane County, completed January 16, 1959.

"Contract No. 5218, with Central Paving Co., for grading and paving on the 12th St.-East City Limits (Salem) Section of the Silver Creek Falls Highway in Marion County, completed November 10, 1958.

"Contract No. 5232, with Tom Lillebo Construction Co., for constructing the Luckiamute River Bridge on County Road No. 502 in Benton County, completed December 23, 1958.

EXHIBIT "F" (Cont)

"Contract No. 5271, with Silver Falls Const. Co., for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County. completed December 17, 1958.

"Contract No. 5297, with R. H. Jones, for constructing the Plympton Creek Bridge on the Columbia River Highway in Clatsop County, completed December 15, 1958.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 78 shall be entered in the minutes and records of the Commission as of the 22nd day of January, 1959.

31126

EXHIBIT "G"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, pursuant to ORS 366.220, the Oregon State Highway Commission may select, establish, designate, construct, maintain, operate or cause to be constructed, maintained, operated and improved a system of state highways within the State and may classify and reclassify the highways comprising the state highway system as primary and secondary highways; and

WHEREAS, pursuant to ORS 366.295, the Oregon State Highway Commission may make changes in the location of highways as in the judgment and discretion of the Commission will result in better alignment, or advantageous and economical highway operation and maintenance, or will contribute to and afford a more serviceable system of state highways; and

WHEREAS, the State Highway Commission has relocated and realigned a portion of the Salmon River Highway, State Primary Highway No. 39, in Polk and Yamhill counties between Sheridan and the Wallace Bridge; and

WHEREAS, said relocation has made it possible to remove certain portions of the former Salmon River Highway hereinafter described from the route of the relocated Salmon River Highway; and

WHEREAS, in the judgment of the Commission, the redesignation of that portion of the former route of the Salmon River Highway eliminated by the said relocation as a secondary state highway is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the present route of the Salmon River Highway, State Primary Highway No. 39, from its intersection with the relocated Salmon River Highway at Mile Point 25.51 of said relocated highway at Wallace Bridge to its intersection with the relocated Salmon River Highway at or near Mile Point 32.86 of said relocated highway near Sheridan is hereby designated as the Willamina-Sheridan Highway, State Secondary Highway No. 157 and is to be maintained hereafter as a secondary state highway of the state highway system. The route and termini of said secondary highway No. 157 is described as follows:

> Beginning at a junction with the relocated Salmon River Highway at Mile Point 25.51 of said relocated Salmon River Highway; thence northeasterly and easterly via Willamina and Sheridan to a junction with the relocated Salmon River Highway at Mile Point 32.86 of said highway, a distance of approximately 8.50 miles.

EXHIBIT "G" (Cont)

That portion of the present route of the Salmon River Highway which is herein redesignated as the Willamina-Sheridan Secondary State Highway is shown colored in yellow on Exhibit "A" attached hereto and by this reference made a part hereof. *

2. That this Secondary Highway Designation Resolution No. 50 be entered in full in the minutes and records of the Highway Commission this 22nd day of January, 1959, and duly certified copies hereof be mailed to the Polk and Yamhill County Courts.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 50, under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31128

EXHIBIT "H"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway, a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated a section of The Dalles-California Highway, State Primary Highway No. 4, known as the Willowdale-Lyle Gap Section in Jefferson County, the northeasterly terminus of which is at Highway Engineer's Centerline Survey Station 449+00 and the southwesterly terminus of which is at Highway Engineer's Centerline Survey Station 727+51.10 on the relocated highway. The said relocated section of said highway has now been completed and is now open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as a section of the original The Dalles-California Highway, State Primary Highway No. 4. Said sections to be eliminated are hereinafter designated as Unit "A" as shown colored in red on Exhibit "A" which is attached hereto and by this reference made a part hereof, Units "B" and "D" as shown colored in brown on Exhibit "A" and Unit "C" as shown colored in red on Exhibit "A"; and *

WHEREAS, Jefferson County and the State Highway Commission entered into an agreement on the 17th day of December, 1957, relating to the elimination and disposition to be made of that certain section of the said original The Dalles-California Highway which is subject to elimination and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution, would formally eliminate the said Unit "A" as part of the said The Dalles-California Highway, State Primary Highway No. 4 and the state highway system and that all right, title and interest which State has in said Unit "A" would pass to and

EXHIBIT "H" (Cont)

vest in County and County would accept all right, title and interest which State has in said Unit "A" and would maintain said Unit "A" as a county road so long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, Jefferson County and the State Highway Commission entered into an agreement on the 19th day of January, 1959, relating to the elimination and disposition to be made of those certain sections of the said original The Dalles-California Highway which are subject to elimination and hereinafter referred to as Unit "B", Unit "C" and Unit "D"; and

WHEREAS, said agreement provides that State, by resolution, would formally eliminate the said Unit "B" and Unit"D" as a part of said The Dalles-California Highway, State Primary Highway No. 4 and the state highway system and that all right, title and interest which State has in the right of way of Unit "B" and Unit "D" shall pass to and vest in the abutting property owners; and

WHEREAS, said agreement further provides that State, by resolution, would eliminate the said Unit "C" as a part of the said The Dalles-California Highway, State Primary Highway No. 4 and the state highway system and that all right, title and interest which State has in the right of way of Unit "C" shall pass to and vest in County and County would accept all right, title and interest which State has in said Unit "C" and would maintain said Unit "C" as a part of a county road so long as needed for the service of persons living thereon or communities served thereby.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That by reason of the relocation of The Dalles-California Highway, State Primary Highway No. 4 in Jefferson County, certain sections of the former right of way of The Dalles-California Highway are no longer needed by the State of Oregon and are no longer required for the said new right of way of the said relocated The Dalles-California Highway. The said sections to be eliminated are identified as Unit "A", Unit "B", Unit "C" and Unit "D" as shown on said Exhibit "A" and are described as follows: *

Unit "A"
All the land situated within the right of way boundaries of The Dalles-California Highway as formerly routed, beginning at the easterly right of way line opposite Highway Engineer's Survey Station 575+44.49 of said highway as relocated in the northwest quarter of the northwest quarter ($NW\frac{1}{4}$ $NW\frac{1}{4}$), Section 20, Township 9 South, Range 15 East, W. M.; thence southerly and westerly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 732+40 of said highway as relocated in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$), Section 25, Township 9 South, Range 14 East, W. M.

EXHIBIT "H" (Cont)

Unit "B"
All the land situated within the right of way boundaries of The Dalles-California Highway as formerly routed beginning at the westerly right of way line opposite Highway Engineer's Centerline Survey Station 565+15 of said highway as relocated in the southwest quarter of the southwest quarter ($SW\frac{1}{4}$ $SW\frac{1}{4}$), Section 17, Township 9 South, Range 15 East, W. M.; thence northerly via said former highway to the southerly right of way line of a connection running from Colman County Road No. 119 to the said relocated highway in the northeast quarter of the Southwest quarter ($NE\frac{1}{4}$ $SW\frac{1}{4}$), Section 17, Township 9 South, Range 15 East W. M.

Unit "C"
All the land situated within the right of way boundaries of The Dalles-California Highway as formerly routed and lying between the right of way boundary lines of a connection running from Colman County Road No. 119 to said highway as relocated in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$ $SW\frac{1}{4}$), Section 17, Township 9 South, Range 15 East, W. M.

Unit "D"
All the land situated within the right of way boundaries of The Dalles-California Highway as formerly routed beginning at the northerly right of way line of a connection running from the Colman County road to said highway as relocated in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$ $SW\frac{1}{4}$), Section 17, Township 9 South, Range 15 East, W. M.; thence northerly to the westerly right of way line opposite Highway Engineer's Centerline Survey Station 510+45 of said relocated highway in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$), Section 17, Township 9 South, Range 15 East, W. M.

2. That pursuant to an agreement entered into with Jefferson County on the 17th day of December, 1957, Unit "A" as heretofore described and as shown colored in red on said attached map marked Exhibit "A", is hereby duly eliminated as a part of The Dalles-California Highway, State Primary Highway No. 4 and all right, title and interest which State has in said Urit "A" hereby passes to and vests in said Jefferson County. *

3. That pursuant to an agreement entered into with Jefferson County on the 19th day of January, 1959, certain sections of the right of way of The Dalles-California Highway identified as Unit "B" and Unit "D" heretofore described and as shown colored in brown on said attached map marked Exhibit "A", are hereby duly eliminated as a part of The Dalles-California Highway, State Primary Highway No. 4, and all right, title and interest which State has in said Unit "B" and Unit "D" hereby passes to and vests in the abutting pro-

EXHIBIT "H" (Cont)

perty owners. *

4. That pursuant to an agreement entered into with Jefferson County on the 19th day of January, 1959, a section of the right of way of The Dalles-California Highway identified as Unit "C" heretofore described and as shown colored in red on said attached map marked Exhibit "A" is hereby duly eliminated as a part of The Dalles-California Highway, State Primary Highway No. 4 and all right, title and interest which State has in said Unit "C" hereby passes to and vests in said Jefferson County. *

5. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 343 this 22nd day of January, 1959, and the Secretary is ordered to mail duplicate originals hereof to the Board of County Commissioners and the County Clerk of Jefferson County, Oregon.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 343, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31132

EXHIBIT "I"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, ORS 483.506 and ORS 483.524 sets forth maximum limits with respect to the weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, pursuant to ORS 483.520 and ORS 483.528, the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles or combinations of vehicles having weights in excess of the said maximum limits; and

WHEREAS, under the provisions of ORS 483.525, when in the judgment of the State Highway Commission, any state highway or section thereof, is capable of carrying any combination of vehicles having a gross weight in excess of that authorized in subsection (3) of ORS 483.506, the Commission is authorized to so declare by resolution and to fix the maximum gross weight of combinations of vehicles which may be operated thereon; and

WHEREAS, said statute further provides that after such said resolution is filed with the Secretary of State, no permits shall be required for the operation upon such highway or section thereof of any combination of vehicles not exceeding the maximum gross weight fixed for combinations of vehicles of that type and class by said resolution; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength and stability of the Powers Secondary Highway No. 242 and State Highway Route No. 86; and

WHEREAS, ORS 483.504, subsection (4)(c) provides that the maximum length of certain enumerated combinations of vehicles may exceed a total length of 50 feet but shall not exceed a total length of 60 feet when operated on said State Highway No. 242 and State Highway Route No. 86;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the legislative mandate that the maximum overall length of certain combinations of vehicles traveling the Powers Secondary State Highway No. 242 and State Highway Route No. 86 may have a total length not exceeding 60 feet, and based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that the Powers Secondary State Highway No. 242 and State Highway Route No. 86 are capable of carrying combinations of vehicles having a gross weight in excess of that authorized in subsection (3) of ORS 483.506.

EXHIBIT "I" (Cont)

2. That paragraph No. 2 of State Highway Commission Resolution No. 208b dated September 11, 1958, be and the same hereby is superseded by this resolution so as to permit any combination of vehicles consisting of a truck and trailer or of a truck tractor and semi-trailer drawing one trailer, or a truck tractor and semi-trailer drawing one additional semi-trailer mounted on a dolly equipped with a fifth wheel having a gross weight not in excess of 76,000 pounds, may be operated without a permit upon the Powers Secondary State Highway No. 242 and State Highway Route No. 86.

3. Nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weight set forth in the tables of weight in subsections (3) and (4) of ORS 483.524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 483.506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon PUC plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respects to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

4. That this resolution revokes and supersedes a previous resolution No. 208a of October 1, 1957, dealing with this subject.

5. That this resolution be entered in the minutes of this Commission as Resolution No. 208c, this 22nd day of January, 1959, and that a duplicate original of this resolution be filed in the records of the Secretary of State, the Public Utilities Commissioner and the Superintendent of State Police.

EXHIBIT "J"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, ALMIGHTY GOD, in His infinite wisdom has seen fit to remove from her earthly endeavors our long-time friend and faithful employee PAULINE G. WELCH; and

WHEREAS, PAULINE G. WELCH devoted the last twenty-eight years of her life in faithfully serving the State Highway Department as a stenographer and office manager with ability, generosity, and a spirit of kindness; and

WHEREAS, it is fitting and proper that this Commission give public recognition to the outstanding loyalty, integrity and fidelity which PAULINE G. WELCH possessed, and the great credit which she brought to herself, the State Highway Department and the State of Oregon as a public servant,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, that we hereby recognize, commend, and give high praise to the inspirational efforts and accomplishments of PAULINE G. WELCH, and our sincere and deep appreciation for her many years of faithful and devoted public service to the State Highway Department and the citizens of the State of Oregon.

BE IT FURTHER RESOLVED, that we express our sincere sympathy to the members of the family of PAULINE G. WELCH; and

BE IT FURTHER RESOLVED, that this Resolution be entered in the permanent records of this Commission this 22nd day of January, 1959, and a suitably embossed copy thereof signed by the Commission be presented to the family of PAULINE G. WELCH.

OREGON STATE HIGHWAY COMMISSION

/s/ By M. K. McIver
Chairman

/s/ By R. B. Chessman
Commissioner

/s/ By K. N. Fridley
Commissioner

EXHIBIT "K-1"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300 whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original route of the highway a section thereof, the eliminated section shall:

a. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at State expense, or by the County, or by State and County, under such terms and conditions as may be agreed upon;

b. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, they shall revert to the abutting property owners, unless, in the judgment of the Commission, the said sections are needed or are valuable for any public use; and

WHEREAS, the State has relocated portions of the Pacific Highway, State Primary Highway No. 1, known as the Myrtle Creek-Missouri Bottom and the Missouri Bottom-Fords Bridge Units of the Myrtle Creek-Canyonville Section in Douglas County, the northerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 3388+64.53 and the southerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 326+00 on the said relocated highway, and said relocated portions of said section of said highway have now been completed and are open to public travel; and

WHEREAS, due to the relocation of the said portions of the aforesaid section of said highway, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated from said relocated Pacific Highway, State Primary Highway No. 1, which said unit of said section is hereinafter designated as "Unit A" as shown on "Exhibit A" which is attached hereto and by this reference made a part hereof; and *

WHEREAS, Douglas County and the State Highway Commission entered into an agreement on the 27th day of March, 1958, relating to the disposition to be made of that certain portion of the said section of the said original Pacific Highway and which is subject to elimination, hereinafter referred to as "Unit A"; and

WHEREAS, said agreement provides that State, by resolution, would formally eliminate said "Unit A" as part of the Pacific Highway, State Primary Highway No. 1 and the state highway system and that all right, title and interest which State had in said "Unit A" should pass to and vest in County and County should accept all right, title and interest which State had in said

"Unit A" and should maintain said "Unit A" as a county road so long as needed for service of persons living thereon or communities served thereby.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission:

1. That by reason of the relocation of the Myrtle Creek-Missouri Bottom and the Missouri Bottom-Fords Bridge Units of the Myrtle Creek-Canyonville Section of the Pacific Highway, State Primary Highway No. 1 in Douglas County, a portion of the right of way of the former Myrtle Creek-Canyonville Section of the Pacific Highway is no longer needed by the State of Oregon, and is no longer required as a part of the said new right of way of the said relocated Pacific Highway which said section is identified as "Unit A" on said "Exhibit A" and is described as follows: *

Unit A:
All the land situated within the right of way boundaries of the Pacific Highway as formerly routed beginning on said highway as formerly routed at the southerly right of way line, extended, of the Riddle Road, County Road No. 20, where the same intersects said highway as formerly routed in the westerly half of the southeast quarter ($W\frac{1}{2}$ $SE\frac{1}{4}$), Section 7, Township 30 South, Range 5 West, W. M.; thence southerly via said highway as formerly routed to the northerly right of way boundary line opposite Highway Engineer's Center Line Survey Station 271+40 of the relocated Pacific Highway in the southwest quarter of the northeast quarter ($SW\frac{1}{4}$ $NE\frac{1}{4}$), Section 18, Township 35 South, Range 5 West, W. M.

2. That pursuant to the agreement entered into with Douglas County on the 27th day of March, 1958, "Unit A" as heretofore described and shown colored in red on said attached map marked "Exhibit A" is hereby duly eliminated as part of the relocated Pacific Highway, Oregon Primary Highway No. 1 of the state highway system and that all right, title and interest which State has in said "Unit A" does hereby pass to and vest in said Douglas County. *

3. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 351 this 22nd day of January, 1959, and the Secretary is hereby ordered to mail a certified copy hereof to the County Court of Douglas County.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 351, under the heading "Abandonment and Retention Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-2"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, pursuant to ORS 366.220, the Oregon State Highway Commission may select, establish, designate, construct, maintain, operate and improve or cause to be constructed, maintained, operated and improved a system of state highways within the state, and may classify and reclassify the highways comprising the state highway system as primary and secondary highways; and

WHEREAS, pursuant to ORS 366.290, the Commission may select, locate, establish, designate, improve and maintain out of the highway fund, a system of secondary state highways and for that purpose may, by mutual agreement with the county courts of the several counties, select market roads, or other county roads or available locations or routes; and

WHEREAS, State has relocated portions of the Pacific Highway, State Primary Highway No. 1, known as the Myrtle Creek-Missouri Bottom and the Missouri Bottom-Fords Bridge Units of the Myrtle Creek-Canyonville Section in Douglas County and said units of said relocated section of said highway have now been completed and are open to public travel; and

WHEREAS, Douglas County and the State Highway Commission entered into an agreement on the 27th day of March, 1958, which provided, among other things, that State would, by formal resolution, redesignate that portion of the former Myrtle Creek-Missouri Bottom and the Missouri Bottom-Fords Bridge Units of the Myrtle Creek-Canyonville Section of the former Pacific Highway, State Primary Highway No. 1 and that portion of Riddle Road, Douglas County Road No. 20, all of which said former units, section and portion of said county road are shown in purple on Exhibit "A" which is attached hereto and by this reference made a part hereof, as the Myrtle Creek Highway, State Secondary Highway No. 237; and *

WHEREAS, in the judgment of the Commission, the redesignation of said portion of the former route of the Pacific Highway and said portion of Riddle Road as a secondary state highway, is in the best interests of the people of the State of Oregon and the motoring public;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the former route of the Pacific Highway, State Primary Highway No. 1, from its intersection with the relocated Pacific Highway at Mile Point 209.89 of said relocated Pacific Highway to its intersection with Riddle Road, Douglas County Road No. 20 and that portion of said Riddle Road from its intersection with the former Pacific Highway to its intersection with the relocated Pacific Highway, is hereby designated as the Myrtle

EXHIBIT "K-2" (Cont)

Creek Highway, State Secondary Highway No. 237, and is to be maintained hereafter as a secondary state highway on the state highway system. The route and termini of said highway is described as follows:

> Beginning at a junction with the relocated Pacific Highway, State Primary Highway No. 1 at Mile Point 209.89 of said highway, thence easterly and southerly via Myrtle Creek along the former route of the Pacific Highway to a junction with Riddle Road, Douglas County Road No 20; thence westerly via said Riddle Road to a junction with the relocated Pacific Highway at Mile Point 214.58 of said highway, a distance of 5.72 miles.

The route of said Myrtle Creek Highway, State Secondary Highway No. 237, is shown colored in purple on the attached Exhibit "A". *

2. That this Secondary Highway Resolution No. 49 be entered in full in the minutes and records of the Highway Commission this 22nd day of January, 1959, and a duly certified copy hereof be mailed to the Douglas County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 49, under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31139

EXHIBIT "L"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Salmon River Highway

Highway number 39 Route number ORE 18

M. P.	to M. P.	M. P. H.
19.86	19.99	20 1/

1/ effective during the hours of school crossings.

This resolution amends Speed Limit Resolution No. 69, dated October 11, 1951.

EXHIBIT "L" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Limit Resolution No. 69-a be entered in the minutes and records of the Commission as of the 22nd day of January, 19 59.

EXHIBIT "M-1" 31141

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major highways of the State and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 9; and

WHEREAS, it appears that on said highway in the community of Cloverdale, Tillamook County, "head-in" parking is practised; and

WHEREAS, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit the "head-in" parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the traveling public; and

WHEREAS, "head-in" parking of vehicles in said community creates a hazard not only to through traffic on the highway but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public safety requires that "head-in" parking of vehicles be prohibited and parallel parking only be allowed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations made by and under the supervision of the State Highway Engineer, that "head-in" parking of vehicles in the Community of Cloverdale, on the south side from the westerly property line at Clover Street, M. P. 87.40 (Engineer's Station 558+80), and on the north side from a point 275 feet west of Clover Street, M. P. 87.44 (Engineer's Station 556+50), to a point 180 feet west of Parkway Drive, M. P. 87.54 (Engineer's Station 550+50), be prohibited and that parallel parking only on both sides of the highway be substituted therefor.

2. That the Post Office loading zone established April 19, 1958 be retained.

3. That the State Highway Engineer be and he hereby is instructed to erect "PARALLEL PARKING ONLY" signs at said termini and at such points between said termini as, in the judgment of said Engineer, are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

4. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information and guidance.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 22nd day of January, 1959, as "PARALLEL PARKING" Resolution No. 7.

EXHIBIT "M-2"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, the Pacific Highway is a primary highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that on said Pacific Highway near the south city limits of Grants Pass, Josephine County, trucks and other vehicles are parked adjacent to the highway in this area which is predominantly commercial development; and

WHEREAS, the parking of vehicles on said highway section restricts sight distance, interferes with parking maneuvers and precludes use of the shoulders for emergency purposes thereby creating a condition hazardous to highway traffic; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited upon the shoulders of said highway within said section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon recommendations by members of its staff, that parking of vehicles on both shoulders of the said Pacific Highway between M. P. 279.30 (Engineer's Station 2+00), at the south city limits of Grants Pass, to Parkdale Drive at M. P. 280.07 (Engineer's Station 45+00), creates a hazard to the traveling public.

2. That, in the opinion of this Commission, the right of way of said highway along said section is not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that parking of vehicles on both shoulders of said Pacific Highway within said section should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said section at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "NO PARKING" Resolution No. 192 be entered in the minutes and records of the State Highway Commission as of the 22nd day of January, 1959.

31144

EXHIBIT "N-1"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof,

EXHIBIT "N-1" (cont)

or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1068.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1068, under the heading "Re l Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31146

EXHIBIT "N-2"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Tunnel-Namorf Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-2" (cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportion by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners whould be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit 'A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibt "A", no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-2" (cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1069.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1069, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-3"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways, or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-3" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-3" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1070.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1070, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-4"

Minutes of January 22 and 23, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-4" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1071.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1071, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-5"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT " N-5" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Coos Bay-Roseburg Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Rink Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1072.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1072, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31158

EXHIBIT "N-6"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Corvallis City Section of the Corvallis-Newport Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Corvallis City Section of the Corvallis-Newport Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests

EXHIBIT "N-6" (Cont)

therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Corvallis City Section of the said Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1073.

EXHIBIT "N-6" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1073, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-7"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-7" (Cont)

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1074.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1074, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-8"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Butte Creek-Burton Canyon Section of the John Day Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Butte Creek-Burton Canyon Section of the John Day Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or

EXHIBIT "N-8" (Cont)

which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved John Day Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Butte Creek-Burton Canyon Section of the John Day Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1075.

EXHIBIT "N-8" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1075, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-9"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-

EXHIBIT "N-9" (Cont)

Burns Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the said John Day-Burns Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1076.

EXHIBIT "N-9" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1076, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31170

EXHIBIT "N-10"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Meda Section of the Little Nestucca Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the Little Nestucca Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and

EXHIBIT "N-10" (Cont)

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the said Little Nestucca Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January 1959, as Condemnation Resolution No. 1077.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1077, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31172

EXHIBIT "N-11"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-11" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-11" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1078.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1078, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-12"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-12" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding posses-

EXHIBIT "N-12" (Cont)

sion of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1079.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1079, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31178

EXHIBIT "N-13"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-13" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-13" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1080.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1080, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-14"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately served the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the North Yamhill River Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-14" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said North Yamhill River Section of the Pacific Highway West as a throughway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit"A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said North Yamhill River Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1081.

FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1081, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31184

EXHIBIT "N-15"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct, improve and maintain the Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highways shall be located, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-15" (Cont)

WHEREAS, for the purpose of locating, constructing, improving and maintaining the said highways as throughways, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highways should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways as throughways, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood, Pacific and Williams Secondary Highways and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction, improvement and maintenance of the said Redwood Interchange Section of the Redwood, Pacific and Williams Secondary Highways and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-15" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1082.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1082, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-16"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways. and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any Section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lyle Gap-Madras Unit of the Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediate-

ly needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted; it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of the said Lyle Gap-Madras Unit of the Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit of the Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real

property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1083.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1083, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31190

EXHIBIT "N-17"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-17" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1084.

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* FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1084, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-18"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway, and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-18" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-18" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1085.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1085, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31196

EXHIBIT "N-19"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-

EXHIBIT "N-19" (Cont)

Burns Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the said John Day-Burns Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1086.

EXHIBIT "N-19" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1086, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-20"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocated, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-20" (cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes, 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, it is the judgment of the Highway Commission that those properties to which Oregon Revised Statutes 374.405 apply should have such rights of access as may be permitted properly defined.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any

EXHIBIT "N-20" (cont)

nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Three Mile Lane Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

4. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1087.

EXHIBIT "N-20" (cont)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1087, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N-21"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedi-

EXHIBIT "N-21" (Cont)

ately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described on the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such pro-

EXHIBIT "N-21" (Cont)

ceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1137.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1137, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31206

EXHIBIT "N-22"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "N-22" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "N-22" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 22nd day of January, 1959, as Condemnation Resolution No. 1138.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1138, under the heading "Real Property Condemnation Resolutions , and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, pursuant to ORS 366.345, the State Highway Commission may acquire by purchase, agreement, donation or the exercise of the power of eminent domain, real property or any right or interest therein deemed necessary for the culture of trees, the acquisition of state parks, the preservation of scenic places or other objects of attraction or scenic value; and

WHEREAS, W. B. Nelson is the owner of a certain parcel of property located in Lincoln County as hereinafter described and desires to donate said parcel of property to the State Highway Commission for park purposes; and

WHEREAS, said parcel of land is ideally situated for a state park because of its scenic beauty and geographical location and the establishment of a state park therein will contribute to the general welfare of the people of the state and members of the motoring public, it is the judgment of the State Highway Commission that it should accept said parcel of land for park and scenic purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the real property, located in Lincoln County, Oregon and donated to the State Highway Commission by W. B. Nelson and described as follows, to wit:

> That part of U.S. Lot 8, of Section 28, Township 13 South, Range 11 West, W.M., lying South of the Southerly right of way line of the Waldport-Corvallis Highway and East of the Eckman Slough County Road, in Lincoln County, Oregon, containing 2.0 acres, more or less.
>
> Together with that portion of the tidelands adjacent thereto as conveyed by deed recorded in Book 57, Page 272, Deed Records of Lincoln County.

is hereby accepted by this Commission and designated as the "W.B. Nelson State Park".

2. Miscellaneous Resolution No. 125 recorded in the minutes and records of this Commission as of the 19th day of January, 1955, is hereby amended by adding to a list of state parks therein, the "W. B. Nelson State Park".

3. That this resolution be entered in the minutes of this Commission as Resolution No. 125-i this 22nd day of January, 1959.

31210

EXHIBIT "P"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, pursuant to ORS 274.070 ownership of the shore of the Pacific Ocean between ordinary high tide and extreme low tide from the Columbia River on the North to the California-Oregon border on the South, except for certain portions described in said statute, is vested in the State of Oregon and public highway, and

WHEREAS, pursuant to ORS 274.090, upon the recommendation or approval by any city council of a municipality contiguous to any portion of the ocean shore or beach declared to be a public highway under ORS 274.070, the State Highway Commission may establish areas and zones along the ocean shore wherein there shall be no travel by motor vehicles or landing of any aircraft except for emergency landings, and

WHEREAS, on the 13th day of January, 1959, the Common Council of the City of Rockaway, Tillamook County, Oregon, passed a resolution whereby the Common Council requested the State Highway Commission to establish an area and zone on the ocean shore along the entire western boundary of the city limits of the City of Rockaway wherein there shall be no travel by motor vehicles or the landing of aircraft, except for emergency landing, and

WHEREAS, it is the judgment of the State Highway Commission that the best interest of the public shall be served by establishing said area and zone,

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That there shall be no travel by motor vehicles or the landing of any aircraft, except for emergency landing, in an area along the beach of the Pacific Ocean between ordinary high tide and extreme low tide, and extending from the North city limits of the City of Rockaway, Tillamook County, Oregon, to the South city limits of said city.

2. It is directed that the State Highway Engineer cause to be erected conspicuous signs or markers on and near the above described beach area affected by this resolution. The said signs shall set forth the restrictions as to the travel of motor vehicles and the landing of aircraft, as herein provided.

3. That this resolution and order be entered in the minutes of the Commission as Resolution No. 228, dated this 22nd day of January, 1959, and that duplicate originals of this resolution be mailed by the Secretary of the State Highway Commission to the Common Council of the City of Rockaway, Oregon, and the Superintendent of State Police.

EXHIBIT "Q"

Minutes of January 22 and 23, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.345, the State Highway Commission is authorized to acquire real property or any interest therein for the development and maintenance of state parks by purchase, agreement, donation, or by the exercise of eminent domain; and

WHEREAS, pursuant to said statute, the Highway Commission has acquired such real property located on the Snake River and the Oregon Trail Highway at the Baker-Malheur County Line for the development of a state park; and

WHEREAS, said property is desirable for a state park because of its scenic beauty and geographic location, and establishihg a state park therein will contribute to the general welfare of the people of this state and the motoring public; and

WHEREAS, the Highway Commission officially listed all state parks by a prior resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED by this Commission as follows:

1. That the following real property as hereinafter described is designated as the Farewell Bend State Park:

Beginning at the Section Corner Common to Section 32 and 33, T. 14 S. R. 45 E., and Sections 4 and 5, T. 15 S., R. 45 E., of the W.M.; thence West along the Township line 57 feet, more or less to the East right of way line of U.S. Highway No. 30; thence following said highway right of way line in a Northwesterly direction 2600 feet, more or less, to the intersection with the Southerly line of an Oregon State Highway Department stock pile site; thence following the boundary of said stock pile site, (S. 72° 39½' W., 382.8 feet; thence N. 10° 12' E., 135.5 feet; thence N. 80° 13' W., 162.1 feet; thence N. 37° 48' W., 144 feet, more or less), to its intersection with the East and West Center line of Section 32; thence East, along said Center line 330 feet, more or less, to the ¼ Corner Common to Sections 32 and 33; thence S. 2° 48' E., 136.17 feet; thence N. 62° 02½ E., 295.06 feet; thence N. 70° 14' E., 318.72 feet; thence N. 75° 32' E., 390.47 feet; thence N. 80° 37' E., 333.44 feet; thence N. 61° 49' E., 479.45 feet; thence S. 63° 18' E., 355.28 feet; thence S. 33° 07' E., to the West bank of the Snake River; thence following said West bank of the Snake River in a Southwesterly direction to its intersection with the South line of Section 33,

EXHIBIT "Q" (Cont)

T. 14 S., R. 45E., W. M.; thence following South line of Section 33, West to the point of beginning all in Baker, County, Oregon.

2. Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 9th day of January, 1955, is hereby amended by adding to the list of state parks, the Farewell Bend State Park.

IT IS FURTHER ORDERED that this Resolution No. 125-h be entered in the minutes and records of the Oregon State Highway Commission as of the 22nd day of January, 1959, and the Secretary is ordered to mail a duly certified copy hereof to the County Court of Baker County, Oregon.

Salem, Oregon
March 5, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Counsel
Walter Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Commission approved the minutes of the meeting held January 22 and 23, 1959.

The Parks Superintendent reported on the following park matters:

Study of recreation features in Clackamas County: The Parks Superintendent stated that the study conducted by the State Parks Department shows that Clackamas County has many recreational developments by the Forest Service and others, and appears to be well served with park facilities. However, there are no state parks in Clackamas County. A report on the study has been presented to the Parks Advisory Committee who will consider it at their next meeting which is scheduled for March 13. In preliminary discussion with the Advisory Committee, he continued, they have indicated that development of park facilities at Elk Rock Island in the Willamette River near Milwaukie might be desirable. The Commission accepted the report.

Report on request for establishment of camps in state parks for the use of MacLaren School boys while performing work in state parks: The Parks Superintendent stated that as requested by the Commission at its last meeting, a conference had been held with Mr. Amos Reed, Director of MacLaren School for Boys, and Mr. Arthur Handly, Assistant Secretary of the State Board of Control, to attempt to work out a satisfactory arrangement for use of the boys in state parks. He presented an analysis of costs on park projects in which comparisons could be made showing the cost of performing such work with regular forces and by using the boys. In the 18 types of work in which comparisons had been made, it was found that the boys performed to best advantage on the unskilled and lighter types of work. On jobs such as ground clearing, installing culverts and other heavy work, the cost

was much higher when performed by the boys. On all types of work considered in the analysis, it was found that performing this work with the MacLaren boys would cost $4,002 a year more than if performed with state or contract forces. Chairman McIver inquired as to whether use of the boys' labor in state parks work, without providing housing, could be justified on the basis of use of gas tax funds. The Parks Superintendent replied that it would depend on the type of work involved and he pointed out that the boys had showed up favorably cost-wise in such items as planting grass and trees and construction of fences and tables. Commissioner Fridley inquired if the Commission could legally provide housing for the boys in state parks. The Chief Counsel replied that it appeared that such housing would be legal only if it could be shown that the total cost of the work being performed by the boys, including housing, was less than by contract or state forces. After some further discussion, the Commission instructed the Engineer, the Parks Superintendent and Chief Counsel to analyze the matter carefully and submit a report to the Commission as to how far the Commission can go legally in expending gas tax funds in the use of the boys in state parks and the providing of housing facilities for the boys.

Proposed donation by the Portland Women's Forum of a small area on Chanticleer Point for park purposes on the Scenic Route of US 30 about one mile west of Crown Point: This area, the Parks Superintendent stated, is an historical spot, it being the site of the old Chanticleer Inn. In giving the land to the State the Women's Forum has requested that it be named "The Portland Women's Forum State Park"; that a marker similar to that used for other state parks be installed; and that the Forum retain the right at a future date to place a bronze memorial plaque in the park showing the names of the life members of the Forum. Following the Parks Superintendent's favorable recommendation the Commission accepted the park area with the conditions as presented by the Parks Superintendent, and thereupon adopted the attached resolution relative thereto marked Exhibit "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Request of Columbia Gorge Commission for the purchase of 46 acres of land immediately north and east of Crown Point at a cost of $4,625 in Section 30, Township 1 North, Range 5 East in the Thors Heights addition: This property, the Parks Superintendent stated, has been appraised at $5,705, and he recommended that it be purchased for the sum of $4,625. The Commission approved the purchase.

Proposed gift from Lane County of 0.84 acre on the south edge of the Joaquin Miller State Park near Florence: The property being offered, the Park Superintendent stated, acts as an indentation in the boundary of the existing park and acquisition of it would help straighten the property lines and eliminate some fire hazards. Upon his favorable recommendation, the Commission accepted the property.

Report on request of Governor's State Committee on Children

and Youth regarding establishment of a section in the Parks Department as an advisory group to local, city and county agencies on park matters: The Parks Superintendent pointed out that the matter has been presented to the Legislature several times in the past and each time has been turned down, the opposition stemming chiefly from the fact that it meant the creation of an additional commission or department. A delegation, he stated, is scheduled to appear before the Commission on the following day and they understand that highway funds cannot be used in the project they are requesting. Action was deferred pending appearance of the delegation.

Report on salvage timber sale and timber trespasses in state parks during 1958: A written report was presented by the Parks Superintendent showing timber sales in the amount of $1,233.50, and that efforts are being made to collect $1,365 for timber cut illegally by F. C. Hathaway in the John B. Yeon State Park. The Commission accepted the report.

Report on quarry site at Neahkahnie Mountain along US 101: The Parks Superintendent stated that numerous protests had been received from local people against construction of a crushing plant as such construction would deface the side of the mountain. The area consists of approximately 40 acres of untimbered hillside adjoining the south line of Neahkahnie Mountain Park. The owner has asked $25,000 for the property, however, an appraisal by the Highway Department Appraisal Section indicated a value of $11,000. There appears to be no legal way to forestall the construction of the crushing site, he continued, except that the property be acquired by the state. As the cost of acquiring the property appears to be considerably in excess of the value of the land for park purposes, he recommended that it be not acquired. The Commission deferred action pending appearance of a delegation on the following day. (No committment was made when the delegation appeared.)

Proposed purchase of 48 acres of timber land from State Board of Forestry adjoining Seneca Fouts State Park in Hood River County: The Parks Superintendent explained that the property is joined on three sides by the state park and fits into the over-all plans for the park. The area has been checked as to the value of the timber and the land, and the price of $3,300 asked by the State Board of Forestry is reasonable. He also mentioned that the Columbia Gorge Commission favors purchase of this tract. Following his favorable recommendation the Commission approved the acquisition.

Proposed 50-year agreement with US Bureau of Reclamation covering development and use of land at Unity Reservoir in Baker County: The Parks Superintendent explained that the tract consists of approximately 30 acres on the south side of the reservoir. Under the terms of the license agreement the Commission administers the area subject to approval of the National Parks Service and the Bureau of Reclamation. The agreement provides also that the Commission may operate concession privileges and contains a clause providing for

termination six months after written notice has been given by any party to the agreement. The Commission deferred action. (Later in the day the agreement was approved.)

Report of parks study on area north of Coquille River and on the ocean in Coos County: This area, the Parks Superintendent stated, consists of approximately 1,400 acres, about half of which is under federal ownership. Approximately 90 per cent of the acreage consists of sand dunes, beach grass and waste land. The old Coquille lighthouse, he continued, is located on the extreme south end of the property and the lighthouse tower still stands. He recommended that the Commission authorize negotiation to acquire a parcel of land (40 - 50 acres) immediately west of Bullards Bridge, which would include two homes and sufficient area for day use and car parking space for those who wished to use the sand dunes and the beach. He pointed out that the acquisition of the old lighthouse is dependent upon its being made available by the federal government. The Commission authorized negotiations to acquire the initial parcel west of Bullards Bridge and also approved the name of the park as "Bullards Beach State Park".

Report regarding development of a park area at the mouth of the John Day River in cooperation with the Army Corps of Engineers: The Parks Superintendent explained that the study is a preliminary report and indicates possible use of either side of the John Day River for recreation purposes. It was his feeling that first developments should be on the west side, with access near the west end of the John Day River bridge. The cost of the development is approximately $400,000 and the Corps of Engineers has suggested that the Commission pay half of this cost. Although the area will not be available for recreation purposes for about ten years, it is necessary to decide at an early date on the means of access to fit in with highway construction plans. The Engineer explained that the Army Engineers have suggested development on both sides of the river, and have $400,000 available. They indicated that they would develop the east side, and have asked that the state develop the west side. He also commented that of the total cost of $800,000 on both sides, $700,000 is needed for access facilities to the Columbia River Highway. Commissioner Fridley inquired as to what cooperation the Bureau of Public Roads would provide. The Engineer was requested to determine the Bureau's attitude in this matter and present a report to the Commission at the April meeting, or the meeting following.

Out-of-state travel authority for R. C. Dunlap, Parks Planning Supervisor: The Parks Superintendent recommended and the Commission granted authority for Mr. Dunlap to attend the meeting of the Columbia Basin Inter - Agency Sub-Committee on Sanitation Standards in Spokane, Washington, March 26, 1959, at an estimated cost of $65.

Report on controversy with E. A. McMullin concerning use of

a road across Tumalo State Park: The Parks Superintendent outlined briefly that Mr. McMullin had constructed a new road across the park without permission. To control use of the road across park property a permit had been prepared and forwarded to Mr. McMullin for signature. The matter was discussed with him at various times and the permit had been re-written to conform with ideas suggested by McMullin; however, he still refused to sign the permit, and in late November the road was blocked. A petition containing about 300 signatures was presented to Representative J. Pat Metke of Deschutes County objecting to the road closure. The Chief Counsel commented that former County Judge Allen informed him that the old road had been used for many years before the state obtained the land and therefore the users may have a prescriptive right in its use. To avoid embarrassment in the matter he stated that the barricade had been removed. Chairman McIver inquired if the right to use the old route gave the users the right to change it whenever they wished. The Chief Counsel replied that such right might be retained if the changes in route were minor but no prescriptive rights could accrue against the state. Commissioner Fridley asked if the routing of the road could be made a matter of deed record, to which the Chief Counsel replied that in his opinion the new route or section of the road could be deeded to the public. The Commission instructed the Chief Counsel to take such action as is necessary to deed the new route to the public, provided no right is given to use the old road.

Request of Aurora Centennial Corporation to hold a pageant at Champoeg State Park in May, 1959: The Parks Superintendent stated that a delegation will appear before the Commission on the next day concerning a pageant depicting voting which supposedly took place on May 2, 1843 to form a state government. The delegation also may ask the Commission for authority to make a small charge to defray the costs of presenting the pageant. Action was deferred pending appearance of the delegation.

The Parks Superintendent also stated that a request had been received from the Oregon Coast Association for studies relative to the value of state parks to communities, and whether they compete with hotels and motels. The matter, he continued, was discussed with a member of the staff of the Natural Resources Section of Oregon State College, and it appears feasible to have the study made by students in writing their theses. Although the matter has not been investigated enough to make a definite recommendation, he stated that it appeared the total cost would be about $1,500. The Commission granted his request for authority to investigate the matter further.

Legislative actions pertaining to state parks were also mentioned by the State Parks Superintendent. A bill, he stated, is to be introduced which would request that the State Highway Commission acquire the site occupied by the Jason Lee Mission in Mission Bottom near the Willamette River about 11 miles north of Salem. The value of this site, he stated, is largely historical and it would not fit into the parks system.

He also called attention to a joint resolution submitted in the

Oregon Legislature pertaining to the acquisition by the Highway Commission of Sea Lion Caves on the Oregon Coast, on the basis that it be operated as a concession, it being anticipated that the operation would be self-sustaining. The proposed resolution asks the Commission to make a study of the Sea Lion Caves proposal.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Commission requested the Right of Way Engineer to keep a record of persons who are unable to move, particularly in the Albina district in Portland. This is in connection with purchase of right of way for the East Bank Freeway section of the Pacific Highway.

The Right of Way Engineer also presented an option covering the Northwest Ice and Cold Storage Plant, File Nos. 28364 and 28372. He explained that the option for $931,150 based on two appraisals by Draper and Kolberg expires March 10, 1959. However, an agreement has been secured for a 30-day extension. He pointed out that the Bureau of Public Roads wants further substantiation of the appraisals and possibly an additional appraisal. One of the areas of contention with the Bureau of Public Roads is whether or not there is a betterment involved in the restitution of the cold storage plant. Upon his favorable recommendation, the Commission approved the option, provided the Right of Way Engineer can obtain concurrence of the Bureau of Public Roads prior to the expiration of the option.

On the flip of a coin by the Engineer, the W. D. Miller Construction Co., Klamath Falls, was awarded the Hayden Mtn. -Keno Rock Production Project in Klamath County, in the amount of $32,500, on which project bids were received March 3, 1959. This action was taken as result of a tie bid between W. D. Miller Construction Co. and Dolan Construction Co., Tillamook. Mr. Dolan of the Dolan Construction Co. was present.

In connection with the options presented, the Right of Way Engineer pointed out that on Pages 10, 16, and 27 of the list of options covering park property, File Nos. 29279, 29255 and 28482 were not included in authority previously granted by the Commission to secure right of way. The Commission granted authority to acquire the right of way.

The Property Manager's Monthly Report showing rental receipts for the month of January, 1959, in the amount of $9,578.74,

and for February, 1959, in the amount of $7,956.49, was presented by the Right of Way Engineer. He also presented a report showing miscellaneous sales in the amount of $22,196.00 made since the last Commission meeting. The Commission accepted the reports and instructed the Right of Way Engineer to expedite the sale of excess property as much as possible, and report to the Commission on parcels which are difficult to sell.

Sale of three parcels of right of way to adjacent property owners was recommended by the Right of Way Engineer. He pointed out that these parcels have been determined by field engineers as excess properties no longer needed for highway purposes. The properties have been carefully appraised and the proposed selling prices, he stated, are in line with the real value of the properties. The Commission authorized the sale of the following properties:

(a) 700 sq. ft. of land on the relocated Albany Section of the Pacific Highway East in Linn County, File No. 6388- L-1170, to Donald W. Densmoor for the sum of $200.

(b) 0.08 acre of land on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County, File No. 17464, to Arthur A. Dewey, for the sum of $400.

(c) 4,300 sq. ft. of land on the Florence-Glenada Section of the Oregon Coast Highway in Lane County, File No. 1177, to E. Stuart Johnston, for the sum of $500.

Authorization was requested by the Right of Way Engineer to offer for public sale properties which are no longer needed for highway purposes. The following properties, he stated, have been carefully appraised to determine the values as shown:

(a) 0.27 acre of the former Canning property, File No. 18855, on the Banfield Expressway in Multnomah County, for a minimum consideration of $1,000, with one point of access for residential or private use. See Exhibit "B-1".

(b) 0.5 acre of the former Harper property, File No. 979, on the Woodburn-Brooks Section of the Pacific Highway in Marion County, for a minimum consideration of $200, with access to the old highway.

(c) 27.15 acres of the former Thompson property, File No. 22122, on the Ilahee-North Jefferson Junction Section of the Pacific Highway in Marion County, for a minimum consideration of $8,000. See Exhibit "B-2".

(d) Parcel A - 12,000 sq. ft., for a minimum consideration of $3,600, with access to N. E. Hassalo Street only; Parcel B - 11,761 sq. ft., for a minimum consideration of $3,530, with no access restrictions. The former Swarts property, File No. 14721, on the 39th Avenue-102nd Avenue Section of the Banfield Expressway on the Columbia River Highway in Multnomah County. See Exhibit "B-3".

(e) 2,550 sq. ft. of the former McKern property, File No. 21900, on the Frontage Road-McLoughlin Boulevard Section of the Pacific Highway East in Clackamas County, for a minimum consideration of $650, with no access to the street.

(f) 1.1 acres of the former Lynch property, File No. 23848, on the Hillsboro-One Way Street Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $10,000, with two access points to the eastbound highway and two access points to the westbound highway. See Exhibit "B-4".

(g) 5,475 sq. ft. of the former Ransdell property, File No. 21004, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $10,000, with no access to the Pacific Highway as property has access to a street. See Exhibit "B-5".

(h) 2,540 sq. ft., File No. 5224, on the Springfield Section of the McKenzie Highway in Lane County, for a minimum consideration of $1,000. See Exhibit "B-6".

The Commission authorized sale of the properties by adopting the attached resolutions relative thereto marked Exhibits "B-1" through "B-6" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered a Right to Use Cable Easement and Waiver of Access Agreement with the Pacific Telephone and Telegraph Company, located on the Albany-Judkins Point Section of the Pacific Highway in Linn County. The Right of Way Engineer stated that the agreement provides relinquishment of access to an existing Pacific Telephone and Telegraph Company coaxial cable easement and the substitution of an alternate mode of access within the state highway right of way. The Commission approved the agreement.

The Right of Way Engineer presented for Commission consideration a Consent to Execution of a Sublease permitting Mrs. Catherine A. Ruth to sublease land on the Broadway-Franklin Boulevard Section of the Pacific Highway in Lane County to Mack Trucks, Inc., for the period of February 1, 1959 to November 14, 1960, it being expected that the property will be sold after that date. He explained that the Commission entered into a lease on November 10, 1950, with Mrs. Ruth, one of the conditions being that the lessee would not assign this lease or sublet the premises without the previous consent of the State. Upon his favorable recommendation, the Commission approved the sublease.

Changes in location of existing points of access were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted, simply a change in location for convenience of the property owner and safety of the traveling public. Upon his favorable recommendation, the Commission approved the following indentures of access.

(a) Bergren property, File No. 18417, on the Medford County Farm Section of the Pacific Highway in Jackson County, change of width

from 25 feet to 40 feet.

(b) Hail property, File No. 12834 - L-2756, on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, change in location.

The Commission gave attention to a Trust Agreement with the Bonneville Power Administration. The Right of Way Engineer explained that this agreement covers raising of four towers at an estimated cost of $3,400 on the Administration's Big Eddy-Troutdale Line to accommodate highway construction on The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County. The Commission accepted his recommendation that the agreement be approved, which requires a deposit of $3,400 with the Bonneville Administration to cover cost of the changes.

Consideration was given by the Commission to a permit to construct a fence on right of way across government lands on the Post - Lost Creek Section of the Paulina Highway in Crook County. The Right of Way Engineer stated that Mr. Roscoe R. Knox has grazing rights on this land and has requested permission to construct a fence across government lands leased by him within 50 feet on either side of the highway center line. This is with the understanding that if the state ever decides to acquire additional land, Mr. Knox will move the fence. Following his favorable recommendation, the Commission approved the permit.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were submitted to the Commission. He requested the Commission by resolution to declare the necessity of said properties for the special use to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn, if necessary, the parcels of property as presented by the Chief Counsel and thereupon adopted the attached resolutions relative thereto marked Exhibit "J-1" to "J-21", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation", dated March 5 and 6, 1959, filed in the Secretary's office under the heading "Right of Way Resolutions, Condemnations and Report of Offers".)

A report was presented by the Chief Counsel concerning cases which have been tried in court since the last Commission meeting. Concerning the Morehouse Holding Company case, L-2871, the Commission

approved his request to appeal the case to the Supreme Court on the basis that the lower court's instructions had been prejudicial. He also mentioned briefly the Kernan Livestock Farm Co. case for damages because of the Vanport flood. This case was thrown out of court. Forty-one other cases are affected and if tried, will have to be appealed. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED
January 22, 1959 to March 5, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict Judgment
L-3081 R-27757 Don W. Brummer, et ux.	Crook	Paulina	Post-Lost Creek	$ 1,400	$ 1,400	$ 1,400.
L-2755 R-25366 James Hayes, et ux.	Lane	Pacific	Albany-Judkins Point	345	3,500	1,250
L-2989 R-26240 Charles Parker, et al.	Lincoln	Corvallis-Newport	Toledo-Eddyville	768	7,000	3,740
L-2964 R-19388 Daniel F. Creary, et ux.	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	6,500	17,250	12,000
L-3050 R-26383 H.V. Higley, et al.	Multnomah	Cascade Secondary	Airport Rd. Extension	9,850	None stated	10,500
L-2871 Morehouse Holding Co.	Multnomah	Pacific East	Grand Ave. - Union Ave. One Way Couplet	15,717.50	30,000	25,100
L-3059 R-25001 Cyril J. Murray, et ux.	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	41,360	59,000	45,000
L-3055 R-26219 John W. Shaw, et al.	Polk	Salmon River	Valley Jct. - Sheridan	12,500	16,000	14,000
L-2827 R-25628 Unknown Heirs of Anton C. Young	Sherman	Sherman	Moro-Kent	50	None	Judgment 50

March 5, 1959

Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict Judgment
L-2878 R-25440 State vs. Cecilia Eggers, et al.	Clackamas	Mt. Hood	Sandy-Forest Boundary	$3,165	$6,000	$4,100

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2971	State Highway	Woody Smith	Hood River	To enjoin Maintenance of signs in right of way	None	Defendant permanently enjoined
L-2246	Kernan Livestock Farm Inc.	Multnomah Co., State Highway Comm. & Kaiser Co, Inc.	Mult.	Damages resulting from Vanport flood in 1948	$100,000	State's demurrer to complaint upheld and plaintiff will either have to plead over or appeal

(For additional details see the Chief Counsel's letters dated February 27, 1959 and March 3, 1959, entitled "Report of Condemnation Cases Tried - January 22, 1959 to March 5, 1959" in the General Files, Salem.)

The Chief Counsel also presented and the Commission accepted a written report on condemnation cases and other cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
Brown, et al. R-28057	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 300.00	$ 300.00
McDowell R-28771	Clackamas	Cascade	Lake Rd. - Oregon City	1,450.00	1,450.00

March 5, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Miller, et al. R-25707 R-25713	Clackamas	Mt. Hood	Sandy-Forest Boundary	$ 1,890	$ 1,890
Neitzel, et al. R-28088	Clatsop	Columbia River	Bradley Park-Columbia Co. Line	50	260
Rupperath, et ux. R-26402	Columbia	Columbia River	Goble-St. Helens	11,500	12,750
Short, et al. R-28354	Grant	John Day-Burns	Canyon City-Seneca	500	500
Wright, et al. R-28484	Grant	John Day-Burns	Canyon City-Seneca	2,575	2,575
Mundell, et al. R-27430	Jackson	Pacific	Grants Pass-Rock Point	1,100	1,100
Richmond, et ux. R-27248	Jackson	Pacific	Grants Pass-Rock Point	12,000	12,000
Babb, et al. R-23642	Josephine	Redwood	Wilderville-Grants Pass	935	935
Bowles, et ux. R-27154	Josephine	Pacific	Grants Pass-Rock Point	730	730
Holm, et ux. R-27119	Josephine	Pacific	Grants Pass-Rock Point	3,800	4,100
Davis R-23338	Josephine	Pacific	Grants Pass (6th & 7th Sts.)	11,475, includes bldgs.	11,000
Wallace, et al. R-27187	Josephine	Pacific	Grants Pass-Rock Point	50	200

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Brown, et al. R-28942	Klamath	The Dalles-California	K. Falls-W. Side By-Pass	$ 2,000	$ 2,375
Moore, et al. R-26236	Lincoln	Corvallis-Newport	Toledo-Eddyville	1,461	2,500
Mendazona, et al. R-26732	Malheur	Old Oregon Trail	Ontario-Snake River	6,000	10,000
Bridges, et al. R-28261	Multnomah	Pacific	E. Bank Freeway	6,000	6,500
Rogers, et ux R-28263	Multnomah	Pacific	E. Bank Freeway	7,500	8,250
Thompsen, et al. R-22775	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	9,500	11,500
Thorsen, et al. R-27310	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	1,520	2,500
Gimm, et al. R-27614	Washington	Pacific West	Middleton-Rex Hill	1,900	2,150
Clemens, R-28592	Yamhill	Pacific West	N. Yamhill River	500	500
Reese, et ux. R-28593	Yamhill	Pacific West	N. Yamhill River	1,870	2,000
Beding-field, et al. R-25530	Curry	Oregon Coast	Gold Beach - Cape Sebastian	13,350	17,000
Bowles, et al. R-27724	Josephine	Pacific	Grants Pass-Rock Point	17,500	18,250
Bird, et al R-28399	Multnomah	Pacific	E. Bank Freeway	6,900	6,900

March 5, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
Busby & Neal R-28264	Multnomah	Pacific	Russell St. Curry St.	$ 6,350	$ 6,500
Collings, et al. R-27697	Washington	Pacific West	Middleton-Rex Hill	2,050	2,500
Pardunn, R-27631	Washington	Pacific West	Middleton-Rex Hill	4,900	5,275
Zundell et ux. R-28272	Jackson	Pacific	Medford	1,500	1,500
Jackson, et al. R-27208	Josephine	Pacific	Grants Pass-Rock Point	5,450	8,000
Smith, et ux. R-25353	Lane	Pacific	Albany-Judkins Point	37,200	43,000
Griffith, et al. R-27166	Multnomah	Cascade Secondary	Airport Rd. - N.E. Alberta Street	2,700	3,500

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-2848	Wyatt	T.R. Williams, et al.	Mult.	Recover damages sustained by deckhand on ferry	$70,000	Case dismissed
L-3196	Thorburn	State of Oregon, by and through its State Highway Commission	Grant	Flood damage to farm land due to inadequacy of culvert	1,500	$ 500.00

(For additional details, see the Chief Counsel's letters dated

March 5, 1959

February 27, 1959 and March 3, 1959, entitled "Report of Condemnation Cases Settled" in the General Files in Salem.)

The meeting was recessed at 12 noon and reconvened at 2 p.m. at the same place with the same persons present and participating.

The Chief Counsel reported orally on cases which are pending in court. He mentioned briefly that the Katie Moore case concerning a fence in Wolf Creek on Pacific Highway is set for trial April 28, 1959. The Salway case in Lincoln County is set for trial May 28, 1959. The Woody Smith trial involving some signs over state highways was concluded last week, and a case involving moving of utilities in Klamath Falls is scheduled to be filed Monday, March 9. The Commission accepted the report.

A written report was submitted by the Chief Counsel on offers made to the owners of real property prior to the institution of condemnation proceedings as follows:

East Bank Freeway Section of the Pacific Highway

R-28262 - Charles Woodard Storz, et ux. 7,500 sq. ft. for right of way purposes. Offer of $12,000 approved by Mr. McIver January 22, 1959.

R-28266 - Eleanor Clapper, et al. 5,000 sq. ft. for right of way purposes. Offer of $8,750 approved by Mr. McIver February 16, 1959.

R-28280 - Julien A. Thompson, et al. Parcel No. 1: 5,100 sq. ft. for right of way purposes; and Parcel No. 2: 2,000 sq. ft. for temporary easement for detour road. Offer of $25,000 approved by Mr. McIver February 19, 1959.

Willowdale-Madras Section of The Dalles-California Highway

R-26879 - R. W. Beasley, et al. Parcel No. 1: 1.4 acres for right of way purposes; and Parcel No. 2: 0.22 acre for permit of entry. Offer of $1,030 approved by Mr. Fridley February 9, 1959.

R-26881 - J. Lester Horigan, et al. Parcel No. 1: 3.6 acres for right of way; Parcel No. 2: 0.25 acre for permit of entry; and Parcel No. 3: 0.14 acre for permit of entry. Offer of $3,365 approved by Mr. Fridley February 9, 1959.

Deadmans Pass-Meacham Section of The Old Oregon Trail Highway

R-27917 - Layton L. Mann, et al. 6.0 acres for right of way purposes. Offer of $3,450 approved by Mr. Fridley February 11, 1959.

Deadmans Pass-Meacham Section of the Old Oregon Trail Highway (cont.)

R-27919 - Augusta Heidrich, et vir. 2.45 acres for right of way purposes. Offer of $150 approved by Mr. Fridley February 11, 1959.

Lake Road - Oregon City Section of the Cascade Secondary Highway

R-28771 - J. W. McDowell, et ux. 0.11 acre for right of way purposes. Offer of $1,450 approved by Mr. McIver January 29, 1959.

R-28935 - William B. Hoffman, et al. 0.94 acre for right of way purposes. Offer of $9,000 approved by Mr. McIver January 22, 1959.

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day - Burns Highway

R-28354 - Frank Short, et ux. 1.6 acres for right of way purposes. Offer of $500 approved by Mr. Fridley February 2, 1959.

R-28356 - Ned Smith, et ux. 0.7 acre for right of way purposes. Offer of $1,665 approved by Mr. Fridley January 28, 1959.

Corvallis City Section of the Corvallis-Newport Highway

R-27419 - Hugo M. Krueger, et ux. 1.0 acre for right of way purposes. Offer of $14,500 approved by Mr. McIver January 22, 1959.

North Yamhill River Section of the Pacific Highway West

R-28592 - Esther Clemmens, et vir. 0.1 acre for right of way purposes. Offer of $500 approved by Mr. McIver January 16, 1959.

Meda Section of the Little Nestucca Secondary Highway

R-28924 - Walter C. Bodyfelt, et al. 2.82 acres for right of way purposes. Offer of $5,900 approved by Mr. Chessman January 28, 1959. On January 15, 1959, Mr. Chessman approved an amount of $5,000. This increase is due to revised appraisal.

Cascade Locks-Viento Section of the Columbia River Highway

R-28711 - Charles Richard Woodward, et ux. 1.0 acre for right of way purposes. Offer of $190 approved by Mr. Fridley February 9, 1959.

Baker-Pleasant Valle Section of the Old Oregon Trail Highway

R-28053 - John Robert Emmert, et al. Parcel No. 1: 5.60 acres (net) for right of way purposes; Parcel No. 2: 1.7 acres for right of way purposes; Parcel No. 3: 8.9 acres for right of way purposes; Parcel No. 4: 0.4 acre for excess taking; and Parcel No. 5: 0.184 acre for right of way purposes. Offer of $175 approved by Mr. Fridley February 12, 1959.

Cascade Locks By-Pass Section of the Columbia River Highway

R-27454 - John D. O'Neil, et ux. 8,000 sq. ft. for right of way purposes. Offer of $3,460 approved by Mr. McIver February 16, 1959.

R-29268 - Ella O. Lawson. Parcel No. 1: 3,350 sq. ft. for right of way purposes; and Parcel No. 2: 1,650 sq. ft. for excess taking. Offer of $4,240 approved by Mr. McIver March 3, 1959.

The Commission approved the offers.

The Chief Counsel submitted a written report on PUC matters in which the State Highway Commission has been a party, summarized as follows:

PUX 285: Application of Southern Pacific Company for authority to construct an industrial spur track at grade across the Lake County Stock Road in Lake County, Oregon. This crossing is not located on any highway under the jurisdiction of the State Highway Commission and no objection was made. After a hearing the application was granted.

PUX 300: Application of the City of Pendleton covering the installation and maintenance of electrically - operated warning signals on S. W. Court Place in the City of Pendleton. This crossing is not on any street under the jurisdiction of the State Highway Commission and no objection was made. After a hearing the application was granted.

PUX 301: Application of the City of Prineville for authority to construct an industrial spur track at grade across a road known as Lamonta Road in Crook County. This crossing is not on any road under the jurisdiction of the State Highway Commission and no objection was made. After a hearing the application was granted.

PUX 304: Application of Southern Pacific Company for authority to construct an industrial spur track at grade with Seavey Road in Benton County, Oregon. This crossing is not on any road under the jurisdiction of the State Highway Commission and no objection was made. After a hearing the application was granted.

PUX 311: Application of Valley & Siletz Railroad Company for authority to construct an industrial spur track at grade across Polk Street in the City of Independence, Polk County, Oregon. This crossing is not on any street under the jurisdiction of the State Highway Commission and no objection was made. After a hearing the application was granted.

Under authority previously granted, the Chief Counsel reported that he had hired Mr Anthony Viducich who had commenced to work on March 2 at a salary of $480 per month. He reported that a few days prior he received the resignation of Mr. Donald Stark who has been employed as an attorney since August 1, 1956, and is now entering private practice in Portland. An application, he continued, has been received from Mr. Lester W. Humphreys, Portland, an experienced trial attorney and well versed in condemnation law, and his hiring has been approved by the Attorney General. The Commission approved his recommendation that Mr. Humphreys be hired at a salary of $655 per month effective March 2, 1959.

A form of Release was presented by the Chief Counsel in which the Butler Contracting Company, Inc. request relief on a bond obtained from Maryland Casualty Company in connection with a permit for the installation of a sewage pipeline for the City of Independence along right of way of the Monmouth-Independence Highway. He explained that payment has been made to the state in the sum of $74.48 and in most cases a Release signed by himself would have been satisfactory, but in this case the contractor requested that the Release be signed by the Commission. Upon his favorable recommendation the Commission approved and later signed the Release.

Attention was given to a request from the City of Independence for extension of its boundaries on the westerly side of the city, involving a portion of the Monmouth-Independence Primary Highway. The Chief Counsel stated that the proposed annexation would not be harmful to the State and he recommended that the Commission consent to the annexation of a portion of the Monmouth-Independence Highway within the City of Independence. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported that the Highway Commission's insurance covering snow removal in the Columbia Gorge was cancelled on March 4 by Lloyds of London, W. C. Dyer & Sons, Salem, agents. He explained that the insurance had been in effect for a number of years whereby in certain sections of the Columbia Gorge the State was permitted to deposit snow upon the Union Pacific Railroad right of way, and in certain other sections the railroad was afforded a like privilege. As the notification time was short and the cancellation would be effective before the Commission meeting, he stated that comparable insurance had been secured for a one-year period. The Commission confirmed securing of the new insurance policy.

Damage claims to the property of Ben and Mary Ermence and Letha J. Johnson because of slides on the Baldock Freeway in Portland were reported by the Chief Counsel. He explained that during highway construction mud had washed onto the two properties during the winter rains. A settlement had been effected for the Ermence property in the sum of $200, and a settlement had also been agreed

upon in the amount of $500 for damage to the Johnson property. The Commission approved the settlements.

In the case of State vs. Bedingfield, the Chief Counsel reported that prior approval had been secured to settle the case but in arriving at this settlement, it had been agreed that the Bedingfields would use water from Buena Vista Wayside about two miles south of Gold Beach and an easement had been prepared to allow such use. The Commission approved the settlement and the easement.

The Commission discussed with the Engineer bids received on March 3. Award of the contracts was deferred until 3 p.m.

The Engineer reported that since the last Commission meeting he had awarded six contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been fulfilled and he recommended that the Commission confirm his award of the following contracts:

(1) Grading the Grants Pass-Jackson County Line Section of relocated Pacific Highway, Josephine County. Bids received January 20, 1959. Contract awarded January 30, 1959 to Morrison-Knudsen Company, Inc., Boise, Idaho, low bidder.

(2) Grading, stone base and oiling the Meda Section of Little Nestucca Highway, Tillamook County. Bids received December 9, 1958. Contract awarded February 5, 1959 to F. E. Wilburn, Springfield, low bidder.

(3) Construction of Dodson Overcrossing, Multnomah County. Bids received January 20, 1959. Contract awarded February 13, 1959 to C. M. Corkum Company, Inc., Portland, low bidder.

(4) Construction of Votaw Undercrossing, Washington County. Bids received January 20, 1959. Contract awarded February 17, 1959 to Pacific Concrete Company, Portland, low bidder.

(5) Grading the Deadmans Pass-Meacham Section of Old Oregon Trail Highway, Umatilla County. Bids received October 21, 1958. Contract awarded February 17, 1959 to Rogers Construction Co., Portland, low bidder.

(6) Grading the Hood River-Shogren Section of the Columbia River Highway, Hood River and Wasco Counties. Bids received January 20, 1959. Contract awarded March 4, 1959 to Gibbons & Reed Company, Portland, low bidder.

The Commission confirmed award of the contracts.

The Engineer discussed briefly with the Commission a meeting he had attended in Astoria concerning proposed alternate US 101 routing south of Astoria. Two routes, he stated, have been considered, the Smith Point route involving a long bridge across Young's Bay, and the Lewis and Clark route. He commented that some of the Astoria citizens had questioned the benefit factor used in determining the benefits accruing to the traveling public, and had also questioned the estimate of grading costs. These matters, he stated, are being carefully re-checked in order to insure as much accuracy as possible. It was his opinion that a hearing concerning the two routes should be held in the near future, probably in April. He also commented briefly on some of the factors which tend to make the Lewis and Clark route the less costly of the two. The Commission authorized the Engineer to set a date for a hearing as soon as possible. (For additional details concerning the meeting in Astoria see the Engineer's letter to the Commission dated February 4 in the General Files in Salem.)

Reclassification of a section of the Hillsboro-Silverton Highway No. 140 between Newberg and St. Paul was considered. The Engineer reported that a test run had been made with appropriate equipment following completion of the new Willamette River bridge and the adjacent relocated section. The test run indicated that the section between Newberg and St. Paul can be reclassified from a Group III to a Group I status, and he so recommended. The Commission approved the recommendation.

Establishment of temporary construction speed zones was reported by the Engineer. These speed zones, he stated, were made effective to protect the traveling public through areas of highway construction. The Commission approved the following construction speed zones:

(1) Columbia River Highway, Hood River-Shogren Section, 35 miles per hour between M.P. 63.00 and M.P. 69.08, effective 3:30 p.m., February 4, 1959.

(2) Old Oregon Trail Highway, over the detour at the Idaho Avenue structure, on the Ontario-Idaho Line Section, from M.P. 418.12 to M.P. 418.75, 35 miles per hour effective 3:30 p.m., February 16, 1959.

The Commission considered the following items of unfinished business as shown on the Secretary's summary dated January 23, 1959:

Item 1. Request of Frank Van Dyke for a change in access restrictions on the Pittenger property approximately 1-1/2 miles south of Medford on US 99. The Engineer stated that the Pittengers have approved the plan and the conditions as outlined by the state, and access will be granted under the policy previously approved by the Commission. The Commission ordered this item deleted from the list of unfinished business.

Item 2. Request of Harney County Court to apply additional FAS funds on the Frenchglen Secondary Highway between Burns and The Narrows. The Engineer stated that the matter had been discussed with the County Court, and he suggested that the Commission use $85,000 of the County's FAS funds, supplemented with state matching funds and state FAS funds, to finance a project costing approximately $175,000 similar to the North Unit, Burns-Wrights Point project now under construction. The Commission approved the suggestion and authorized the Engineer to contact the County for their consent. This item is to be removed from the list of unfinished business.

Item 3. Request of Arthur M. Handly, Assistant Secretary, Board of Control, for housing facilities, additional pay and a definite agreement concerning use of boys from MacLaren School in state parks. This item is to remain on the list of unfinished business in connection with a report submitted earlier in the day by the Parks Superintendent.

An increase in the project authorization for Contract No. 5088 on the Dompier Creek Section of the Forest Boundary-Tiller Road in Douglas County was requested by the Engineer. He explained that the overrun was caused principally by change in alignment which increased excavation quantities. The Commission approved an increase in the amount of $10,969.50

The Engineer presented for the Commission's consideration several completed surveys for reconstruction and realignment of sections of state highways. These surveys, he stated, have been given careful engineering attention to provide the best possible highway facility commensurate with costs and required standards. The Commission approved the following surveys and thereupon adopted the attached resolutions relative thereto marked Exhibits "I-1" through "I-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(1) John Day River Section of the Wasco-Heppner Highway in Sherman and Gilliam Counties. Drawing No. 1R-3-1231. (See Exhibit "I-1").

(2) Poker Creek-Mason Dam Section of the Sumpter Valley Highway in Baker County. Drawing No. 1R-5-1245. (See Exhibit "I-1").

(3) Forest Boundary-Haines Section of the Haines-Anthony Highway in Baker County. Drawing No. 1R-5-1232. (See Exhibit "I-1").

(4) Namorf-Harper Junction Section of the Central Oregon Highway in Malheur County. Drawing No. 1R-5-1251. (See Exhibit "I-2").

(5) Dodson-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties. Drawing No. 1R-5-1255. (See Exhibit "I-3 ").

Consideration was given to the installation of an overhead school crossing sign with a flashing amber beacon at the crossing of the Oregon Coast Highway at 10th Street in the City of Coquille. The Engineer explained that a large number of students cross the highway at this point on school days, and he recommended that the installation be approved at an estimated cost of $450, with the understanding that the City of Coquille will furnish power to operate the installation and also provide future maintenance. The Commission approved the installation.

Authority was requested by the Engineer to pay to the City of Milwaukie an assessment for construction of sanitary sewers in the City of Milwaukie. Septic tanks have been used by the Highway Department. The assessment covers the state's share of the cost because of the Division office building in Milwaukie. He also pointed out that there will most likely be a later assessment on property acquired easterly of the Division office on which a maintenance building was constructed in 1958. Upon his favorable recommendation the Commission authorized payment of the sewer assessment in the amount of $1,782.

The Commission considered a letter from Mr. C. F. Campbell, Mayor of Brookings, requesting the Highway Commission to participate in constructing a frontage road along the northerly or easterly side of the Oregon Coast Highway near Macklyn Creek in the northerly part of Brookings. The Engineer pointed out that the frontage road is in an area in which there has been considerable discussion with Mr. Elmer Bankus over return of some excess right of way. He estimated that the cost to the state for the work proposed by the city would be approximately $50,000, and that the cost to the city would be approximately $6,500. It was his opinion that the project is not an obligation of the Highway Commission and he recommended that the request be denied. He also recommended that excess right of way parcels in this area be returned to the former owner, Mr. Elmer Bankus. The Commission approved his recommendations.

Attention was given to a proposal made by the Engineer to acquire additional ground adjacent to the existing highway quarters in the City of Baker. He explained that in the budget for 1959 there is an approved item for construction of an office building in Baker to house the Department of Motor Vehicles, Public Utility Commissioner, Department of State Police, and Highway Department personnel. Negotiations with the owner of the property disclosed that he would sell a parcel of approximately thirty acres for $6,500, or that he would sell a three-acre plot for approximately half the total amount. It was the Engineer's opinion that the entire acreage should be acquired and after the amount needed for state purposes is determined, that the balance

of the property be sold. The Commission approved purchase of the thirty-acre parcel.

The Commission considered a petition submitted by the Otter Rock Community Club requesting widening of the road leading from the Oregon Coast Highway to the Devil's Punch Bowl State Park. The Engineer pointed out that this is a state secondary highway with a light oiled surface and narrow width. The average daily traffic is 270 vehicles, and the car parking area in the Devil's Punch Bowl State Park is inadequate. Also, there is some question as to the width of right of way owned by the state. The Commission approved his suggestion that a survey be made to determine the right of way limits of the road, and to determine the cost and feasibility of improving the road, including cost of additional parking space for the park area.

A request from the Umatilla County Development Commission for the widening of narrow bridges on the Stanfield Junction-Hermiston Highway was discussed. The Engineer explained briefly that this is an old section of US 30 but it carries more traffic than the new section. Three bridges with a width of 19 feet, 4 inches are located on the section and within the last few days another fatal accident had occurred caused by a car striking the rail of one of the bridges. The three narrow bridges, he stated, can be widened to a width of 26 feet for an estimated cost of $24,000, and he so recommended. The Commission accepted his recommendation.

The matter of acquiring additional land to provide for expansion of the La Grande highway shops was brought up by the Highway Engineer. He presented a map indicating an area of 0.76 acre which can be acquired for the sum of $3,000. If this property is acquired, he stated, it is proposed to request the City of La Grande to vacate Jefferson Avenue and that portion of Box Elder Street abutting the newly acquired property which, when added to the area to be purchased, would provide a total of 1.25 acres. Chairman McIver inquired if the additional area would be sufficient to take care of expansion in the future. The Engineer stated that the 1.25 acres would be helpful but would not provide much space for future expansion. The Commission approved acquisition of the property and authorized necessary action to secure vacation of the streets. The Commission also instructed that an effort be made to secure additional suitable property.

At 3:00 p.m. Commissioner Chessman announced award of contracts on which bids had been received March 3, as follows:

BIDS RECEIVED IN SALEM ON MARCH 3, 1959

"Construction of Alsea River Bridge, Benton County. The Commission elects to accept the low bid of O. R. Kennen, Jr., Milwaukie, in the sum of $40,193 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $8,050 is deposited by the County.

Bids Received in Salem on March 3, 1959 (Cont.)

"Grading, paving, and construction of a bridge on Goble Section of Columbia River Highway at Goble, Columbia County. The Commission elects to accept the low bid of Erland and Blickle Co., Portland, in the sum of $301,154.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Bandon-Port Orford Rock Production Project on Oregon Coast Highway in Curry and Coos Counties. The Commission awarded the contract to the low bidder, Beckley and Thomas Rock Products, Roseburg, at $58,080.

"Grading and paving in Prairie City (Bridge Street and Upriver Road) in Grant County. The Commission rejected all bids as being too high.

"Kimberly-Round Basin Creek Rock Production Project on Kimberly-Long Creek Highway, Grant County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $25,217.50.

"Buchanan-Juntura Rock Production Project on Central Oregon Highway in Harney and Malheur Counties. The Commission awarded the contract to the low bidder, J. F. Konen Construction Co., Inc., Lewiston, Idaho, at $42,292.50.

"Antioch Road-Trail Rock Production Project on Sams Valley and Crater Lake Highways, Jackson County. The Commission rejected all bids as being too high.

"Oiling project in Madras (4th and Pine Streets), Jefferson County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $4,440.

"Grading, oiling and construction of bridge, scale pit and approaches on South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County. The Commission elects to accept the low bid of Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., Portland, in the sum of $278,741.25 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of Scoville Road and 7th Street Overcrossings on North Grants Pass Interchange Section of Pacific Highway in Josephine County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at $239,774.

"Lenz Road-Williamson River Rock Production Project on The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Dolan Construction Co., Tillamook, at $38,000.

"Hayden Mountain-Keno Rock Production Project on Green Springs Highway in Klamath County. Two bidders, W. D. Miller Construction Co.,

Bids Received in Salem on March 3, 1959 (Cont.)

Klamath Falls, and Dolan Construction Co., Tillamook, submitted identical low bids at $32,500. A coin was tossed by the Engineer in the presence of Mr. Dolan from the Dolan Construction Company and the W. D. Miller Construction Company won the toss. The Commission awarded the contract to W. D. Miller Construction Co., Klamath Falls, at $32,500.

"Quartz Mountain-Lakeview Rock Production Project on Klamath Falls-Lakeview Highway in Lake County. The Commission awarded the contract to the low bidder, L. A. Decker, Lakeview, at $24,000.

"Stone base and oiling on Richardson-Siuslaw River Section of the Richardson-Eugene Highway, Lane County. The Commission awarded the contract to the low bidder, E. C. Hall Co., Portland, at $179,707.20 under Schedule "B".

"Toledo Rock Production Project on four highways in vicinity of Newport, Toledo, and Eddyville, Lincoln County. The Commission awarded the contract to the low bidder, Roy Sawyer, Newport, at $56,962.

"Grading and paving in Vale (Morton Street), Malheur County. The Commission elects to accept the low bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $21,855 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Vale is received and the sum of $5,000 is deposited by the City.

"Heppner-Nye Jct. Rock Production Project on Heppner Highway in Morrow and Umatilla Counties. The Commission awarded the contract to the low bidder, Cartwright Construction Co., Durkee, at $41,340.

"Pendleton-Hilgard Rock Production Project on Old Oregon Trail Highway in Umatilla and Union Counties. The Commission awarded the contract to the low bidder, K. C. Dack Construction Co., Pendleton, at $75,400.

"Grading and paving in Elgin (Division Street), Union County. The Commission elects to accept the low bid of E. H. Itschner, Molalla, in the sum of $19,760 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Elgin is received and the sum of $2,600 is deposited by the City.

"Construction of Grande Ronde River Bridges and UPRR Overcrossings, Perry-Oro Dell Section, Old Oregon Trail Highway, Union County. The Commission elects to accept the low bid of Schrader Constructon Co., Inc. Portland, in the sum of $672,373 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

March 5, 1959

Bids Received in Salem on March 3, 1959 (Cont.)

"Construction of Three Glover-Perry Structures on Old Oregon Trail Highway in Union County. The Commission awarded the contract to the low bidder, Bechtel Bros., La Grande, at $244,633.50.

"Structure, grading and paving on North Yamhill River Bridge Section, Pacific Highway West, Yamhill County. The Commission elects to accept the low bid of Birkemeier Construction Co., Milwaukie, in the sum of $270,762.40 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

Consideration was given to an offer made by the Sherman County Court for an exchange of roads. The Engineer pointed out that when construction on the Wasco-Heppner Highway is completed between Hay Canyon and Wasco the existing road through Klondike will no longer be needed for the state highway system. The County Court, he continued, has offered to take over this section as a county road if the state will take over a section of the Fulton Canyon county road extending from Wasco westerly and northerly to the southerly end of Fulton Canyon State Secondary Highway No. 301. The mileage to be taken over by the County is 9.2 miles, and the section to be taken over by the state is 9.3 miles. The section of road to be acquired by the state, he stated, is a logical extension of the Wasco-Heppner Secondary Highway. As the cost of maintenance does not appear to be too high, and in order to make a connection with the present Fulton Canyon Secondary Highway, which is a stub road 1.26 miles in length, he recommended that the exchange be approved. Action was deferred until Commissioner Fridley returned. Following his return the matter was again brought up and the Commission approved the exchange.

The Engineer presented a tabulation showing changes and additions to the FAS Highway system. He called attention to changes in Baker County and in Yamhill County as being on state secondary highways, while the remaining additions are on the County FAS Highway system. In Baker County changes are caused because of construction of the Brownlee Dam. In Yamhill County the addition is to cover a connection between the Three Mile Lane Secondary Highway and the Pacific Highway West immediately south of McMinnville. The Commission approved the following changes and additions:

Baker County:

It is proposed to route FAS 505 over the newly constructed road from the vicinity of Richland to the vicinity of Copperfield, and delete from the FAS system that section of FAS 505 which has been relocated, and also delete all of FAS 500 (Robinette-Brownlee) which has been dropped from the state highway system. The section of existing FAS

505 and 504 from Cornucopia southerly to a junction with revised FAS 505 at Halfway is to be redesignated as FAS 504. All deletions from the system will be either inundated by the Dam reservoir or transferred to county jurisdiction by agreement.

Clatsop County:

FAS 607, 2.8 miles, northerly and southerly from Seaside, including a spur to Seaside along 12th Avenue.

FAS 755, 1.3 miles, an extension of existing 755 from its present junction with the Columbia River Highway at Svenson, northerly to a school bus turn-around on Svenson Island.

Gilliam County:

FAS 445, 7.2 miles, between existing FAS 714 north of Rock Creek and the John Day Highway at Shutler.

FAS 446, 10 miles, extending from FAS 714 at Rock Creek southeasterly to John Day Highway at Olex.

Linn County:

FAS 208, 1.1 miles of the existing Albany Airport State Secondary Highway to be deleted from the FAS system as it has been incorporated into the frontage road system for the Interstate Highway in this area and is no longer eligible for improvement with FAS funds.

Polk County:

FAS 194, 4.2 miles extending from the Salem-Dayton Highway north of Salem southwesterly to the Willamina-Salem Highway near Eola.

FAS 560, 4.8 miles extending the existing FAS 560 from the Pacific Highway West at Suver, easterly and northerly to FAS 193 near Buena Vista.

Polk and Yamhill Counties:

FAS 106, 8.5 miles, is the recently designated Willamina-Sheridan State Highway, former route of the Salmon River Highway, extending from the Salmon River Highway near Wallace Bridge, easterly through Willamina and Sheridan, to the Salmon River Highway easterly from Sheridan.

Yamhill County:

FAS 107, 2.0 miles, extending from a junction with the Salmon River and West Side Pacific Highways south of McMinnville, easterly to the Three Mile Lane Highway.

March 5, 1959

FAS 888, 2.2 miles, extending from the Lafayette State Highway, easterly to the Salem-Dayton Highway.

FAS 889, 3.4 miles, extending from FAS 587 west of Yamhill southerly to FAS 111 west of Carlton.

The Engineer presented to the Commission additional 1960-1961 Federal-aid (County Road) Secondary Projects totalling $961,000 as selected by Benton, Clatsop, Columbia, Grant, Linn, Marion and Yamhill Counties. These projects, he stated, comply with rules and regulations for the expenditure of federal-aid money on county-road secondaries. He also mentioned that if the projects are approved, there will remain a total unbudgeted amount of $4,340,000 in the county road FAS program for 1960-1961. The Commission approved the following projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Benton	207	Muddy Creek Section, 0.8 mile. Grade & structure	$ 75,000	1960
Clatsop	755	Svenson Island (Ferris Creek) Bridge Section. Structure & road approaches.	$ 60,000	1960
	607	Neawanna Creek (12th Street) Bridge Section. Structure & road approaches.	36,000	1961
		Subtotal Clatsop County	$ 96,000	
Columbia	609	North Fork Scappoose Creek Bridges (2). Structures only.	$ 50,000	1960
	609	North Fork Scappoose Creek-Elk Creek Section, 6 miles. Grade & Surface.	$ 175,000	1960
		Subtotal Columbia County	$ 225,000	
Grant	453	Wickiup Creek-Lemons Creek Section, 7.5 miles. Grading only.	$ 120,000	1960
Linn	777	Diamond Hill Road-Lane County Line Section, 6.3 miles. Surfacing only.	$ 100,000	1960
Marion	742	Salem-Browning Ave. Section, 1 mile. Grade and pave.	$ 120,000	1960

(projects continued on next page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Yamhill	746	South Yamhill River (Ballston) Bridge Section. Additional funds for project approved 6/19/58.	$ 150,000	1959
	888	Palmer Creek Bridge. Structure only.	75,000	1961
		Subtotal Yamhill County	$ 225,000	
		SUBTOTAL, ADDITIONAL PROJECTS		$ 961,000
Previously Approved Project Proposed for Cancellation				
Linn	218	Calapooya River Bridge. Structure only. (Fiscal year 1960 project approved 12/12/58. Cancellation proposed due to possibility of dam construction which would flood bridge site.)	$ 40,000	
		LESS PROJECT PROPOSED FOR CANCELLATION		$ 40,000
		TOTAL ADDITIONAL COUNTY FAS FUNDS...		$ 921,000

Summary By Fiscal Years	1960	1961	Total
Available Funds*	$4,895,000	$3,750,000	$8,645,000
Previously Approved.....	2,681,000	703,000	3,384,000
Unprogrammed Balance...	$2,214,000	$3,047,000	$5,261,000
Proposed Projects, 2/22/59	810,000	111,000	921,000
Unprogrammed Balance....	$1,404,000	$2,936,000	$4,340,000

*From "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58.

Attention was given to a request from the Lions Club of Mapleton for the installation of guard fence on the Siuslaw Highway between Mapleton and Florence. The Engineer reported that a study had been made of this section of the highway and burning operations are now being undertaken to reduce the slick condition of the pavement surface when wet. He recommended that a total of 0.3 mile of guard fence be installed at three curves on the highway between M.P. 5.7 and 5.8; M.P. 7.1 and 7.2; M.P. 9.2 and 9.3; at an estimated cost of $5,000. The Commission approved the installation.

The Commission considered the following request for extension of time within which to complete a State Highway contract. Reimbursement

for engineering expense and other extra expenses incurred by the state in connection with the work during the period of this extension was waived by the Commission.

1. Electric Corporation, Contract No. 5321, for construction of an electrical distribution system in the State Highway Building in Salem, requested additional time of 40 work days within which to complete this contract. Approved as requested.

FOOTNOTE: Action taken by the State Highway Commission upon the extension of time listed above was based upon the recommendation of the Engineer and his reports, which considered, but did not necessarily adopt, either or any of the reasons given by the contractor in his request for the extension of time. (For details see the original of the contractor's request and the Engineer's recommendation on file in Contract No. 5321 in the Secretary's office in Salem.)

The Engineer reported that contract numbers 5016, 5018, 5055, 5072, 5090, 5096, 5138, 5157, 5169, 5212, 5231, 5241, 5261, 5270, 5272, 5274, 5304, 5309, 5355, 5358 and 5374 for highway construction have been completed in accord with requirements of the contract or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented a proposed agreement with the Bureau of Reclamation covering highway crossing of its canals, ditches and laterals in the Prineville area. This agreement, he stated, has been checked and is in conformance with the usual agreement form covering similar crossings and he recommended that it be approved. The Commission approved the agreement.

The Engineer also presented a revised Special City Allotment project located in the City of Burns. He recalled that the Commission on October 23, 1958 had approved a project in the City of Burns on West Taylor Street. The City Council has requested that the project on West Taylor Street be cancelled and a project on Riverside Drive be substituted at an estimated total cost of $27,000. The revised project provides that the City is to grade, drain, and place base rock, and is to pay all costs of the project in excess of $20,000. Upon his favorable recommendation the Commission approved the transfer of projects.

The Commission considered a petition signed by 89 people in Coos County requesting widening and surfacing of the East Fork Road (Coos River Secondary Highway) along the Millicoma River and construction of a bridge at Golden and Silver Falls State Park. The Engineer explained that the road is now oiled from Coos Bay to Allegany, leaving an unimproved section 4.25 miles in length which he estimated would cost $455,000 to construct to acceptable standards. The traffic at the easterly end of the state section is 110 vehicles per day. He

recommended that the petitioners be advised that the project cannot be undertaken at this time due to lack of funds. Concerning the construction of a bridge at Golden and Silver Falls State Park, he recalled that this matter had been before the Commission twice in 1958, and it had been previously decided that the project was not an obligation of the State Highway Commission, as the road on which the bridge is to be located is not on the state highway system nor is it on the county federal-aid secondary system. He recommended that the petitioners be so advised. The Commission accepted his recommendations.

In connection with construction work on the North Grants Pass Interchange, the Engineer reported that the Pacific Telephone and Telegraph Company had been required to relocate a short section of its coaxial cable at a cost to them of approximately $10,000. The construction of the Interchange is now being completed on a slightly revised plan, making it necessary to again shift a part of this cable. The Telephone Company, he stated, has protested assuming the entire additional cost and after negotiation has agreed to pay half the cost. He recommended that the State pay the other half, limited to the sum of $3,495. The Commission approved the proposal.

The Engineer reported that the State Speed Control Board at its last meeting had taken action to establish speed zones in the cities of Vale, Florence and Ontario. To carry these speed zones to a logical conclusion investigations had been made by the Traffic Engineer, and he recommended that the following speed zones be established outside of the city limits of these towns, as follows:

(1) "A" Street and Connections (One-Way Eastbound)

35 miles per hour from the east city limits of Vale to the east end of the one-way couplet.

Washington Street and Connections (One-Way Westbound)

35 miles per hour from the east city limits of Vale to the east end of the one-way couplet.

Central Oregon Highway (City of Vale)

35 miles per hour from the east end of the one-way couplet to a point 150 feet east of the east end of the one-way couplet. (See Exhibit "G-1")

(2) 35 miles per hour on the Oregon Coast Highway between the south city limits of Florence and a point 0.27 mile south of the south city limits of Florence. (See Exhibit "G-2")

(3) 45 miles per hour on the Old Oregon Trail Highway near the city of Ontario from the southerly end of the North Ontario Connection (M.P. 416.18) to Fortner Street, the north city limits of Ontario.

40 miles per hour from Verde Drive, west city limits of Ontario (M.P. 419.10) to a point 0.15 mile west of Sunset Drive (M.P. 419.37) except that from a point 250 feet east of S. W. 13th Street to a point 500 feet west of Verde Drive the indicated speed shall be 20 miles per hour during hours of school crossings. (See Exhibit "G-3")

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto marked Exhibit "G-1" through "G-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer also reported that a request had been received from the State Police recommending that a speed zone investigation be made on the Oregon-Washington Highway north of Milton-Freewater. The investigation was made and from the facts ascertained, he recommended that the following speed zones be established north of Milton-Freewater:

45 miles per hour between N. E. Fourth Avenue and a point 500 feet north of N. E. Fifth Avenue, except that between N. E. Fourth Avenue and a point 50 feet north of N. E. Fifth Avenue the indicated speed shall be 20 miles per hour during the hours of school crossings.

50 miles per hour between a point 500 feet north of N. E. Fifth Avenue and a point 250 feet north of Ferndale Road.

The Commission approved the reduced speed zones by adopting the attached resolution relative thereto marked Exhibit "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request made by Mr. E. A. Davidson, Mayor of the City of Florence, for an investigation concerning the possibility of raising the existing 25 mile-per-hour speed zone on the Siuslaw Highway in the community of Swisshome. The Engineer stated that an investigation had been conducted and, among other facts determined, it was found that 85 per cent of all vehicles in this area travelled at or below 34 miles per hour and that the maximum recorded speed was 49 miles per hour. In view of these facts, he recommended that a 35 mile-per-hour speed zone be established on the Siuslaw Highway in the Community of Swisshome between a point 500 feet west of Depot Road and a point 0.13 mile west of Stagecoach Road. The Commission approved the speed zone by adopting the attached resolution relative thereto marked Exhibit "G-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel expenses for a number of state highway employees were requested by the Engineer who explained that the trips are necessary in the conduct of state business and to keep abreast with

current highway developments. The Commission approved travel expenses as follows:

(1) G. W. Harra, Materials Engineer, to attend annual meeting of the Triaxial Institute for Structural Pavement Design in Sacramento, California, on March 23 and 24, 1959. Estimated cost $115.

(2) W. H. Kosesan, Landscape Division, to attend Western Weed Conference in Salt Lake City, Utah, on March 18 and 19, 1959. Estimated cost $171.

(3) Carl W. Jordan, Director of Travel Information Division, to attend a meeting of the Western States Tourists Directors at Colorado Springs, Colorado, on March 3 and 4, 1959. Estimated cost $166.90. (Confirmation)

(4) Members of Highway Commission, State Highway Engineer, Deputy State Highway Engineer, one Assistant State Highway Engineer, Chief Counsel, Auditor and one Staff Engineer to attend 38th Annual Conference of Western Association of State Highway Officials in Billings, Montana, on June 22 to 26th, 1959. Estimated cost $185 each, or a total of $1,665.

(5) James Neiger who made 2 trips and Tom Simpson who made one trip at a total cost of $258.50, to various government surplus equipment depots to inspect, purchase and transport surplus equipment to Salem.

(6) Leo Brunell, Equipment Superintendent, who went to various government surplus equipment depots in California, on February 1 to 7, 1959, to secure surplus equipment. Estimated cost $330.

(7) Dennis Clarke, Assistant Director of Travel Information Division, to attend the Los Angeles Sportsmen's and Vacation Show at Los Angeles, California, on March 31 to April 13, 1959. Estimated cost $113.80 which is to be paid by the Pacific Northwest Travel Association.

The Engineer reported that it has been called to his attention that considerable all-day parking is being practiced in the triangular-shaped islands at the Sunnyside-Turner Interchange on the Pacific Highway south of Salem. The parked vehicles restrict sight distance for traffic which intends to enter the freeway at this location. The Commission approved the Engineer's recommendation that parking be prohibited within these islands by adopting the attached resolution relative thereto marked Exhibit "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recalled that at the Commission meeting on December 11, 1958 a resolution had been adopted prohibiting parking on the

easterly side of the Albany-Junction City Highway between B Street and a point 475 feet south of B Street in the community of Tangent. Since that time conditions indicate that the regulation is not necessary, and he recommended that the resolution establishing the no-parking restriction be rescinded. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked Exhibit "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(A recess was declared from 3:20 p.m. to 3:30 p.m.)

The Commission discussed with the Secretary and the Engineer the purchase of tables and revision of the Edison recording machine to provide for a State Highway Commission meeting setup in the Conference Room in the State Highway Building, Salem. After some discussion the Commission authorized the purchase of ten factory-built tables, two triangular tables to be constructed by State Penitentiary Industries, and a revision of the Edison recording equipment to provide for the use of ten microphones, at a total estimated cost of $1,516. In discussing this matter the Secretary brought out that there is a possible savings of approximately $300 if revision of the recording equipment is performed by State forces.

An abandonment resolution was presented by the Engineer covering the abandonment of certain sections of the original Baker-Homestead Highway, the Halfway Highway and the Pine Creek Highway. These sections, he stated, are no longer needed for highway purposes because of the relocation and opening to travel of the new section of the Baker-Homestead Highway. The provisions of the resolution, he continued, are in compliance with the terms of an agreement previously entered into with Baker County concerning the disposition of the abandoned sections of state highways. Following his favorable recommendation, all three members being present, the Commission approved the abandonment of the highway sections and thereupon adopted the attached resolution relative thereto marked Exhibit "D" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also presented a resolution concerning designation of highways in the Grants Pass area because of highway relocation and construction. He recommended that the new freeway by-passing Grants Pass be called the Pacific Highway, that the existing Pacific Highway between the Redwood Interchange and Rock Point be called the Rogue River Highway, that the existing section of the Pacific Highway through Grants Pass together with the future "M" Street spur be designated as a part of the Redwood Highway, and that the Rogue River Loop Highway be redesignated so as to intersect with the Redwood Highway in Grants Pass. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto marked Exhibit "E" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period January 19 through February 27, 1959.

The Commission confirmed the date for the next regular meeting on April 16 and 17, 1959 in the Conference Room of the State Highway Building, Salem, and set a tentative date of May 28 and 29, 1959 for the following meeting.

A request was considered from the US Army Recruiting Service to install two signs on highway right of way, one on the Oregon Coast Highway south of Astoria at M.P. 9.07 and the other east of Astoria on the Columbia River Highway at M.P. 95.4. The Engineer stated that the sign message and locations had been investigated and approved, and he recommended that permission be granted to install the signs. The Commission approved the installation.

The Commission considered a proposed agreement with Simpson Redwood Company whereby the state grants to the Simpson Redwood Company a flood easement on land owned by the state at Wiley Creek on the Santiam Highway, and the right to erect a spur track beneath the South Santiam Highway Bridge. The Engineer explained briefly that a similar agreement had been entered into in June, 1943, with Foster Booming Company and this agreement had been assigned later to Simpson Redwood Company. The Redwood Company has now requested that a new agreement similar to the original be entered into for a period of ten years unless sooner terminated by mutual agreement of the parties. Following his favorable recommendation the Commission approved the new agreement.

Also considered was a proposed agreement with the Multnomah Board of County Commissioners concerning joint use of the County's building at Rocky Butte for the installation of a remote controlled radio transmitter and receiver for use of the District Maintenace Superintendent. The Engineer explained that the Maintenance Superintendent has established an office in the Howard Cooper Building in Portland and the radio equipment is necessary in his operations. The Commission approved the agreement.

In connection with use of the Howard Cooper Building the Engineer, at the request of Chairman McIver, explained future plans for additional use of the Cooper Building including moving of the Metropolitan Engineer and others into the building.

A request from the Eugene Realty Board, in behalf of the City of Eugene, was considered for the placing of two welcome signs, one at each of the north and south entrances to Eugene. These signs, the Engineer explained, are to be used as a part of the Oregon Centennial year and the sign message and location on state right of way have been approved. Upon his favorable recommendation the Commission approved the installation of the signs.

The Engineer reported that under authority granted on June 19, 1958 he proposed to place a reduced load limit on the Century Drive Highway, No. 372, between M.P. 1.92 and M.P. 11.65, effective 8 am. March 6, 1959. An inspection of Century Drive, he stated, shows that frost is leaving the subgrade and the road is extremely soft. The load limit allows 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles. The Commission confirmed the reduced load limit.

The Commission gave attention to a proposed agreement with Lane County and the McKenzie Water Control District concerning drainage in the vicinity of the "Q" Street Interchange on the McKenzie River-Judkins Point Section of the Pacific Interstate Highway near Eugene. The agreement, he explained, provides for construction of certain floodways in cooperation with the US Forest Conservation Service. The Agreement also specifically releases the Highway Commission for any claim for damages which might result from construction of the floodways. The Commission approved the agreement.

Attention was also given to an agreement with Baker County, the Idaho Power Company, Adams County, Idaho, and the State of Idaho concerning relocation of a portion of the Baker-Homestead Highway and reconstruction of the Ballard Interstate Bridge across the Snake River in connection with construction of the Oxbow and Hells Canyon Dams by the Idaho Power Company. The Engineer commented briefly that the proposed dam construction will flood a portion of the highway but the only cost to the state under the agreement is the maintenance on a mile and a half section of highway, and one-half of the maintenance cost on the new bridge. Legislation, he stated, has been introduced to remove the inundated portion of the highway from the State Highway System. The agreement, he stated, is in order and he recommended that it be approved. The Commission accepted his recommendation.

The Engineer presented a quitclaim deed, an easement deed, and an assignment of easement concerning a flood control project with the US Engineers on Salmon Creek at the Willamette Highway near Oakridge. He pointed out that Salmon Creek is subject to extreme flooding, and considerable damage has been done to residential property on the eastern edge of Oakridge. The City of Oakridge is entering into a flood control project with the US Engineers and has asked that the state make available gravel pit property in the channel of Salmon Creek above the highway bridge. This property, he stated, is of no further value to the state. The city, he contined, has also requested that the Highway Department contribute 25 per cent of the local contribution of $5,600, with the state's share not to exceed $1,400. He recommended that the project be approved subject to the understanding that the Highway Commission is not acting as sponsor and assumes no responsibility for maintenance and operation of the project. The Commission accepted his recommendation.

The Engineer commented briefly on damage occurring near the Portland Zoo on the Sunset Highway. He recalled that claims had been

made to the Commission for damage caused by earth slippage on the Highlands Interchange project. He pointed out that the plans for highway construction in this area were prepared by the City of Portland and the work was done at their request.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. The Engineer explained various details, but no action was taken by the Commission pending appearance of the delegations.

The Commission also discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received at future lettings.

An agreement with Baker County was presented by the Engineer whereby a change in route is accomplished for the Haines-Anthony Highway in the vicinity of Haines. He explained that this matter had been discussed with the Commission at a prior meeting and had been approved in principle at that time. The Commission approved the agreement.

The meeting was adjourned at 4:30 p.m., to be reconvened at 10:00 a.m. on the following day.

Salem, Oregon
March 6, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
R. B. Chessman, Commissioner
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Miss Dorothea Lensch, Portland, Director of Recreation, headed a group which appeared before the Commission regarding possible legislation to establish a Recreation Division within the State Parks organization to advise counties, cities and communities on park matters. Also present were Wm. Pond, Beaverton, Governor's Council on Youth; Robert Bonney, Klamath Falls, Superintendent of Parks, Oregon Recreation

and Parks Association; and George Sirnio, Salem, Health and Physical Education for State. Miss Lensch stated that the work their group is interested in is the recreation needs of the State of Oregon. She told of the studies and reports made by their organization which have shown the need for technical advice on a state level to cities and communities concerning recreation problems. She commented that a bill had been introduced into the last session of the Legislature to provide for consulting service on recreation through a separate commission. It has been their feeling for a long time, she continued, that the parks and recreation functions belong in a single unit, so they are asking the Commission's support in the development within the State Parks Department of a department, position, or function to handle this recreation aspect. She emphasized the need that both communities and tourists have for this type of service and advised that the state-wide P.T.A. and the Oregon Association of Parks and Recreation have endorsed the previous bills submitted to the Legislature. Mr. Pond advised that this type of recreation service at the local level with a working agreement between the State Parks system and the recreation service has been satisfactorily carried out in many other states. He stated that what they are really asking for is development of some agency to consult with and advise communities in the problem of providing the park recreational needs of that particular community. He pointed out that in this program there need be no duplication of staff and that there would be the advantage of communities having access to the skilled technicians already in the parks division. It was his belief that through an interchange of ideas within a given staff the local communities would derive that much more benefit. Commissioner Fridley asked whether this service would involve enough planning work so that it would be necessary to increase the staff in the Parks Planning Department and what the anticipated work load would be. Mr. Pond answered that establishment of this service would involve additional personnel in the Parks Planning Department as well as additional travel, thus requiring a separate budget. He emphasized that they are not suggesting that this budget come out of highway funds but from a separate appropriation. In answer to Commissioner Chessman's question as to where these funds would come from, Mr. Pond replied that they would have to come from the legislature--from the general appropriation. Commissioner Fridley inquired if the bill they desire to introduce carries with it the necessary appropriation. He was advised that it was the intent to introduce, with the Commission's approval, the legislation part of the bill and in conjuction with it an appropriation bill. Mr. Pond stated that the appropriation in the prior bill submitted to the legislature was about $35,000 for the biennium including one full-time employee, the necessary secretarial staff and the overhead involved in a separate board or commission; however, it was his thought that not as much money would be involved in this new bill. Chairman McIver advised the group that the Commission would take this matter under consideration and would advise them of its decision.

The Cascade Highway Association, Inc. appeared before the Commission regarding proposed improvements to Oregon route 213 north of route 214 to Oregon City. Mr. Quinton Estell, Silverton, Secretary

of the Association, acted as spokesman for the group. Others in the delegation were Leonard Kephart, Silverton, President; Lawrence Spraker, Stayton, member; and Bob Cunningham, Molalla, President of the Molalla Chamber of Commerce and a member of the Association. Mr. Estell stated that the Cascade Highway (State route 213) near the intersection of Highway 214, known as the East Hill area, rises abruptly on a curve and is very narrow. This section, he continued, has for many years been a source of serious accidents. It is not believed that the highway can be improved in its present location so relocation is being requested on the westerly outskirts of Silverton. He explained that since the County has improved its portion of the Cascade Highway by rerouting it, the traffic flow comes almost to a dead end because traffic must jog back to the east about one-half mile in order to get onto State Highway 213. This highway is well travelled, particularly in the spring and summer, and frequent traffic jams occur. The Engineer advised that he is thoroughly familiar with the condition of this highway and with the other routes available which would by-pass to the west of Silverton as Mr. Estell mentioned; however, it is a question of when funds will be available to finance this needed improvement. Chairman McIver stated that there will be no money available for their district until next year, and when funds are available their project along with other projects in their district will be considered. Mr. Cunningham stated that they have heard rumors to the effect that plans have been made for the Cascade Highway to by-pass Oregon City from Park Place to the Wye in Oregon City. He offered as his opinion that when the new jail and hospital are completed on top of the hill a bottleneck will be created if the new highway is constructed there. He told how narrow and rough the road is from Mulino Hill past Molalla and the many serious accidents that have occurred on that section. He then stated that they would like some improvement on the rough and crooked section between Marquam and Silverton

Mr. A. H. Colby, City Manager of Nyssa, appeared before the Commission regarding relief from certain restrictions in the deed covering property on Park Avenue recently transferred to the City of Nyssa for public purposes. The property, he outlined, was a stockpile site for which the State had no further use, so the City purchased it for a proposed swimming pool. He added that these restrictive covenants would not allow the City to resell the property in the event the City could not use it. The City Council, he advised, is cognizant of the need for such restrictions in the deed; however, in the event the City is not able to establish a swimming pool at this location, the City will have property which it does not need. He stated that the City is asking for relief without any restrictions, but will be glad to give back to the State, for the amount paid, the portion that is not needed. Mr. Williams explained that the State sold the property to the City at a fraction of its present market value--what it originally cost the State many years ago. This property, he continued, was intended to be used for public purposes and if it cannot be used for such purposes, it was his belief that the State should take back the portion that is not needed and reimburse the City for it. Chairman McIver advised Mr. Colby that he believed the proper way to handle this matter would be to have repre-

sentatives of the State meet with the City Officials to go over the problem, and he instructed the Engineer to arrange such a meeting.

Mr. Colby then brought to the Commission's attention the deplorable condition of an old building on state highway property on the corner of First and Main Streets in Nyssa. He stated that the City would provide the State storage space if the State would allow the City to tear down the building and lease the area for a parking lot. Mr. Williams stated that he is familiar with that building, it having been a broken down building when the property was purchased some 22 years ago. It was his opinion that the building should be removed. Chairman McIver instructed the Engineer to have his representatives also discuss this matter when they meet with the City Officials.

Mr. Julius R. Jensen, Director of the State Department of Planning and Development, Portland, appeared before the Commission regarding the moving of a 1.9 mile section of US 30 in St. Helens to provide for an industrial site. Also appearing with Mr. Jensen were Abe Hoss, Portland, Portland General Electric Company; James Clawson, Secretary of the Port of St. Helens; and J. R. Austin, President of the Port of St. Helens, both from St. Helens. Mr. Jensen pointed out that the principal function of his department is to better the economy of the state including more payrolls for existing industry as well as bringing new industry into the state. In view of the fact that this proposed development will bring a $10,000,000 industry into Columbia County, they are endorsing it. Mr. Clawson explained that the proposed industry will employ 250 people and that their big problem is the fact that the highway runs through the middle of the proposed tract which is located just below St. Helens on the river at Columbia City. Their request, he stated, is that the Highway Department either move or authorize the relocation of that particular section of highway. He pointed out that the railroad company, the power company, and the telephone companies have all agreed to move their facilities. Mr. Jensen advised that the communities are donating land for the development, so all that remains is the removal of the highway section and they are very anxious to secure an answer. Chairman McIver advised that he is quite familiar with the proposed development and their problem; however, he pointed out that the Highway Commission as custodian of the State's funds cannot legally move the highway for the purpose they seek. The Chief Counsel pointed out that from the State's point of view there is no necessity for this particular road since the State now has a facility which is serving the public. Mr. Clawson stated that if there is going to be a plant located in that particular area it will create a tremendous traffic hazard, so the question is not simply a matter of relocating the highway for a private industry. The Engineer pointed out that in the past when a similar situation arose and a traffic hazard was created, the State and the Company involved joined on a fifty-fifty basis to finance correction of the condition, but it was not necessary to relocate the highway. Mr. Clawson urged the Commission to advise them whether or not the highway could be relocated regardless of who will pay for the relocation. The Engineer advised that authority could be granted to relocate the highway if the funds are provided for such purpose. He enumerated similar cases

in which private concerns paid to have the highway moved in order to construct their facilities. Mr. Hoss presented a letter from the Portland General Electric Company endorsing this request and asking the Commission to give full consideration to it.

The following persons representing Highway 20 Association appeared before the Commission regarding a slide area on US 20 east of Foster: From Lebanon, Don Baker, Manager of Chamber of Commerce, Glen Huston, Chamber of Commerce, Rod Donkin, Robert Ragsdale, Fred Spores and Ralph Scroggin; representing the Lebanon Chamber of Commerce, John Speasl, Derwood Smith, Jack Zimbrick, Claude Durlan, Tadd Nelson, and Lee McCoy; Kenneth Bouton, Lebanon, the "Lebanon Express" newspaper; Kurt Kiessow and James Howes, both from Newport, Stanley A. Soli, Sweet Home, Reese Esgar, Foster, Mr. and Mrs. D. C. Hollingsworth, Eugene, Murle Wells, President of Rotary Club, Lebanon, Dave Epps, Vice Chairman Willamette Basin Project Commission, Sweet Home, and Fred Shepard, Bend. Mr. Howes introduced the members of the delegation. Mr. Kiessow expressed appreciation for the work done on the section of US 20 between Newport and Toledo, on some of the sections in the eastern part of the state, and on the construction underway on Pioneer Mountain. He continued that their main reason for appearing today is to request a reconnaissance study of the slide area between Upper Soda and Tombstone Summit which creates quite a problem to the travelling public. They had tried to secure help from the US Forest Service but there was no money available. He pointed out that they had heard rumors to the effect that a new dam will be built on the South Santiam and a section of highway would be relocated, but it is their desire to get some work started on it as soon as possible. It was his opinion that it is useless to try to keep the present road in repair because it is continually sliding. He added that there are two other bad sections of road on which they would like preliminary studies made--the area just west of Philomath, known as Gelately Canyon, and the section on the coast range at Little Elk Mountain. It was his thought that these sections should be undertaken as soon as the Pioneer Mountain Section is completed. Mr. Baker mentioned the congested condition on the two-lane section of US 20 south of Lebanon near the Cascade Plywood Plant. He stated that 1,100 employees travel daily to and from this plant. It was his feeling that a four-lane highway should be constructed from the end of the present four-lane facility in Lebanon to a point beyond the Cascade Plywood Plant. When the new Pacific Freeway is completed, he asked if the Commission plans to change the routing of US 20 and especially how these plans will affect the city of Lebanon. The Engineer advised that there are no plans to change the routing of US 20. The road westerly to the freeway will be open to people who wish to travel it and there will be signs indicating the direction of Corvallis and Lebanon; however, it will not be signed as US 20. Mr. Baker requested the Commission to place signs on the highway indicating the recreational area in Foster. The Engineer advised that the Commission does not place signs on the freeway to mark such areas. He also advised the delegation that all of the money in the present program, which will run through next year, has been allocated, with most of the money allotted to the sections between Corvallis and Philomath and on Pioneer

Mountain. The next priority, he continued, would be the four-laning of the section south of Lebanon. As to the Sheep Creek Slide area, he added, the Highway Department and US Bureau of Public Roads have been making a photogrammetric survey to determine the best route for this section. Mr. Shepard concluded the presentation by stating that since Highway 20 is one of the highways to Central Oregon the people in that area are concerned with the slide condition on US 20 and are happy to learn that the Commission is taking steps to correct it.

Mr. J. H. Scott, Nehalem, representing Neahkahnie Community Club, Nehalem Bay Expansion Association, Manzanita Community Club and City Council, Nehalem City Council, Wheeler City Council, and Oregon Roadside Council, appeared before the Commission regarding the proposed rock quarry on Neahkahnie Mountain. Mr. Scott advised that there was a news item in the local newspapers stating that plans are underway for the development of a rock quarry on the south side of Neahkahnie Mountain. This information, he continued, has made local residents very unhappy because this development will spoil the beauty of the mountain. He added that he had received information to the effect that the entire 180 acres could be purchased for $18,000. He recalled that sometime ago he had written to the Highway Engineer suggesting that right of way north of Neahkahnie Junction be acquired for future traffic lanes and the excess material used on the construction of a road across the Bay which will save four and three-quarters miles in distance. He exhibited a map showing the area and stated that there is a wonderful view of the ocean and mountains. He expressed the opinion that much of the scenic value of Neahkahnie Mountain would be ruined unless this tract is acquired. Land that is not needed for the highway could be added to the adjacent state park and he urged the Commission to give favorable consideration to the purchase of the land before the mountain is defaced.

Miss Anna N. Leiser, Aurora, President of the Aurora Centennial Corporation, headed a group appearing before the Commission for permission to hold a pageant at Champoeg State Park commemorating the voting to form a state government which took place on May 2, 1843. Others in the group were F. Ferguson and Zola McCarty, Secretary of the Aurora Centennial Corporation, both from Aurora. Miss Leiser stated that their organization would like to present a pageant at Champoeg Park and asked if it would be permissible to charge a small fee to cover the Corporation's expenses of presenting this pageant. Chairman McIver stated that this is quite a difficult question to answer as the State cannot charge for the use of the land in public-owned state parks. He advised the group to discuss the matter further with the State Parks Superintendent and the Chief Counsel so that when all details are known perhaps a solution can be found. (Later in the session the Parks Superintendent reported that the Aurora Centennial Corporation suggested that instead of making a charge for the pageant they be allowed to operate a concession stand adjacent to the area where the pageant will be presented which they thought would reimburse them for their expenses. The Parks Superintendent and Chief Counsel recommended that they be granted this concession privilege and the Commission approved their recommendation.)

The Chief Counsel advised that one of the attorneys on his staff, Mr. Robert Holland, has just informed him that he is resigning to accept the position as Chief Counsel of the Department of Motor Vehicles. He recommended that Mr. Glen Sorenson be promoted to fill Mr. Holland's position and given a one-step increase to $575 per month, and that Mr. Richard C. Bemis be promoted to Mr. Sorenson's job and his salary increased to $500 per month. To fill the vacancy in the department he requested that Mr. Ted Elliott Barbera be hired at a minimum salary of $460 per month. The Commission authorized the promotions and the hiring of Mr. Barbera.

The Chief Counsel requested approval of a "Correction of Waiver of Deed Conditions" to the City of Pendleton covering certain property in Section 5, Township 2 North, Range 32 East, W.M., Umatilla County. He explained that the Commission on October 26, 1950 conveyed this property by deed to the City of Pendleton, which deed contained a restriction that the property be used for municipal, public and residential purposes. On May 31, 1957, he continued, the Commission executed an instrument waiving this condition; however, there was an incorrect reference to the parcel of property in question, so this new "Waiver" is merely to correct the recording reference in the previous document. The Commission approved and signed the corrected "Waiver of Deed Conditions".

In accordance with the Commission's instructions the Engineer presented for the Commission's approval and signature a letter, addressed to the Chairman of the Committee on Highways, House of Representatives, expressing the Commission's views on House Bill No. 80, relating to highway use taxes on motor carriers, which bill reduces mileage tax rates on vehicle combinations above 44,000 pounds. The Commission approved and signed this letter.

The Engineer advised that a request has been received from the Highway Engineering Technicians for National Defense Education Preparation for permission to employ State Highway engineering personnel as instructors for a two-hour class each week to teach advance training in highway technicians work. The Federal Government is working in conjunction with the Oregon Department of Vocational Education and is providing considerable funds for this course which project is to be handled in Salem. He explained that they cannot find instructors so have asked to use Highway personnel. The instructors would be paid $4.00 per hour and would not work more than 8 hours a month. He advised the Commission that the matter is being brought to their attention because the Commission recently adopted a resolution prohibiting engineering personnel from accepting outside engineering employment. Mr. Gene Huntley, Director of Personnel and Public Relations for the Highway Department, advised that at the present time it is undetermined as to the number of employees involved but that the organization wishes to be able to approach Highway Department personnel regarding their employment. The Engineer stated that he could see no objections to doing this type of work since it is classroom work and would benefit the department, and recommended approval of the request. Commissioner Chessman voiced the

opinion that he did not like to delineate between right of way engineers and other type of engineers since the Commission had adopted a policy prohibiting outside employment for personnel in both categories; however, he was willing to accept the Engineer's recommendation. After considerable discussion, the Commission approved the Engineer's recommendation.

The Engineer reported that at yesterday's session he recommended that the contract for the combination Grande Ronde River Bridges and UPRR Overcrossings on the Perry-Oro Dell Section of the Old Oregon Trail Highway, Union County, be awarded to the low bidder, Schrader Construction Co., Inc., Portland, at their low bid of $672,373; however, it has come to his attention that the agreement and permit of entry have not been received from the Union Pacific Railroad Company, so he would like to change his recommendation to acceptance of the low bid of Schrader Construction Co., Inc., in the sum of $672,373 and directing him to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. The Commission approved his recommendation.

The Engineer advised the Commission that the Department has received numerous letters from people around Triangle Lake demanding construction of a new road and citing the many hazards of the present Siuslaw Highway. He suggested that he write to these people and tell them that the Commission recognizes the desirability of making that improvement; however, presently there are no funds available. The Commission approved the Engineer's suggestion and authorized him to answer in this fashion.

The Commission signed the following agreements and other papers:

"Bargain and Sale Deed" with Donald W. Densmoor covering sale of 700 sq. ft. on relocated Albany Section of Pacific Highway East, Linn County.

"Bargain and Sale Deed" with Arthur A. Dewey covering sale of 0.08 acre on Rowena-The Dalles Section of Columbia River Highway, Wasco County.

"Right to Use Cable Easement and Waiver of Access" to Pacific Telephone and Telegraph Company covering relinquishment of access on Albany-Judkins Point Section of Pacific Highway, Linn County.

"Consent to Execution of Sublease" to Catherine A. Ruth permitting sublease of land on Broadway-Franklin Boulevard Section of Pacific Highway, Lane County.

"Indenture of Access" for Bergren property on Medford-County Farm Section of Pacific Highway, Jackson County.

"Trust Agreement" with Bonneville Power Administration covering modification of BPA's Big Eddy-Troutdale Line on The Dalles-Eight Mile Creek Section of The Dalles-California Highway, Wasco County.

"Permit to Construct Fence on Right of Way" to Roscoe R. Knox to construct fence on right of way across Government lands on Post-Lost Creek Section of the Paulina Highway, Crook County.

"Release of Bond" to Butler Contracting Company, Inc.

"Bargain and Sale Deed" to E. Stuart Johnston for a parcel of land on the Florence-Glenada Section of the Oregon Coast Highway in Lane County.

"Agreement" with Bureau of Reclamation covering highway crossing of its canals, ditches, laterals, etc., in connection with construction of Crooked River Project near Prineville, Crook County.

"Agreement" with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, covering construction of Second Dodson Over-crossing, Multnomah County. (Contract awarded February 13, 1959 which covers authorization.)

"Agreement" with Southern Pacific Company covering construction of Wild Cat Over-crossing on the Richardson - Eugene Highway, Lane County. (Bids received March 3, 1959)

"Permit to Erect Sign on Highway Right of Way" to US Army Recruiting Service to install signs on Oregon Coast Highway and on Columbia River Highway.

"Agreement" with Simpson Redwood Company granting flood easement on Santiam Highway and the right to erect a spur track beneath South Santiam Highway Bridge.

"Quitclaim Deed" to Margaret R. Poe covering property on the Clackamas River Section of the Pacific Highway East in Clackamas County. (Authorized January 22, 1959)

"Bargain and Sale Deed" to Mr. and Mrs. Ernest K. Willer for property on the Newport-South Beach Section of the Oregon Coast Highway, Lincoln County. (Authorized January 22, 1959)

"Indenture of Access" for Hail property on Hinsdale Slough-Luder Creek Section of Umpqua Highway, Douglas County.

"Agreement" with the United States Forest Service to install log scaling facilities at a state stockpile site at East Beaver on US 101 in Tillamook County. (Authorized January 22, 1959)

"Agreement" with the Board of County Commissioners of Multnomah County covering joint use of the County's building by the District Maintenance Superintendent and the placement of a transmitting antenna on the present County radio tower at Rocky Butte.

March 6, 1959

31258

"Agreement" between State, Lane County and the McKenzie Water Control District re drainage in the vicinity of the "Q" Street Interchange on the McKenzie River-Judkins Point Section of the Interstate Highway near Eugene.

"License Agreement" with U. S. Bureau of Reclamation covering the development and use of land at Unity Reservoir, Baker County.

"Correction Deed" to City of Pendleton for property in Section 5, Township 2 N., Range 32 E., W.M., Umatilla County.

"Quitclaim Deed", "Easement Deed" and "Assignment of Easement" to City of Oakridge for property in Section 16, Township 21 S., Range 3 E., W.M., Lane County.

"Agreement" with Baker County covering Roads and Highway exchange on the Haines-Anthony Secondary Highway and Rock Creek and South Haines-Rock Creek County Roads.

"Easement" to J. B. Bedingfield re operation and maintenance of water source and facilities on property lying in the Northeast quarter of the Northeast quarter ($NE\frac{1}{4}$ $NE\frac{1}{4}$) of Section 13, Township 37 South, Range 15 West, W.M., Curry County.

"Throughway Agreement" with the City of Corvallis covering the Corvallis Section of the Corvallis-Newport Highway in Benton County.

"Grant of Easement" to Lane County across Joaquin Miller State Park on the Oregon Coast Highway in Lane County.

"Bargain and Sale Deed" to Elmer Hazzard for a parcel of land on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" to Clark L. Johnston for a parcel of land on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

"Agreement" with County of Baker, Idaho Power Company, Adams County, and the State of Idaho, covering relocation of Baker-Homestead Highway and reconstruction of Ballard Interstate Bridge and other necessary items in connection with construction of the Oxbow and Hells Canyon Dams, by the Idaho Power Company.

"Bargain and Sale Deed" to Josephine County for property on Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Permit" to Eugene Realty Board to place two "Welcome" signs on Pacific Highway right of way, one at the north entrance and one at the south entrance to Eugene.

"Minutes" of Commission meeting held on January 22 and 23, 1959.

March 6, 1959

There being no further business to come before the Commission, the meeting adjourned at 11:30 a. m.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

March 6, 1959

EXHIBITS "A" through "K"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

March 5 and 6, 1959

EXHIBIT "A"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for State highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in Exhibit R/W filed in the Commission's files in Salem under the title of "Right of Way Resolutions", and that said Exhibit R/W was presented to and approved by the Highway Commission at its meeting held March 5, 1959, and by this reference said Exhibit R/W is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the attorney for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Unit #5 Section of the Banfield Expressway described as follows:

A parcel of land lying in the NW¼ NW¼ of Section 27, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon, and being a portion of that tract of land described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 1552, Page 219 of Multnomah County Records of Deeds; the said parcel being the East 30 feet of said property and being more particularly described as follows:

Beginning at a point 390 feet East of the Southwest corner of said NW¼ NW¼; thence North parallel to the West line of said subdivision 400 feet; thence East parallel to the South line of said subdivision 30 feet; thence South parallel to the West line of said subdivision 400 feet to the South line of said NW¼ NW¼; thence West along said South line 30 feet to the point of beginning.

The parcel of land to which this description applies contains 0.27 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Banfield Expressway, except there is granted the right of access from the said property to said 102nd Avenue off-leg connection to the Banfield Expressway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access point to be for private or residential use.

EXHIBIT "B-1" (cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 83 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

31263

EXHIBIT "B-2"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass-Jefferson Junction Section of the Pacific Highway described as follows:

A parcel of land lying in the Wm. Neil DLC also lying in the SE¼ of Section 10 and the SW¼ of Section 11, Township 9S, Range 3W, W.M., Marion County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 471, Page 293 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning at the SE corner of said William Neil DLC, said corner being the SE corner of the SW¼ SW¼ of said Sec. 11; thence North 0° 16' East along the East line of said claim 10.283 chains to the N.E. corner of said State of Oregon property; thence North 89° 25' West parallel to the South line of said Neil claim 1,727 feet more or less to a line which is parallel to and 160 feet Easterly of the Centerline of the Pacific Highway; thence South 16° 41'30" West parallel to said Centerline 435 feet, more or less to the North line of that tract conveyed to Ben and Rosa Lee Bennett by deed recorded in Book 387, Page 577 of Marion County Deed Records; thence South 89° 25' East along the North line of said Bennett tract 215 feet more or less, to the N.E. corner of said Bennett tract; thence South 16° 41'30" East along the East line of said Bennett tract 264 feet to the South line of said Neil DLC, said South line being the South line of said State of Oregon property; thence South 89° 25' East along said South line 1,711.45 feet to the place of beginning.

The parcel of land to which this description applies contains 27.15 acres, more or less.

WHEREAS, after consideration, the Commission find and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $8,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be and he hereby is, authorized and instructed to advertise

EXHIBIT "B-2" (cont)

the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, except there is access by way of frontage road.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 84 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

31265

EXHIBIT "B-3"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the 39th Ave.-102nd Ave. Section of the Banfield Expressway described as follows:

PARCEL A. A parcel of land lying in the NW¼ of Section 33, Township 1N, Range 2E, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southeast corner of Lot 32 of Block 6, Lee-Bow Park; thence South along the East line of Lee-Bow Park, 16.52 feet to the North line of Hassalo Street as extended; thence East along the North line of Hassalo Street 375 feet to the true point of beginning; thence West along the North line of Hassalo Street, a distance of 100 feet; thence North parallel to the East line of Lee-Bow Park, 155 feet, more or less, to a point 125 feet Southerly of (when measured at right angles to) the center line of the T.H. Banfield Expressway; thence Southeasterly in a straight line 120 feet, more or less, to a point 85 feet North of the true point of beginning; thence South 85 feet to the true point of beginning.

The parcel of land to which this description applies contains 12,000 square feet more or less.

PARCEL B. A parcel of land lying in the NW¼ of Section 33, Township 1N, Range 2E, W.M., Multnomah County, Oregon, and being a portion of that property described in those certain deeds to State of Oregon by and through its State Highway Commission recorded in Book 1325, Page 556 and in Book 1530, Page 398 of Multnomah County Records of Deeds; the said parcel being that portion of said property lying Southerly of a line which is parallel to and 30 feet Southerly of the center line of the connection road between N. E. Hassalo Street and N. E. Multnomah Street, which center line is described as follows:

Beginning at Engineer's center line Station HM 9+37.37, said Station being at the intersection of the center line of N.E. Hassalo Street with the center line of 91st Avenue; thence S 87° 55' 16" E, 38.86 feet; thence on a 238.73 foot radius curve left (the long chord of which bears N 83° 21' 24" E) 72.68 feet; thence N 74° 38' 04" E, 351.09 feet to Station 14+00, said center line crossing the East line of said NW¼ at Station 12+73.12.

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 11,761 square feet.

EXHIBIT "B-3" (cont)

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,600.00 for Parcel A and the sum of $3,530.00 for Parcel B, and the Commission is desirous of selling and disposing of said property at prices not less than the appraised amounts.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Banfield Expressway, as to Parcel A;

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 85 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

31267

EXHIBIT "B-4"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Hillsboro - One Way Street Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in the North half ($N\frac{1}{2}$) of Section 1, Township 1 South, Range 3 West, W.M., Washington County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon by and through its State Highway Commission recorded in Book 375, Page 85 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the South line of the Westbound traffic lane of the Tualatin Valley Highway and the Westerly line of County Road #1772 extended Southerly, said intersection being approximately opposite and 30 feet Southerly of Station 17+51 on the center line of said Westbound lane, said point also being 29 feet South and 420 feet West of the North quarter corner of said Section 1; thence South 9° 15' West, parallel to and 30 feet Westerly of said County Road center line extended Southerly 205 feet, more or less, to a point which is opposite and 30 feet Westerly of Station 2+40 on the center line of said County Road extended Southerly; thence South 70° 25' West, 35 feet to a point which is opposite and 50 feet Northerly of Station 18+50 on the center line of the Eastbound traffic lane of said Tualatin Valley Highway; thence Northwesterly parallel to and 50 feet Northeasterly of the center line of said Eastbound traffic lane 250 feet, more or less, to a point which is opposite and 50 feet Northeasterly of Station 21+00 on the center line of said Eastbound traffic lane; thence North 17° 33' 40" East, 132 feet, more or less, to a point which is opposite and 30 feet Southerly of Station 20+10 on the center line of said Westbound traffic lane; thence Easterly parallel to and 30 feet Southerly of the center line of said Westbound traffic lane 259 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 1.1 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $10,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised

EXHIBIT "B-4" (cont)

amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except there is granted the right of access from the said property to said highway right of way of a width not to exceed 30 feet at four points to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 86 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

31269

EXHIBIT "B-5"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Harbor Drive-Barbur Boulevard Section of the Pacific Highway described as follows:

A parcel of land lying in Block 20, West Portland Park, also lying in Section 31, Township 1S, Range 1E, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southeast corner of Lot 25 of said Block 20; thence West along the South line of said Lot 25, a distance of 65 feet; thence Northeasterly in a straight line to a point on a line which is parallel to and 30 feet South of the North line of said Block 20, said point being 55 feet West (when measured along said parallel line) from the East line of said Block 20; thence Northeasterly in a straight line to the North line of said Block 20, at a point which is 30 feet West of the Northeast corner of said Block 20; thence East along said North line 30 feet to the Northeast corner of said Block 20; thence South along said East line 100 feet to the point of beginning.

The parcel of land to which this description applies contains 5475 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $10,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway,

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 87 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

March 5, 1959

EXHIBIT "B-6"

Minutes of March 5 and 6, 1959

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Springfield Section of the McKenzie Highway described as follows:

> A parcel of land lying in Lot 3, Block 61, Washburne's Subdivision of Springfield Investment and Power Company's Addition to Springfield, Lane County, Oregon, and being a portion of that tract of land designated as Parcel No. 1 and described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 193, page 241, of Lane County Records of Deeds; the said parcel being described as follows:
>
> Beginning on the South line of said Lot 3 at a point which is 60 feet West of the Southeast corner of Lot 1, said Block 61; thence North parallel to the East line of said Lot 1 to the northerly line of said State of Oregon tract; thence northwesterly to the Northwest corner of said Lot 3; thence South to the Southwest corner of said Lot 3; thence East to the point of beginning, containing 2540 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et.Seq.

AND, BE IT FURTHER RESOLVED, that this Property Sale Resolution No. 88 be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

March 5, 1959

31271

EXHIBIT "C"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the City of Independence, an incorporated city in Polk County, Oregon, wishes to extend its boundaries and annex certain contiguous property, including a portion of the Monmouth-Independence Highway, Oregon State Primary Highway No. 43; and

WHEREAS, the City of Independence has requested the consent of the Oregon State Highway Commission for the annexation of a portion of said highway as hereinafter described; and

WHEREAS, the Oregon State Highway Commission is agreeable to the proposed annexation including said portion of the Monmouth-Independence Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the Oregon State Highway Commission as follows:

1. That the City of Independence, Polk County, Oregon may include within the boundaries of the city by a proposed annexation, that portion of the Monmouth-Independence Highway, Oregon State Primary Highway No. 43, described as follows:

> That part of the Monmouth-Independence State Primary Highway No. 43 being a roadway sixty (60) feet in width and extending from Highway Engineer's Station No. 1127+15.12 easterly along said highway to Highway Engineer's Station No. 1134+35.74, Polk County, State of Oregon,

said portion of said highway being located contiguous to and adjoining on the south the territory proposed to be annexed by the City of Independence, and which property is described as follows:

> Beginning at a point on the South line of the Monmouth-Independence State Highway, 1096.26 feet N. 89° 30' W. and 43.33 feet S. 0° 03½' E. from the Southeast corner of the Joseph Carmack Donation Land Claim No. 66 in Township 8 South, Range 4 West of the Willamette Meridian in Polk County, Oregon; and running thence N. 89° 47' W. 720.62 feet to the East line of the Gun Club County Road; thence N. 0° 03½' W. 531.0 feet along the East line of said Gun Club County Road, thence S. 89° 47' E. 720.62 feet; thence S. 0° 03½' E. 531.0 feet to the place of beginning. Excepting therefrom that part of said highway heretofore annexed to the City of Independence.

EXHIBIT "C" (Cont)

2. That this resolution be entered in full in the minutes and records of this Commission as Miscellaneous Resolution No. 229, this 5th day of March, 1959, and the Secretary is ordered to mail a duly certified copy hereof to the Mayor and City Council of the City of Independence, Oregon.

31273

EXHIBIT "D"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, Chapter 123, Section 14, Oregon Laws 1957 repealed Chapter 252, Section 5 Oregon Laws 1953 describing the Halfway Highway; and

WHEREAS, Chapter 123, Section 7, Oregon Laws 1957 amended Chapter 252, Section 2 of the Oregon Laws 1953 to provide that the Baker-Homestead Highway runs from a junction with the Old Oregon Trail in Baker, easterly via Richmond, Pine Valley, Copperfield and Homestead to the Oregon-Idaho state line; and

WHEREAS, State, in cooperation with the Idaho Power Company, has relocated and constructed a section of the Baker-Homestead Highway, State Primary Highway No. 12, around the Brownlee and Oxbow Dams known as the Richland-Copperfield Section in Baker County; and

WHEREAS, due to the relocation of the aforesaid section, portions of the right of way of the Baker-Homestead Highway, State Primary Highway No. 12; Halfway Highway, State Primary Highway No. 55; and Pine Creek Highway, State Secondary Highway No. 414 are no longer needed for right of way purposes and may be eliminated as sections of said original highways. Said sections to be eliminated are hereinafter designated as Units "A" and "B" as shown colored in red on Exhibit "A" attached hereto and by this reference made a part hereof and Units "C" and "D" as shown colored in brown on the attached Exhibit "A"; and

EXHIBIT "D" (Cont)

WHEREAS, Baker County and the State Highway Commission entered into an agreement on the 19th day of January, 1959, relating to the disposition of those certain sections of the said original Halfway Highway and Pine Creek Highway which are subject to elimination and hereinafter referred to as Units "A" and "B"; and

WHEREAS, said agreement provides that State, by resolution, would formally eliminate said Unit "A" as part of the Halfway Highway, State Primary Highway No. 55 and the state highway system and said Unit "B" as part of the Pine Creek Highway, State Secondary Highway No. 414 and the state highway system; and that all right, title and interest which State has in Units "A" and "B" would pass to and vest in County and County would accept all right, title and interest which State has in said Units "A" and "B" and would maintain said Units "A" and "B" as county roads so long as needed for the service of persons living thereon or communities served thereby; and

WHEREAS, in the judgment of the Highway Commission, Units "C" and "D" are no longer needed for state highway right of way purposes or for the service of persons living thereon or communities served thereby, or for any other public use and therefore, Unit "C" may be eliminated as part of the Halfway Highway, State Primary Highway No. 55 and Unit "D" may be eliminated as part of the former Baker-Homestead Highway, State Primary Highway No. 12 and that all right, title and interest which State has in the right of way of Unit "C" and Unit "D" shall pass to and vest in the abutting property owners; and

WHEREAS, in the judgment of the Highway Commission, certain other sections of right of way of the former and relocated Baker-Homestead Highway, together with sections of the original Halfway Highway and Pine Creek Highway, together with real property acquired by State for roadway and other public purposes, are needed and are valuable for public use and that title should remain in the public and said sections of said highways to which title is to be retained by State, are shown colored in green on the attached Exhibit "A". *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That by reason of the relocation of the Baker-Homestead Highway, State Primary Highway No. 12 in Baker County, certain sections of the original Baker-Homestead Highway, State Primary Highway No. 12; Halfway Highway, State Primary Highway No. 55; and Pine Creek Highway, State Secondary Highway No. 414; are no longer needed by the State of Oregon and are no longer required for the said new right of way of the said relocated Baker-Homestead Highway. The said sections to be eliminated are identified as Units "A", "B", "C", and "D" as shown on said Exhibit "A" and are described as follows: *

EXHIBIT "D" (Cont)

Unit "A"
All the land situated within the right of way boundary lines of the Halfway Highway as presently routed, beginning at Existing Highway Engineer's Centerline Survey Station 3+30 of said existing highway at the south line of the northwest quarter of the southeast quarter (NW$\frac{1}{4}$ SE$\frac{1}{4}$), Section 11, Township 9 South, Range 46 East, W. M.; thence northwesterly via said existing Halfway Highway to the southeasterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 1080+80 of the relocated Baker-Homestead Highway in the southeast quarter of the northwest quarter (SE$\frac{1}{4}$ NW$\frac{1}{4}$), Section 21, Township 8 South, Range 46 East, W. M.

Unit "B"
All the land situated within the right of way boundary lines of the Pine Creek Highway as presently routed, beginning at the northerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 812+80 of the relocated Baker-Homestead Highway at the north-south centerline of Section 10, Township 8 South, range 46 East, W. M.; thence northerly, easterly, and southerly via said existing Pine Creek Highway to the northerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 761+25 of said relocated Baker-Homestead Highway at the north-south centerline of Section 11, Township 8 South, Range 46 East, W. M.

Unit "C"
All the land situated within the right of way boundary lines of the Halfway Highway as presently routed beginning at the easterly right of way boundary line opposite Highway Engineer's Centerline Survey Station 182+37.3 of the original Baker-Homestead Highway in the southeast quarter of the southwest quarter (SE$\frac{1}{4}$ SW$\frac{1}{4}$), Section 15, Township 9 South, Range 46 East, W. M.; thence northeasterly via said existing Halfway Highway to Highway Engineer's Centerline Survey Station 3+30 of said existing Halfway Highway at the south line of the northwest quarter of the southeast quarter (NW$\frac{1}{4}$ SE$\frac{1}{4}$), Section 21, Township 8 South, Range 46 East, W. M.

Unit "D"
All the land situated within the right of way boundary lines of the Baker-Homestead Highway as formerly routed beginning where said highway is submerged by waters impounded by the Brownlee Dam at approximate Mile Point 44.84 of said highway as formerly routed in the

EXHIBIT "D" (Cont)

northeast quarter of the northeast quarter (NE¼ NE¼), Section 30, Township 9 South, Range 46 East, W. M. thence northeasterly via said highway as formerly routed to the easterly right of way line at approximate Mile Point 70.68 of said relocated highway in the southwest quarter of the northwest quarter (SW¼ NW¼), Section 9, Township 7 South, Range 48 East, W. M.

2. That pursuant to an agreement entered into with Baker County on the 19th day of January, 1959, Unit "A" as heretofore described and as shown colored in red on said attached map marked Exhibit "A", is hereby duly eliminated as a part of Halfway Highway, State Primary Highway No. 55 and Unit "B" as heretofore described and as shown colored in red on said attached Exhibit "A" is hereby duly eliminated as part of the Pine Creek Highway, State Secondary Highway No. 414 and all right, title and interest which State has in said Units "A" and "B" hereby pass to and vest in said Baker County. *

3. That Unit "C" as heretofore described and as shown colored in brown on said attached map marked Exhibit "A" is hereby duly eliminated as part of the Halfway Highway, State Primary Highway No. 55 and Unit "D" heretofore described and as shown colored in brown on said attached map marked Exhibit "A" is hereby duly eliminated as part of the former Baker-Homestead Highway, State Primary Highway No. 12; and all right, title and interest which State has in said Unit "C" and Unit "D" hereby pass to and vest in the abutting property owners. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 357 this 5th day of March, 1959, and the Secretary is ordered to mail certified copies hereof to the Baker County Court and to the Idaho Power Company.

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 357, under the heading "Abandonment and Retention", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31277

EXHIBIT "E"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Oregon State Highway Commission has relocated and realigned the Pacific Highway, State Primary Highway No. 1, in Josephine and Jackson counties; and

WHEREAS, due to the relocation and realignment of said highway, a portion of the former right of way is without designation or classification as a part of the Oregon State Highway system; and

WHEREAS, pursuant to ORS 366.220, the commission may designate, classify and reclassify the highways comprising the State Highway system as primary and secondary highways; and

WHEREAS, it is the judgment of the commission that the Redwood Highway, State Primary Highway No. 25, shall be extended to include that portion of the original Pacific Highway which is without designation or classification by reason of the relocation and realignment of said Pacific Highway and that said portion of the original Pacific Highway be classified as a primary highway; and

WHEREAS, it is the judgment of the commission that a certain portion of the original Pacific Highway extending from a point at or near Grants Pass to a point at which the original Pacific Highway is joined by the Sams Valley Highway, State Secondary Highway No. 271 at Rock Point, should be designated as the Rogue River Highway, State Primary Highway No. 60; and

WHEREAS, by reason of said classification and redesignation, it is necessary to revise the description for the Rogue River Loop Highway, State Secondary Highway No. 260,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Redwood Highway, State Primary Highway No. 25, be and it hereby is extended to include that portion of the original Pacific Highway, State Primary Highway No. 1, as shown colored in blue on Exhibit "A" attached hereto and by this reference made a part hereof, and that said Redwood Highway, State Primary Highway No. 25, is described as follows: *

> From a junction with the relocated Pacific Highway at or near Grants Pass, southwesterly via Kerby to the Oregon-California state line with a spur connection to the relocated Pacific Highway via "M" Street in Grants Pass.

EXHIBIT "E" (Cont)

2. That that portion of the original Pacific Highway extending from a point at or near Grants Pass, at which point the original Pacific Highway route connects the existing Redwood Highway, to a point where the original Pacific Highway joins the Sams Valley Highway, State Secondary Highway No. 271, as shown colored in green on Exhibit "A" is hereby designated as the Rogue River Highway, State Primary Highway No. 60 and is described as follows: *

> From a junction with the Redwood Highway in or near Grants Pass easterly to a junction with the Sams Valley Secondary Highway at Rock Point, a distance of approximately 2 miles west of Gold Hill.

3. That the route of the Rogue River Loop Highway, State Secondary Highway No. 260 as shown colored in yellow on Exhibit "A", is hereby re-described as follows: *

> From a junction with the Redwood Highway near Wilderville, thence northerly and easterly to a junction with the Redwood Highway in Grants Pass.

4. That this resolution be entered in full in the minutes and records of this Commission this 5th day of March, 1959 as Primary Highway Designation Resolution No. 27.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 27 under the heading "Primary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31279

EXHIBIT "F"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 5016, with Tom Lillebo Construction Co., for construction of the McKercher Bridge on the Halsey-Sweet Home Highway in Linn County, completed December 31, 1958.

"Contract No. 5018, with Valley Construction Co. and Tower Sales & Erecting Co., for the construction of the N. Jefferson Junction-Santiam Junction structures on the Pacific Highway in Marion and Linn Counties, completed January 21, 1959.

"Contract No. 5055, with Cascade Construction Co., for grading and paving on the Hancock Street-Multnomah Street and Stephens Street (Portland) Section of the Pacific East Highway (Northbound) in Multnomah County, completed September 11, 1958.

"Contract No. 5072, with Rogers Construction., Inc., for grading, paving and structures on the Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County, completed November 25, 1958.

"Contract No. 5090, with R. A. Heintz Construction Co., for grading on the West Unit, Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, completed January 23, 1959.

"Contract No. 5096, with Warren Northwest, Inc., for grading and paving on the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, completed February 2, 1959.

"Contract No. 5138, with Hudspeth Pine, Inc., for grading on the Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County, completed October 24, 1958.

"Contract No. 5157, with Roy L. Houck & Sons and Roy L. Houck Sons' Corp. for grading and paving on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County, completed January 19, 1959.

"Contract No. 5169, with Inter City Sand and Gravel Co., Inc., for construction of the Silvies River Bridge on the Harney County Road in Harney County, completed December 5, 1958.

EXHIBIT "F" (Cont)

"Contract No. 5212, with M. C. Lininger & Sons, for grading and paving on the Third Street-Green Springs Junction Section of the Pacific Highway in Jackson County, completed December 8, 1958.

"Contract No. 5231, with T. C. Wildish, for grading and paving on the Springfield Section of the McKenzie Highway in Lane County, completed November 7, 1958.

"Contract No. 5241, with Erick Enquist for construction of the Milton Creek Bridge on the Columbia Blvd. (Yankton Road) in Columbia County, completed January 30, 1959.

"Contract No. 5261, with Hamilton & Thoms, Inc., for construction of the Calapooya River Bridge on the Pacific Highway in Linn County, completed February 3, 1959.

"Contract No. 5270, with Trowbridge Electric Company, for installation of the Forest Grove Traffic Signals on Pacific Avenue and 19th Street in Washington County, completed January 22, 1959.

"Contract No. 5272, with Valley Construction Company, for construction of the Salt Creek (Whiteson) Bridge on the Whiteson Road in Yamhill County, completed February 20, 1959.

"Contract No. 5274, with Bechtel Bros., for grading and paving on the "H" Street-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County, completed December 6, 1958.

"Contract No. 5304, with Inland Construction Company, for construction of the Tualatin River (Shipley) Bridge on Market Road #12 in Clackamas County, completed February 20, 1959.

"Contract No. 5309, with James F. Turner, for construction of the Willow, McDowell and Oak Creek Bridges on FAS Roads 770 and 214 in Linn County, completed February 13, 1959.

"Contract No. 5355, with Serge R. Perrin, for construction of the Sandy Sand Storage Shed on the Mt. Hood Highway in Clackamas County, completed February 5, 1959.

"Contract No. 5358, with E. P. Baltz & Son, for roadside improvement on the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County, completed January 27, 1959.

"Contract No. 5374, with R. C. Marvel Construction Co., Inc., for grading on the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County, completed February 10, 1959.

EXHIBIT "F" (Cont)

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 79 shall be entered in the minutes and records of the Commission as of the 5th day of March, 1959.

31282

EXHIBIT "G-1"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Central Oregon Highway

Highway number 7 Route number US 20

Location of Termini	Established Speed M. P. H.
"A" Street and Connections (One-way Eastbound)	
From east city limits of Vale (M. P. 246.52) to east end of one-way couplet (M. P. 246.79)	35
Washington Street and Connections (One-way Westbound)	
From east city limits of Vale (M. P. 246.53W) to east end of one-way couplet (M. P. 246.79W)	35
Central Oregon Highway	
From east end of one-way couplet (M. P. 246.79) to a point 150 feet east of east end of one-way couplet (M. P. 246.82)	35

EXHIBIT "G-1" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 286 be entered in the minutes and records of the Commission as of the 5th day of March, 19 59.

EXHIBIT "G-2"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number US 101

Location of Termini	Established Speed M.P.H.
From south city limits of Florence (M.P. 190.98) to a point 0.27 mile south of south city limits of Florence (M.P. 191.25)	35

EXHIBIT "G-2" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 287 be entered in the minutes and records of the Commission as of the 5th day of March, 19 59.

EXHIBIT "G-3"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail Highway

Highway number 6 Route number US 30

Location of Termini	Established Speed M. P. H.
From southerly end of North Ontario Connection (Weiser-Payette Junction)(M. P. 416.18) to Fortner Street, north city limits of Ontario (M. P. 416.76)	45
From Verde Drive, west city limits of Ontario (M. P. 419.10) to a point 0.15 mile west of Sunset Drive (M. P. 419.37)	40 1/

1/ except that from a point 250 feet east of S. W. 13th Street (M. P. 419.00) to a point 500 feet west of Verde Drive (M. P. 419.19) the indicated speed shall be 20 MPH during the hours of school crossings.

EXHIBIT "G-3" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 288 be entered in the minutes and records of the Commission as of the 5th day of March, 19 59.

EXHIBIT "G-4"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon - Washington Highway

Highway number 8 Route number Oregon 11

Location of Termini	Established Speed M.P.H.
Between N.E. Fourth Avenue (M.P. 31.15) and a point 500 ft. north of N.E. Fifth Avenue (M.P. 31.30), north of Milton-Freewater	45 1/
Between a point 500 ft. north of N.E. Fifth Avenue (M.P. 31.30) and a point 250 ft. north of Ferndale Road (M.P. 33.96), north of Milton-Freewater	50

1/ except that between N. E. Fourth Avenue (M.P. 31.15) and a point 50 ft. north of N.E. Fifth Avenue (M.P. 31.21) the indicated speed shall be 20 M.P.H. during hours of school crossings.

EXHIBIT "G-4" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 289 be entered in the minutes and records of the Commission as of the 5th day of March, 19 59.

EXHIBIT "G-5"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Siuslaw Highway

Highway number 34 Route number Oregon 36

Location of Termini	Established Speed
	M.P.H.
Between a point 500 feet west of Depot Road (M.P. 22.46) and a point 0.13 mile west of Stagecoach Road (M.P. 22.75) in community of Swisshome	35

EXHIBIT "G-5" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 290 be entered in the minutes and records of the Commission as of the 5th day of March, 19 59.

EXHIBIT "H-1"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Pacific Highway is a primary state highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked in the triangular-shaped islands at the Sunnyside-Turner Interchange on the Pacific Highway, a short distance south of Salem; and

WHEREAS, the parking of vehicles within said islands creates a hazard to the travelling public by restricting sight distance for vehicles intending to enter the freeway at this location; and

WHEREAS, in the opinion of the Commission public travel and public safety require that parking of vehicles should be prohibited on said highway at said location.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles within the triangular-shaped islands of the Sunnyside-Turner Interchange on the Pacific Highway, south of Salem, at M. P. 59.32 creates a hazard to the travelling public by restricting sight distance for traffic entering the freeway at this location.

2. That the Commission does further find and declare that the parking of vehicles within said triangular-shaped islands of the Sunnyside-Turner Interchange should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

4. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

5. That this "No Parking" Resolution No. 193 be entered in the minutes and records of the State Highway Commission as of the 5th day of March, 1959.

31293

EXHIBIT "H-2"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Albany-Junction City Highway No. 58 (old US 99) is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, on the 11th day of December, 1958, the Commission adopted a resolution prohibiting parking on the shoulders of said highway in the vicinity of B street in the community of Tangent; and

WHEREAS, further investigation has disclosed that the "No Parking" resolution is not necessary for public safety and convenience;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that "No Parking" Resolution No. 190, prohibiting parking of vehicles on the easterly side of the Albany-Junction City Highway between B Street and a point 475 feet south of B Street, approved by the Commission at its meeting December 11, 1958 is hereby rescinded.

2. That the State Highway Engineer be and he hereby is instructed to remove "NO PARKING" signs at said location and take such other action as in his judgment is necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

3. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

4. That this "No Parking" Resolution No. 190-a be entered in the minutes and records of the State Highway Commission as of the 5th day of March, 1959.

EXHIBIT "I-1"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

1. John Day River Section of the Wasco-Heppner Highway in Sherman and Gilliam Counties.

2. Poker Creek-Mason Dam Section of the Sumpter Valley Highway in Baker County.

3. Forest Boundary-Haines Section of the Haines-Anthony Highway in Baker County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the John Day River Section of the Wasco-Heppner Highway, beginning at Highway Engineer's Station 289+18.54, a short distance northerly from the John Day River, and extending in a southerly and easterly direction to Highway Engineer's Station 306+79.29, southerly and easterly of the John Day River, together with map, which for identification purposes bears Sketch Map File No. 1R-3-1231 and the date of February 1959 (Right of Way Map No. 6B-26-6, dated November 1947), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.**

1b. That the survey of the Poker Creek-Mason Dam Section of the Sumpter Valley Highway, Baker County, beginning at Highway Engineer's Station 214+74.86 and extending in a westerly direction to Highway Engineer's Station 367+64, near the Mason Dam site on Powder River, together with map, which for identification purposes bears Sketch

EXHIBIT "I-1" (Cont.)

Map File No. 1R-5-1245, dated March 1959, (Right of Way Map No. 8B-12-16, dated December 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

1c. That the survey of the Forest Boundary-Haines Section of the Haines-Anthony Highway, Baker County, beginning at Highway Engineer's Station 385+98.99 and extending in a southerly direction to Highway Engineer's Station 14+27.67 in the town of Haines, together with map, which for identification purposes bears Sketch Map File No. 1R-5-1232, dated February 1959 (Right of Way Map No. 8B-12-2,3,4, dated November 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. **

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of non access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 5th day of March, 1959, as Survey Resolution No. 190.

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* The survey for the section of this highway between Engineer's Station 283+00 and Station 313+00 was approved by the Commission in July, 1955.

**FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 190, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-2"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Namorf-Harper Junction Section of the Central Oregon Highway in Malheur County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Namorf-Harper Junction Section of the Central Oregon Highway, Malheur County, beginning at Highway Engineer's Station 0.00, near the community of Harper, and extending in a westerly direction to Highway Engineer's Station 450+00, near the community of Namorf, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1251, dated February 1959 (Right of Way Map No. 8B-12-20, 21, dated February 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Central Oregon Highway as a "Throughway" within

the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 5th day of March, 1959, as Survey Resolution No. 191.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 191, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-3"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Dodson-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties, and in connection therewith to prepare a map showing the route and location of the said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Dodson-Cascade Locks Section of the Columbia River Highway, beginning at Highway Engineer's Station 1467+00, near the community of Dodson, and extending in an easterly direction to Highway Engineer's Station 1860+00 at the westerly edge of the city of Cascade Locks, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1255, dated March 1959 (Right of Way Map No. 5B-8-21, dated January 1935, and 6B-14-11, dated January 1945), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "I-3" (Cont.)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Columbia River Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law" and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 5th day of March, 1959, as Survey Resolution No. 192.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 192, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right

EXHIBIT "J-1" (Cont)

of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in

his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1088.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1088, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Washington County Line-Highlands Interchange Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State

EXHIBIT "J-2" (Cont)

are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and the maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of

EXHIBIT "J-2" (Cont)

real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1089.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1089, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Corvallis City Section of the Corvallis-Newport Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Corvallis City Section of the Corvallis-Newport Highway will be constructed, relocated or reconstructed upon right

of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Corvallis City Section of the Corvallis-Newport Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Corvallis City Section of the said Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-3" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1090.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1090, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31309

EXHIBIT "J-4"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blue Mountain Station - Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "J-4" (cont)

WHEREAS, portion of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Oregon-Washington Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the said Oregon-Washington Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in

his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1091.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1091, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-5"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-5" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-5" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1092.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1092, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31315

EXHIBIT "J-6"

Minutes of March 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any thoroughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to cer-

EXHIBIT "J-6" (cont)

tain parcels of real property. The said parcels of real property, or particular interests therein needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1093.

EXHIBIT "J-6" (cont)

*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1093, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-7"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Goble Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-7" (Cont)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Goble Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Goble Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1094.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1094, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and

EXHIBIT "J-8" (cont)

the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interest of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final

determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1095.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1095, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-9" (Cont)

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determina-

tion such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1096.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1096, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31327

EXHIBIT "J-10"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Poker Creek-Mason Dam Section of the Sumpter Valley Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Poker Creek-Mason Dam Section of the Sumpter Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made

EXHIBIT "J-10" (cont)

a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Poker Creek-Mason Dam Section of the said Sumpter Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1097.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1097, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31329

EXHIBIT "J-11"

Minutes of March 5 and 6, 1959

RESOLUTIO N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-11" (Cont)

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale -

EXHIBIT "J-11" (Cont)

Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1098.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1098, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-12"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-12" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1099.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1099, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31335

EXHIBIT "J-13"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the Nehalem River Bridges Section of the Nehalem Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or trace of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Nehalem River Bridges Section of the Nehalem Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-13" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Nehalem Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Nehalem River Bridges Section of the said Nehalem Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1100.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1100, under the heading "Real Property Condemnation Resolutions, and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31337

EXHIBIT "J-14"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "J-14" (Cont)

WHEREAS, portions of the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated McKenzie Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-14" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1101.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1101, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-15"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the

EXHIBIT "J-15" (Cont)

John Day-Burns Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the said John Day-Burns Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1102.

EXHIBIT "J-15" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1102, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-16"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedi-

ately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410 the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway will be relocated, constructed or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, it is the judgment of the Highway Commission that those properties to which Oregon Revised Statutes 374.405 apply should have such rights of access as may be permitted properly defined.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-16" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Three Mile Lane Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Three Mile Lane Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

4. That the relocation, construction, improvement and maintenance of the said McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

7. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1103.

EXHIBIT "J-16" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1103, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31347

EXHIBIT "J-17"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Portland-Bonneville Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-17" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Portland-Bonneville Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-17" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1104.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1104, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-18"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right

of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judg-

ment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959 as Condemnation Resolution No. 1105.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1105, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31353

EXHIBIT "J-19"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedi-

ately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fuliy as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

EXHIBIT "J-19" (Cont)

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1106.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1106, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-20"

Minutes of March 5 and 6, 1959

RESOLUT ION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Meda Section of the Little Nestucca Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the Little Nestucca Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and

required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the said Little Nestucca Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1107.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1107, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-21"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-21" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission s respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "J-21" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of March, 1959, as Condemnation Resolution No. 1139.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1139, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31361

EXHIBIT "K"

Minutes of March 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.345, the State Highway Commission is authorized to acquire real property or any interest therein for the development and maintenance of state parks by purchase, agreement, donation, or by the exercise of eminent domain; and

WHEREAS, pursuant to said statute, the Highway Commission has acquired by donation certain real property located in Multnomah County, Oregon, for the development of a state park; and

WHEREAS, said property is desirable for a state park because of its scenic beauty and geographic location, and establishing a state park therein will contribute to the general welfare of the people of this state and the motoring public; and

WHEREAS, the Highway Commission has previously officially listed all state parks by a prior resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED by this Commission as follows:

1. That the following real property as hereinafter described be and it hereby is designated as "The Portland Women's Forum State Park":

Beginning at the quarter section stake between Sections 25 and 36 in Township 1 North of Range 4 East of the Willamette Meridian; thence on half section line north 900 feet to a point in the center line of Rooster Rock Road; thence west 230 feet to a point in the center line of Rooster Rock Road, being County Road No. 481, as now surveyed and laid out; and thence in a southerly direction along the center line of said road to where said center line intersects the line first above described, being in the southeast quarter of the southwest quarter of said Section 25, Township 1 North of Range 4 East of the Willamette Meridian, EXCEPT that portion used for road purposes.

ALSO that certain tract beginning at a point north 500 feet along the half section line of Section 25 starting from the quarter section corner between Sections 25 and 36, Township 1 North, Range 4 East of the Willamette Meridian; running thence east parallel with the south line of said southeast quarter of Section 25 to the center line of Rooster Rock Road, being County Road No. 481; thence running northwesterly along the center line of said road till the same intersects the half section line of said Section 25 above mentioned; thence south along said half section line to the place of beginning, all being in said Section 25, Township 1 North, Range 4 East of the Willamette Meridian.

EXHIBIT "K" (Cont)

Beginning at a point in the west line of the southeast quarter of Section 25, Township 1 North, Range 4 East of the Willamette Meridian, which is located 437.50 feet North 3° 59' 30" East from the southwest corner of the said southeast quarter of Section 25; running thence on the west line of said Southeast quarter of Section 25, 62.50 feet to the northwest corner of a certain 3-acre tract deeded by Martha Dabney to the County of Multnomah November 7, 1927, and recorded in Book 1114 on Page 329, Deed Records; thence South 86° 58' 30" East on the north line of said 3-acre tract 177.61 feet to a point in the westerly boundary line of County Road No. 1129 thence southeasterly on said boundary line on a curve to left of 110 foot radius (the chord of which bears south 28° 6' East 0.99 feet) a distance of 0.99 feet to a point, thence South 74° 2' 20" West 189.48 feet to the place of beginning, all in Section 25, Township 1 North, Range 4 East of the Willamette Meridian, SUBJECT to all to the County of Multnomah; and EXCEPT the portions thereof in the Road.

2. Miscellaneous Resolution No. 125, recorded in the minutes and records of this Commission as of the 19th day of January 1955, is hereby amended by adding to the list of state parks included therein, the "The Portland Women's Forum State Park".

IT IS FURTHER ORDERED that this Miscellaneous Resolution No. 125-j be entered in the minutes and records of the Oregon State Highway Commission as of the 5th day of March, 1959, and the Secretary is ordered to mail a duly certified copy hereof to the County Commission of Multnomah County, Oregon.

VOLUME 44

PART I

PART I

OF

VOLUME XLIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1959

TO

JUNE 30, 1959

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Robert B. Chessman, Commissioner (Resigned April 26, 1959)
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner (Appointed April 27, 1959)

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1959	Subject
1	Apr. 16 /31363/	COMMISSION MEETING MINUTES APPROVED for March 5-6, 1959.
		PARKS SUPT. reported on following matters:
		MacLaren School boys use in state parks. Further discussion of operation cost and other problems.
		Lincoln County. Mollack Beach. Kean property. Acquisition of 8 acres for park purposes denied.
2	31364	Battle Rock State Park. Curry County. Request for toilet facilities deferred.
		Multnomah County. Portland International Airport north. Development of area for park purposes denied.
		Clackamas County. Oregon City west. Willamette Meteorite site. Signing of roads leading to site referred to Historical Society.
		Ona Beach. Lincoln County. Central Lincoln PUD agreement. Amended agreement to extend power line approved.
3	31365	Food concession leases approved for:
		Humbug Mt. State Park. Curry County.
		Beverly Beach State Park. Lincoln County.
		Cape Lookout State Park. Tillamook County. Bids to be received by auction for sale of wind-blown timber.
		Parks Budget - 1959. Transfer of $8,500 from construction to administration approved.
		Out-of-state travel. R. C. Dunlap to Spokane, April 8, 1959, for Columbia Basin Inter-Agency Committee confirmed.
		Ochoco Overlook Wayside. Crook County. Crooked River Bowmen Club to use portion for target range. Agreement to cover.
4	31366	Annual allowance to Park employees for uniforms approved.
		Lincoln County. Oregon Coast. Yaquina Bay south. 128 lots. Acceptance of Deed and payment of ½ delinquent taxes approved.
		Tumalo State Park. Deschutes County. Transfer of strip of land to County as county road approved.
		Champoeg State Park. Marion County. Agreement with National Park Service re study as national historical site approved.
		Recreation Division within State Parks organization discussed. Report accepted.
5	31367	MULTNOMAH COUNTY. Pacific Interstate Hwy. Portland. Destruction of homes-displacement of owners discussed briefly. NW Ice & Cold Storage Plant. New appraisals being made on the revised taking.
		REAL PROPERTY. Acquisition approved. EX. "A".
6	31368	MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		ACCESS CHANGES on two properties approved.
		DIRECT SALE OF EXCESS PROPERTY approved. EX. "B".
7	31369	SALE OF EXCESS PROPERTY authorized. EXS. "C-1" - "C-6".
8	31370	JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-Rock Point Section. Simpson property. Transfer of excess r/w to owner approved.

Page	Date 1959	Subject
8	Apr. 16 /31370/	DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Voyt property. Retaining wall easement. Quitclaim deed to County approved.
		CONDEMNATION OF REAL PROPERTY deferred.
		CONDEMNATION CASES tried. Counsel's report accepted.
11	31373	CONDEMNATION CASES settled. Counsel's report accepted.
12	31374	COURT CASES PENDING. Counsel submits report.
13	31375	CONDEMNATION CASES. Offers for property approved.
16	31378	PUC MATTERS re Hwy. Commission. Counsel reports: PUX 171: Oregon-California-Eastern Rwy. Co. Log Truck Stops at Grade Crossings. Order #36510 of 3/2/59. PUX 172: Great Northern Rwy. Co. Log Truck Stops at Grade Crossings. Order #36493 of 2/26/59. PUX 299: Jackson County. Rogue River RR Overcrossing. Order #36582 of 3/12/59. PUX 302: Jackson County. Green Springs Hwy. Keen Creek Dam Overcrossing. Order #36560 of 3/2/59.
17	31379	PUX 303: Lane County. Wildcat Creek Overcrossing. Order #36583 of 3/12/59.
		LEGAL DEPARTMENT. Counsel reports:
18	31380	State of Oregon vs Fred P. and Sam D. Rawson cases - L-2027 and L-2028. Dismissal authorized. Dale Prow case - L-3206. Settlement of real property taxes on pro rata basis approved. Harlan B. and Ora Weaver Carter case - L-2699. Payment for extra income tax costs approved. Linn County. Pacific Hwy. Murder Creek Interchange area. Shell Oil-Texaco Oil property. Change in restrictions approved.
19	31381	Tillamook County. State park land. Homstad timber trespass. Settlement with Fidelity & Deposit Co. of Maryland approved. Multnomah County. Sunset Hwy. Highlands Interchange. Preble property. Delay in payment for property explained by Counsel.
		SERVICE PINS. Presentation of 40-year pins to Glenn S. Paxson and P. M. Stephenson.
20	31382	AWARD OF CONTRACTS. Engineer reports awards.
		LOAD LIMITS. Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. MP 2.50 - MP 37.50. Reduced load limit approved.
21	31383	CONSTRUCTION SPEED ZONE established as follows: Douglas County. Pacific Hwy. Comstock-Anlauf Section.
		UNFINISHED BUSINESS MATTERS discussed: MACLAREN SCHOOL BOYS USE IN STATE PARKS. Reported on earlier. SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. John Day River mouth. Hwy. access-park development report not ready. RECREATION DIVISION WITHIN STATE PARKS ORGANIZATION. Reported on earlier. MALHEUR COUNTY. Nyssa. Hwy. Department property transfer to City. Request for relief from restrictions in deed approved.
		SURVEYS ADOPTED for the following:
22	31384	Malheur County. Central Oregon Hwy. Juntura-Horsehoe Bend Section. HX. "I-1". Morrow County. Heppner-Spray Secdy. Hwy. Chapen Creek Section. HX. "I-2".

Page	Date 1959	Subject
22	Apr. 16 /31384/	Douglas County. Elkton-Sutherlin Secdy. Hwy. Smith Crossing-Kellogg Unit. Elkton-Kellogg Section. EX. "I-3".
		Lake County. Fremont Hwy. Valley Falls-White Rock Section. EX. "I-2".
		Tillamook County. Netarts Secdy. Hwy. Tillamook River Bridge Section. EX. "I-2".
		Multnomah County. Pacific Hwy. North Portland Harbor-North Russell St. Section (Minnesota Ave. route). EX. "I-4".
		Clackamas County. Cascade Secdy. Hwy. Hilda St.-Beaver Creek Road Section. EX. "I-2".
		WALLOWA COUNTY. Wallowa Lake Hwy. Lostine By-pass. Project deferred. $200,000 to be reallocated.
		CURRY COUNTY. Oregon Coast Hwy. State line. Additional r/w needed for erection of 2 large pylons. Crissey option denied.
23	31385	CLACKAMAS COUNTY. Market Road 31 (FAS). County's proposal to deposit $100,000 match funds for project accepted.
		STATE TAX STREET FUNDS. First half and second half of 1958. Plans approved. EX. "D".
		BENTON COUNTY. Albany-Corvallis Hwy. Corvallis area. Willamette River. Erosion correction agreement with Army Engineers approved.
24	31386	UMATILLA COUNTY. Hermiston. 1st St.-Main St. Jct. Installation of flashing beacon approved.
		COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 1:30 p.m.
		MULTNOMAH-CLACKAMAS COUNTIES. 82nd Avenue. Flavel St.-Sunnyside Ave. Section. Request for cooperation in illumination denied.
25	31387	MULTNOMAH COUNTY. State cooperation for traffic signal installations: NE Portland Secdy. Hwy. St. Johns Bridge east. Approved.
		Beaverton-Hillsdale Hwy. SW 25th Ave. Jct. School crossing signal approved.
		COOS COUNTY. Oregon Coast Hwy. Bullards Bridge. Request of County for State to assume outstanding bonds re bridge cost denied.
		UNION LABOR CONTRACTS (new). Fringe benefits granted to be absorbed in contractors' labor bills as part of force account bills
26	31388	EXTENSIONS OF TIME to complete contracts as follows: #5312 approved; #5239 denied.
		CONTRACTS completed and accepted. EX. "E".
		FAS COUNTY ROAD PROJECTS - 1960. Aporoved for Clackamas-Douglas-Jackson-Malheur Counties.
27	31389	LANE COUNTY. Eugene area. Patterson Gravel Bar. Sale of Bar to U of O to be negotiated.
		COOS COUNTY. Coquille. US Plywood Corporation property. Acquisition of 5 acres authorized for maintenance building.
28	31390	SPEED ZONES ESTABLISHED as follows:
		Lane County. Siuslaw Hwy. Territorial Hwy.-Slough Bridge Section. EX. "H-1".
		Malheur County. Old Oregon Trail. Nyssa-Short Line RR Underpass Section. "H-2".
		Umatilla County. Columbia River Hwy. Umatilla area. EX. "H-3".

Page	Date 1959	Subject
28	Apr. 16	Clatsop County. Oregon Coast Hwy. Arch Cape. EX. "H-4".
	/31390/	Malheur County. Weiser Spur Hwy. EX. "H-5".
29	31391	TRAVEL - OUT OF STATE approved for seven employees.
		TRAVEL INFORMATION DIVISION. Advisory Committee. Appointment of Robert E. Booth of Eugene approved.
		LANE COUNTY. Springfield-Creswell Hwy. Cloverdale-Coast Fork Section. Abandonment resolution adopted. EX. "F".
30	31392	UMATILLA COUNTY. Oregon-Washington Hwy. Weston-Milton-Freewater Section. Abandonment agreement approved.
		LANE COUNTY. McVay Secdy. Hwy. Undercrossing area. Wildish haul road permit. Old permit cancelled. New permit granted.
		SURPLUS GOVERNMENT EQUIPMENT. Agreement with Oregon Counties to procure equipment approved.
		CROOK COUNTY. Paulina Secdy. Hwy. US Bureau of Reclamation material sites. "License for Removing Roadbuilding Materials" approved.
31	31393	SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for May 28-29 - regular; July 2-3 or 9-10, 1959, - tentative.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Sheridan St.-Montgomery St. Urban Renewal Project. Installation of 2 signs approved.
		JACKSON COUNTY. Crater Lake Hwy. Shady Cove area. Installation of phone booth approved.
		DELEGATION PROBLEMS discussed.
		DESCHUTES COUNTY. Central Oregon Hwy. Bend-Burns Section. Jackson property. Fencing agreement approved.
		WASHINGTON COUNTY. Wilson River Hwy. Forest Grove-Glenwood Section (temporary). Certain r/w transferred to County. EX. "G".
32	31394	LANE COUNTY. "Q" Street Interchange Section. Eugene east. Garden Way area. Box culverts installation at County's expense approved.
		COOS COUNTY. Oregon Coast Hwy. Bandon-Coquille Section (old). Designation as "Oregon Hwy. Route 42 South" approved.
		INTERSTATE CONSTRUCTION PROGRAM. BPR letter states Oregon leads nation in construction program.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "J-1" - "J- 24 ".
33	31395	LAKE COUNTY. Engineer to investigate and report on requests:
		Winnemucca-to-the-Sea Route. Adel S[illegible]-Nevada State Line Section. State to take over section.
		Warner Secdy. Hwy. Adel-Plush Section. County to take over.
		CONTRACTS. Award of contracts publicly announced.
37	31399	MULTNOMAH COUNTY. Eastbank Freeway. Portland. Stores property. Settlement approved.
		STATUS OF PROJECTS FOR BID LETTINGS. Discussion re these projects.
		AGREEMENTS and other papers signed.
39	31401	COMMISSION MEETING ADJOURNED at 3:15 p.m.
40	Apr. 17	COMMISSION MEETING RECONVENED at 10:00 a.m.
	/31402/	DELEGATIONS:
		Gilliam-Wheeler-Grant Counties. Delegation requests following:
		John Day Hwy. improvement discussed.
42	31404	John Day Fossil Beds improvements referred to Parks Supt.
		Devils Butte marker referred to Parks Supt.

Page	Date 1959	Subject
42	Apr. 17 /31404/	Curry County. Port Orford. Battle Rock State Park. Request for toilet facilities deferred.
		Wasco County. The Dalles-California Hwy. Tygh Grade Section. Hwy. improvement urged.
43	31405	CONDEMNATION. Morrow County. Heppner-Spray Secdy. Hwy. Chanin Creek Section. Wheeler Timber Co. land. EX. "J-25".
		MORROW-UMATILLA COUNTIES. Columbia River Hwy. $230,000 Reserve Primary Funds earmarked for hwy. No action.
44	31406	WINNEMUCCA-TO-THE-SEA ROUTE. Invitation from Klamath-Lake Counties to go over route in May. No action.
		COMMISSION MEETING ADJOURNED at 11:30 a.m.

31407	EXHIBIT "A".	Real property acquisition.
31408	EXHIBIT "B".	Direct sale of excess property.
31410	EXHIBITS "C-1" - "C-6".	Sale of excess property.
31419	EXHIBIT "D".	State Tax Street Funds.
31421	EXHIBIT "E".	Contracts completed and accepted.
31423	EXHIBIT "F".	Lane County. Springfield-Creswell Hwy. Cloverdale-Coast Fork Section. Abandonment resolution.
31426	EXHIBIT "G".	Washington County. Wilson River Hwy. Forrest Grove-Glenwood Section (temporary). R/W transfer to County.
31428	EXHIBITS "H-1" - "H-5".	Speed zones established.
31438	EXHIBITS "I-1" to "I-4".	Surveys
31447	EXHIBITS "J-1" - "J-25.	Condemnations.

Page	Date 1959	Subject
1	May 4 /31517/	GLENN L. JACKSON - COMMISSIONER. Chairman McIver introduced Mr. Jackson, who replaces Mr. Robert B. Chessman.
		PARKS SUPT. reported on following matters:
		Cape Arago State Park. Coos County. Pole line agreement with US Coast Guard. 5-year extension approved.
		Detroit Lake State Park. Lakeshore-Mongold areas. Revised agreement with US Forest Service re use of areas approved.
		Clackamas County. Willamette Meteorite site. Request for directional signing to site denied.
2	31518	Battle Rock State Park. Curry County. Installation of temporary toilet facilities approved.
		REAL PROPERTY. Acquisition approved. EX. "A".
		Cortanovich-Beeman-Kelley-Weyerhaeuser-Reiber properties. Acquisition of r/w authorized.
3	31519	SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-3".
		ACCESS CHANGES on two properties approved.
		LANE COUNTY. Siuslaw Hwy. Bear Creek Section. Pheiffer property. Change in access restrictions to include timber approved.
4	31520	CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C- 8 ".
		CONDEMNATION CASES tried. Counsel's report accepted.
5	31521	MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. Armentrout case. Settlement approved.
		MALHEUR COUNTY. Central Oregon Hwy. Transfer of contract #5347 to Clarence Braden approved.
6	31522	AWARD OF CONTRACTS. Engineer reports awards.
		LOAD LIMITS on following confirmed:
		Douglas County. Crater Lake North Secdy. Hwy.
		Douglas County. West Diamond Lake Secdy. Hwy.
		Douglas-Klamath Counties. East Diamond Lake Secdy. Hwy.
		Umatilla-Union Counties. Weston-Elgin Secdy. Hwy.
		MP 2.50 - MP 10.69. Removed.
7	31523	MP 10.69 - MP 37.50. Posted.
		SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Wasco-MP 11.73 Section. Reclassified to Group I status.
		JOSEPHINE COUNTY. Rogue River Loop Secdy. Hwy. Grants Pass. "G" St. Jct. Flashing beacon approved.
		JOSEPHINE COUNTY. Pacific Hwy. Glendale Jct. Flashing beacon approved.
		INCREASE IN PROJECT AUTHORIZATION for contract #5312 approved.
8	31524	INTERSTATE BRIDGES. Pacific Hwy. Taller & Cooper, Inc. Contract awarded pending Washington Toll Bridge Authority approval.
		LANE COUNTY. McKenzie Hwy. Springfield east. Permit granted Chamber of Commerce to erect sign on hwy. r/w.
		LANE COUNTY. McKenzie Hwy. MP 55.75. Permit granted to erect "Welcome" sign on hwy. r/w.

Page	Date 1959	Subject
8	May 4 /31524/	LANE COUNTY. Siuslaw Hwy. Mapleton east. RR Grade Crossing. Agreement with SPRR Company re illumination on 50-50 basis approved.
		CENTRAL OREGON HIGHWAY. Cooperative fencing agreements as follows:
		Lake County. Harney County Line west. G. I. Ranch Division of Lelco, Inc., property. 14.54 miles. Approved.
		Crook County. Crooked River Secdy. Hwy. Jct. west. Simonsen property. 1.6 miles. Approved.
9	31525	LEGISLATIVE MATTERS. Astoria Bridge bond issue of $24,000,000 and Hwy. 42 bond issue of $4,000,000. Discussion of procedure.
		INSPECTION TRIP through Southern Oregon via US 99 and Winnemucca-to-the-Sea route. May 30-June 2.
		TRAVEL - OUT OF STATE approved for one employee.
10	31526	LETTER FROM BEN R. CHANDLER commending Gov. Hatfield on selection of Glenn L. Jackson to Hwy. Commission.
		PARKS. Advisory Committee vacancy due to Mr. Jackson's resignation. Name of Mr. Bazett of Grants Pass submitted to Gov. Hatfield.
		LEGISLATIVE MATTERS. Change budget from calendar year to fiscal year basis (July 1 to June 30). Discussion. No action.
		AGREEMENTS and other papers signed.
12	31528	COMMISSION MEETING ADJOURNED at 11:30 a.m.

31529	EXHIBIT "A". Real property acquisition.
31530	EXHIBITS "B-1" - "B-3". Sale of excess property.
31534	EXHIBITS "C-1" - "C-8". Condemnations.

Page	Date 1959	Subject
1	May 28 /31558/	COMMISSION MEETING MINUTES APPROVED for April 16-17, and May 4, 1959.
		PARKS SUPT. reported on following matters:
		Beverly Beach State Park. Lincoln County. Amended agreement with Lincoln PUD re power line extension approved.
		Humbug Mt. State Park. Curry County. Sale of damaged timber approved.
		Cove-Palisades State Park. Jefferson County. Flooding of park by Round Butte Dam construction discussed.
2	31559	Advisory Committee. Appointment to fill vacancy still pending.
		Thomas Condon-John Day Fossil Bed State Park. Grant County. Development and acquisition of land for park authorized.
		Central Oregon. Additional waysides and park areas development to be considered.
		Sea Lion Caves. Lane County. Proposed acquisition discussed. Report to be made.
3	31560	Deschutes County. Smith Rock area. Acquisition of land for park purposes authorized.
		Advisory Committee Meeting. Roseburg. May 15, 1959. Parks Supt. presented report on the meeting.
		Devil's Lake State Park. Lincoln County. Taft-Nelscott-Delake Water District agreement. Pipe line extension to east side of park approved.
		REAL PROPERTY. Acquisition approved. EX. "A".
4	31561	MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		DIRECT SALE OF EXCESS PROPERTY on 3 parcels approved.
		SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-3".
5	31562	DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Pacific Hwy. Jct. Hutchins-Miller property. 2 points of access granted.
		DOUGLAS COUNTY. Pacific Hwy. Shady-Canyonville Section. Exchange of easements with Pacific Tel. & Tel. Company approved.
		JACKSON COUNTY. Pacific Hwy. Medford-County Farm Section. Hays-Skjaerlund property. Access change approved.
		MULTNOMAH COUNTY. Pacific Hwy. Interstate Bridge Section. "Encroachment Permit" granted to the Westerlunds.
		BAKER COUNTY. Old Oregon Trail. Gales-Lime Section. Portland Cement Company quarry. Material removal agreement approved.
6	31563	DOUGLAS COUNTY. Oregon Coast Hwy. Florence-Lake Tahkenitch Section. 1.37 acres excess land deeded to the McConnells as requested by US Forest Service.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "L-1" - "L-22".
		CONDEMNATION CASES tried. Counsel's report accepted.
8	31565	CONDEMNATION CASES settled. Counsel's report accepted.
10	31567	COURT CASES PENDING. Counsel submits report.
		CONDEMNATION CASES. Offers for property confirmed.
15	31572	PUC MATTERS re Hwy. Commission. Counsel reports:
		PUX 150: Fixing train speeds in cities 100,000 or less on Coos Bay Branch of SP Company.

Page	Date 1959	Subject
5/31572/ 16	May 28	PUX 294: Union County. Hilgard Detour RR Overcrossing.
	31573	PUX 306: Sherman County. Wasco-Heppner Secdy. Hwy. Hay Canyon Creek RR Grade Crossing.
		PUX 308: Baker County. Old Oregon Trail. Pleasant Valley RR Overcrossing.
		PUX 310: Deschutes County. Redmond RR Grade Crossing.
		PUX 313: Klamath County. Weyerhaeuser Timber Company private road. Two county road crossings.
		PUX 314: Benton County. Conroy area. County Road. RR Sour Track Grade Crossing.
		PUX 316: Lane County. McKenzie Hwy. Judkins Point RR Overcrossing.
17	31574	PUX 317: Lane County. Pacific Hwy. Judkins Point RR Overcrossing.
		PUX 318: Lane County. County Road #321. RR Grade Crossing.
		LEGAL DIVISION. Counsel reports:
		J. Earl Shaffer - Northwestern Mutual Ins. Co., vs Arthur Douglas Tiller - State Hwy. Commission. Action to quash motion.
		Florence Taylor vs Greyhound Bus Company and State Hwy. Commission. Action to secure dismissal.
		Counsel to initiate appeal to Supreme Court on following:
		State of Oregon vs John Ropp. Linn County.
		James W. Morrison, et al, vs State of Oregon. Marion County.
18	31575	LEGISLATIVE MATTERS. Change of Hwy. Grade Bill. Revised bill to be presented to Gov. Hatfield.
		AWARD OF CONTRACTS. Engineer reports awards.
19	31576	CONSTRUCTION SPEED ZONES established as follows:
		Coos County. Oregon Coast Hwy. Bullards Bridge area and Coquille-Bandon Hwy. Jct.-June Ave. west.
		Coos County. Coquille-Bandon Secdy. Hwy. MP 17.28 - MP 16.97.
		Douglas County. Pacific Hwy. Fords Bridge Section.
		Union County. Old Oregon Trail. Perry-Oro Dell Section.
		LOAD LIMITS REMOVED from:
		Union County. Weston-Elgin Secdy. Hwy. MP 30.3 - MP 37.5.
		Deschutes County. Century Drive Secdy. Hwy. MP 1.92 - MP 11.65.
		Douglas County. Crater Lake North Secdy. Hwy. MP 0.0 - MP 3.81.
		Douglas County. West Diamond Lake Secdy. Hwy. MP 8.0 - MP 23.89.
		Douglas-Klamath Counties. East Diamond Lake Secdy. Hwy. Entire length.
20	31577	CLACKAMAS COUNTY. Cascade Secdy. Hwy. Oregon City-Liberal Section. Reclassified to Group I.
		JACKSON COUNTY. Little Butte Creek Secdy. Hwy. Crater Lake Hwy. Jct.-MP 15.6 Section. Reclassified to Group I.
		UNFINISHED BUSINESS MATTERS discussed:
		SHERMAN-GILLIAM COUNTIES. John Day River mouth. Development as park area.
		LANE COUNTY. Patterson Bar. Eugene area. Sale of remaining 92 acres to U of Oregon authorized.
		WINNEMUCCA-TO-THE-SEA ROUTE. Adel-Nevada State Line. Proposal of Lake County that State take over route deferred.

Page	Date 1959	Subject
20	May 28	CENTRAL OREGON. Additional park areas and facilities requested.
	/31577/	CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Determination of technical and legal aspects re bridge.
21	31578	SURVEYS ADOPTED for the following: (EX. "K"). Polk County. Dallas-Rickreall Hwy. Academy St.-Coast Jct. Jackson County. Lake of the Woods Hwy. West Unit. Forest Boundary-Klamath County Line Section. Lane County. Clear Lake-Belknap Springs Hwy. McKenzie Hwy.-Belknap Springs Section. Jackson County. Crater Lake Hwy. East Unit. Lost Creek-Cascade Gorge Section.
		INCREASE IN PROJECT AUTHORIZATION for contracts #5247-#5273 approved.
22	31579	MULTNOMAH COUNTY. Portland. Centennial Grounds. Use of Bailey Bridge at request of Governor's office approved.
		COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m.
		BIDS RECEIVED MAY 5 and MAY 26 discussed.
		JACKSON COUNTY. Rogue River. Depot Street RR Grade Crossing. Flashing signal authorized. Request for RR cooperation on cost-maintenance basis authorized.
		FAS COUNTY ROAD PROJECTS approved for Lincoln-Sherman Counties.
23	31580	EXTENSIONS OF TIME to complete contracts acted upon.
24	31581	CONTRACTS completed and accepted. EX. "C".
		LEGISLATIVE MATTERS. Highway 42. Issuance of bonds authorized by 1959 Legislature for hwy. improvement discussed. Deferred.
		SPEED ZONES AND NO PARKING ZONES ESTABLISHED as follows: Douglas County. Umpqua Hwy. Hardscrabble Creek Road area. Speed zone. EX. "H-1". Tillamook County. Oregon Coast Hwy. MP 53.71 - MP 54.27. Speed zone. EX. "H-2".
25	31582	Polk County. Monmouth-Independence Hwy. MP 0.99 - MP 1.28. School crossing speed zone. EX. "H-3". Washington County. Tualatin Valley Hwy. SW 90th Ave. area. No parking zone. EX. "I-1". Douglas County. Oakland-Shady Secdy. Hwy. Oakland. Shricker & Inda Auction area. No parking zone. EX. "I-2".
		TRAVEL - OUT OF STATE approved for two employees.
26	31583	BAKER COUNTY. John Day Hwy. Baker-Unity Hwy. Jct. Removal of stop signs approved. EX. "J".
		SUNSET HIGHWAY. Oregon American Logging Company RR span. Dismantled span sold to State Forester.
		INSPECTION TRIP to southwestern Oregon. Itinerary for trip presented. No action.
		MULTNOMAH COUNTY. Portland. Lambert Gardens. Request for directional signs on hwys. within city denied.
		ABANDONMENT RESOLUTIONS approved for following: Jackson County. Crater Lake Hwy. Trail Creek Bridge Section. EX. "D-1". Josephine County. Rogue River Loop Secdy. Hwy. River Banks Farm Section. EX. "D-2".

Page	Date 1959	Subject
26	May 28 /31583/	WELCOME SIGNS approved for: Benton-Lane Counties. Pacific Hwy. West. MP 104.32. Lane County. Albany-Junction City Hwy. MP 30.28.
27	31584	CENTENNIAL SIGNS expire in 1960 and non-renewable. Approved for: Pacific Hwy. Signs (8) re Jackson County Centennial Ass'n. SECRETARY'S REPORT of papers signed approved. COMMISSION MEETING DATES set for July 2-3 - regular; August 13-14, 1959, - tentative. COOS COUNTY. Coquille. Agreement dated December 9, 1955 re 1-way traffic routing. Supplemental modifying agreement approved. SPEED ZONES AND SIGNS AT POINTS OF ENTRY approved for: (EXS. "H-4" & "H-5") Pacific Hwy. Salem By-pass Section. 55 MPH. Banfield Expressway. Western terminus to 102nd Ave. 55 MPH. Pacific Hwy. Salem-Albany Section. 70 MPH.
28	31585	TRUCKS-TRAILERS. Rubber or Rubber-Air Springs use. New type of springs approved as legal springs for State. SHERMAN COUNTY. Biggs. Columbia River Bridge (proposed). Meeting with Toll Bridge Authority, June 19, re bridge approach. EXCESS US GOVERNMENT EQUIPMENT for use by Counties. Procedure discussed. Resolution approved. EX. "E". MULTNOMAH-CLACKAMAS COUNTIES. 82nd Avenue. Flavel St.-King Road Section. Installation of 2 traffic signals approved.
29	31586	LANE COUNTY. Pacific Hwy. County Line-Judkins Point Section. Concrete approved for paving this section. JACKSON COUNTY. Crater Lake Hwy. Eagle Point area. Installation of 2 historical signs approved. MULTNOMAH COUNTY. Banfield Expressway. 102nd Ave. Fred Meyer Shopping Center. FA Urban funds authorized for roadways construction. LANE COUNTY. Eugene C of C requests to be investigated as follows: Pacific Hwy. Albany-Harrisburg Section. Speed zone. Pacific Hwy. Albany-Halsey Section re opening upon completion. DELEGATION PROBLEMS discussed.
30	31587	CONTRACTS. Award of contracts publicly announced.
34	31591	WASCO-SHERMAN COUNTIES. Deschutes River Mouth. Development for park purposes discussed. Investigation and report authorized. COMMISSION MEETING ADJOURNED at 3:25 p.m.
35	May 29 /31592/	COMMISSION MEETING RECONVENED at 10:00 a.m. DELEGATIONS: PACIFIC HWY. WEST. Junction City-McMinnville Section. West Side Hwy. Ass'n. & McMinnville C of C urged hwy. improvements.
36	31593	
37	31594	POLK COUNTY. Dolph Corner-Dallas Secdy. Hwy. County Court agrees to accept hwy. if Dallas-Polk Station Road becomes state hwy.
38	31595	CROOK COUNTY. Crooked River Hwy. Entire length. Request for hwy. rerouting via Roberts. Financing discussed. Report.
39	31596	UMATILLA COUNTY. Umatilla-Stanfield Hwy. Deadman's Curve to be improved cooperatively.
40	31597	BENTON COUNTY. Corvallis-Newport Hwy. Corvallis-Philomath Section. Throughway resolution adopted. EX. "F".

Page	Date 1959	Subject
40	May 29 /31597/	HARNEY COUNTY. John Day-Burns Hwy. Burns north. Clemens property. Commercial access granted.
		MT. HOOD FOREST HWY. PROJECT. Revised agreement with BPR re removal of 2 power poles approved and signed.
		KLAMATH COUNTY. Lake of the Wood Hwy. Klamath Lake Hwy. Jct.-Lake of the Woods Jct. Section. Reclassified to Group I.
		HOUSE TRAILERS 55' overall. Permits authorized.
41	31598	ROAD CONSTRUCTION PROGRAM STATUS. Engineer explained status of program for benefit of Commissioner Jackson.
		LEGAL DIVISION. Counsel presents:
		Clatsop County. Oregon Coast Hwy. Seaside. Roosevelt Drive. State vs Esther C. Case. Settlement approved.
		Condemnations. Additional condemnations approved. EXS. "L-23" - "L- 28 ".
		Lane County. Eugene-Springfield Secdy. Hwy. Amended throughway resolution adopted. EX. "G".
42	31599	UMATILLA COUNTY. Old Oregon Trail. Meacham east. BPA 8 Towers and 2 Crossing Sites. Expenditure for reconstruction authorized.
		WASHINGTON COUNTY. Pacific Hwy. West. Tigard-Newberg Section. Voget property. Change of access points approved.
		TRAVEL INFORMATION DIVISION. Advisory Committee. Advertising contract renewed for 1 year with Cole and Weber Agency.
		CAPITOL GUIDE SERVICE to be placed under Travel Information Division as of July 1, 1959.
		AGREEMENTS and other papers signed.
43	31600	COMMISSION MEETING ADJOURNED at 12:00 noon.

31601	EXHIBIT "A". Real property acquisition.
31602	EXHIBITS "B-1" - "B-3". Sale of excess property.
31606	EXHIBIT "C". Contracts completed and accepted.
31608	EXHIBITS "D-1" - "D-2". Abandonment resolutions.
31613	EXHIBIT "E". Excess US Government equipment for use by Counties.
31618	EXHIBIT "F". Benton County. Corvallis-Newport Hwy. Corvallis-Philomath Section. Throughway resolution.
31620	EXHIBIT "G". Lane County. Eugene-Springfield Secdy. Hwy. Amended throughway resolution.
31621	EXHIBITS "H-1" - "H-5". Speed zones established.
31631	EXHIBITS "I-1" - "I-2". No parking zones established.
31633	EXHIBIT "J". Baker County. John Day Hwy. Baker-Unity Hwy. Jct. Removal of stop signs.
31635	EXHIBIT "K". Surveys.
31638	EXHIBITS "L-1" - "L-28". Condemnations.

Salem, Oregon
April 16, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. G. S. Paxson, Assistant Highway Engineer, was excused because of illness.

The Commission approved the minutes of the meeting held March 5 and 6, 1959.

The Parks Superintendent reported on the following park matters:

Use of boys from MacLaren School in state parks: The Parks Superintendent stated that as previously instructed he had discussed with the Engineer and the Chief Counsel the matter of costs in the use of MacLaren School boys in state parks and also the matter of how far the Commission could go in this type of cooperation without illegal use of gas tax funds. It was pointed out by the Chief Counsel that expenditures would constitute a diversion of gas tax monies if the expense was greater in using the boys than it would be if the work was performed by other means. In using the boys in parks work it has been found, the Parks Superintendent stated, that they are not suited for heavier types of work or where skilled labor is required. With these facts in mind, a list was prepared showing the number of boys which might be utilized at a number of state parks. He mentioned briefly that seventeen boys could be used in the vicinity of Newport and seventeen in the vicinity of Nehalem. It was his thought that if some provision could be made for MacLaren School to house and care for the boys at these particular locations, a driver could be furnished to haul them to and from work, provided the MacLaren School would furnish transportation equipment as well as housing facilities. The Commission accepted the report.

(For additional details see the Parks Superintendent's letter to the Commission dated March 16, 1959, in the General Files.)

Request of S. O. Kean that the State acquire for park purposes

eight acres of his land at Mollack Beach, one mile south of Beverly Beach State Park: The Parks Superintendent stated that the property had been investigated and as a result it was his feeling that available funds for purchase of land should be expended in areas that could accommodate more people, such as Ona Beach and in the area now being acquired south of Yaquina Bay. He also pointed out that it would be expensive to develop and maintain the eight acres of land as it is not contiguous to an existing park. The Commission approved his recommendation that the property be not acquired.

Request of Port Orford Chamber of Commerce Centennial Committee that the State construct toilet facilities at Battle Rock State Park or east of the city of Port Orford: The Parks Superintendent recalled that several requests had been made in prior years for a toilet facility and each of them had been rejected for the reason that the facility was within the city limits of Port Orford. Action on a request received in April, 1956, had been deferred pending outcome of the concession lease at the Depoe Bay building. The income from the Depoe Bay building, he continued, has not justified the expense of the building in so far as the toilet facilities are concerned. However, it has taken care of a public demand. The Commission deferred action pending appearance of a delegation concerning this matter on the following day. (Following the appearance of the delegation, the Commission instructed the Parks Superintendent to investigate the feasibility of constructing temporary toilet facilities in the Port Orford area.)

Request of Port of Portland Commission for development of a recreation area on land owned by the Port Commission north of Portland International Airport: The Parks Superintendent stated that the area had been examined and it was found that it can be utilized for recreation purposes but facilities would need to be placed on higher ground. The area is near the City of Portland and would be used principally by residents of the Portland area. As use of the area would be essentially local, and contrary to the Commission's policy of not developing parks for local use, it was his recommendation that development be undertaken by local authorities. The Commission accepted his recommendation.

Request for signing of roads leading to the Willamette Meteorite site in the hills west of Oregon City and upstream from the mouth of the Tualatin River: The Parks Superintendent explained briefly that the Willamette Meteorite is one of the largest ever discovered in the United States but had been removed from the site some 50 years ago and now is in the American Museum of Natural History in New York City. It was his feeling that inasmuch as the meteorite is not to be seen at the location, the Highway Department might be subject to criticism in directing people to a spot on private property to look at a hole. The Commission instructed the Parks Superintendent to contact the Oregon Historical Society and get their opinion in the matter.

Amended agreement with Central Lincoln Peoples' Utility District to extend a power line to serve the state park development at Ona

Beach in Lincoln County: The Utility District will construct the line but to comply with the power company policy, the Parks Superintendent stated that it is necessary to add an amendment to the previously approved over-all agreement with the District. The Commission accepted his recommendation that the agreement be amended to provide for a minimum annual charge of $108.

Proposed leasing of food concession privilege at Humbug Mountain State Park and at Beverly Beach State Park: Requests have been received, the Parks Superintendent stated, for the privilege of operating food concessions at both parks. He pointed out that a small trailer type concession had been operated by Mr. J. B. Kosta at Humbug Mountain State Park in 1958, and his operations had filled a public need. He recommended that authority be granted to lease the concession rights at each of the parks to the highest bidder as soon as proposals can be provided. The Commission accepted his recommendation.

Proposed sale of blown-down timber in Cape Lookout State Park: The Parks Superintendent stated that approximately 412 MFBM of spruce and hemlock timber had been blown down near the summit of the Cape. The blowdown also encompassed U.S. Forest Service land and there is a possibility of a salvage logging operation in conjunction with a sale of their timber in the near future. The Forest Service has agreed to allow use of their roads to haul the State timber. The Commission approved his recommendation that bids be received by auction for sale of the wind-blown timber in Cape Lookout State Park at an estimated value of $6,870.

Proposed transfer of $8,500 in the 1959 parks budget from construction to administration: Part of this money, the Parks Superintendent stated, is required for the study of state parks concerning their competition with private business and their value to local communities. The estimated cost of this project for the year is $5,000. An additional sum in the amount of $3,500 is needed to carry on an arrangement with the National Park Service to make a study relative to the national historical interest of Champoeg State Park. The Commission approved the transfer of funds.

Out-of-state travel expense for R. C. Dunlap, Parks Planning Supervisor, to attend the Columbia Basin Inter-Agency Committee at Spokane, Washington on April 8, 1959, at an estimated cost of $65: The Parks Superintendent stated that the item is being presented at this time to confirm previous telephonic authority. The Commission granted confirmation.

Request of Crooked River Bowmen Club of Prineville to use a portion of the Ochoco Overlook Wayside for a target range: The area they wish to use, the Parks Superintendent stated, is in the southeast corner, a considerable distance from the highway and in a portion of the Wayside that is used very little. As there are no immediate plans for use of the area and the Club has agreed to furnish adequate insurance, he recommended that they be granted a 5-year revocable permit

on an area approximately 500 by 1,500 feet. The Commission approved his recommendation and instructed that an appropriate agreement be prepared covering use of the land.

Proposed allowance to Park employees for uniforms: The Parks Superintendent explained that the Commission previously had approved cooperation in the purchase of uniforms in the amount of $25 annually for those who require wool uniforms and a $15 single fee for those who require cotton uniforms. The uniforms, he continued, have a tendency to fade and in order to keep up the neat appearance of Park employees, he recommended a continuing $10 annual fee for the purchase of cotton type uniforms for Park employees. Chairman McIver commented that the original authorization had been approved by the Commission because Park employees had been required to wear a special type of uniform which they otherwise would not have been required to purchase. The Commission approved the $10 annual fee for cotton type uniforms.

Bargain and Sale Deed to the State from the Lincoln County Court for 128 lots in the area south of Yaquina Bay: The Parks Superintendent pointed out that these lots are in the area in which previous acquisitions have been made for park purposes. Sixty-eight per cent of the required area has been acquired. The County has requested that the State pay half the amount of delinquent taxes for which the lots have been foreclosed by the County. He recommended that the Deed be accepted and that Lincoln County be paid half the delinquent tax money amounting to approximately $900. The Commission approved his recommendation.

Transfer to Deschutes County of a strip of land in Tumalo State Park near Bend as a county road to serve the E. A. McMullin and other properties: This matter, the Parks Superintendent recalled, had been discussed at a previous Commission meeting and it had been deemed desirable that the road be made a public highway. Approval of the County Court has not been formally secured, but the matter has been discussed with the Deschutes County Judge who has agreed to cooperate. The Commission approved transfer of the land to Deschutes County for a public road.

Agreement with the National Park Service covering study of Champoeg State Park as a national historical site: The agreement, the Parks Superintendent stated, covers points necessary in connection with the study which is estimated to cost $3,500. Upon his favorable recommendation the Commission approved the agreement.

Request of Miss Dorothea Lensch, Director of Recreation, Portland, for establishment of a recreation division within the State Parks organization: The Parks Superintendent reported that a bill has been presented in the Oregon legislature which would place the proposed Director of Recreation under the supervision of the State Parks Superintendent to be financed with State Highway monies. It was his feeling that the legislation in its present form would not be particularly harmful. Commissioner Fridley stated that the big need

is for someone to advise towns and other public bodies on park layout and planning. He inquired if the Parks Division now provides advice on park layout, planning, etc., to governmental agencies. The Parks Superintendent replied negatively. Chairman McIver inquired if the Parks Advisory Committee is aware of the matter. The Parks Superintendent stated that they are. The Commission accepted his report.

The Right of Way Engineer commented briefly concerning persons whose homes will be destroyed during construction of the Interstate (Pacific) Highway through Portland. He recalled that there had been some publicity concerning distress which might be caused to home owners by displacement, but so far no reports have been received of any actual cases.

The matter of accepting options for purchase of the Northwestern Ice and Cold Storage plant at Portland along the Pacific Interstate Route was also brought up by the Right of Way Engineer. He pointed out that a change in design of the highway, reducing the construction standards somewhat, had been suggested by the Bureau of Public Roads and the change had been found feasible. He recalled that previously options had been secured based on a much larger taking of the cold storage property than now appears necessary. Under the new plan the amount of property required will be comparatively small. The owners of the Cold Storage plant, he continued, have been advised of these developments and the options have been returned to them. New appraisals are being made on the revised taking. No action was taken.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

In connection with the options presented, the Right of Way Engineer pointed out that on pages 11, 14, 31, 58 and 65 options had been secured for which authority had not been previously granted by the Commission to secure right of way. The Commission granted authority to acquire the following parcels:

(1) File No. 29542, Bissell, L. W. and Helen G.; Crown Point Highway. Gratis.

(2) File No. 29379, Spaulding Pulp & Paper Co.; Oregon Coast Highway, Garibaldi-Bay City Section. $150.

(3) File No. 29519, John Rouse and Mary Rouse Hays, et al.; Baker-Unity Highway, Unity Lake State Park Section. $45.

(4) File No. 29253, Lincoln County; Oregon Coast Highway, South Newport State Park. $967.66.

(5) File No. 29599, Lewis F. and Elnora E. Painter; Pacific Highway West, Eugene Section. $1,200.

The Property Manager's monthly report showing miscellaneous sales in the amount of $39,923 made since the last Commission meeting was presented by the Right of Way Engineer. He also presented a rental report for the period from February 28 to April 9, 1959, showing rental receipts in the amount of $8,956.97. The Commission accepted the reports.

Changes in points of access for two property owners were presented by the Right of Way Engineer. He explained that no additional access is being granted in either instance, but simply changes to accommodate the property owners and for the safety of the traveling public. The Commission approved the following indentures of access:

(a) Etters property, File No. 18373, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

(b) Carlson property, File No. 20317, on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

Direct sale of several parcels of property were presented by the Right of Way Engineer who explained that all of the parcels were excess property, no longer required for highway purposes. The properties have been carefully appraised and the selling prices represent current values. The Commission approved sale of the following:

(a) 0.14 acre of the former Gardiner property, File No. 26048, on the Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, to Louis Davin for the sum of $40.

(b) 3,905 square feet of land from the former Borchers property, File No. 19717, on the Tigard-Newberg Section, Pacific Highway West, in Washington County, to Paul S. Dripps for the sum of $750.

(c) 4.58 acres of the former Patterson Gravel Bar property, File No. 22503, on the Ferry Street Bridge-Mohawk Bridge Section of the Pacific Highway in Lane County, consisting of the utility right of way, to the Eugene Water and Electric Board for the sum of $2,750. See Exhibit "B".

(d) 4,500 square feet of land and a frame building (an abandoned maintenance site) on the former Lindberg property, File No. 7956, on the Port Orford Section of the Oregon Coast Highway in Curry County, to the Port Orford Art Association for the sum of $450.

(e) 0.24 acre of the former Gerber property, File No. 14037, on the Middle Grove-Central Howell Section of the Salem-Silverton Highway in Marion County, to Eldon L. Gerber for the sum of $100.

The Commission approved the sale of the properties and thereupon adopted the attached resolution relative to the sale of the former Patterson property, marked Exhibit "B" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of State Highway property. These parcels, he continued, are all excess property no longer required for highway purposes and minimum values have been determined by appraisal. The Commission authorized public sale of the properties and thereupon adopted the attached resolutions relative thereto marked Exhibits "C-1" through "C-6" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(a) 0.32 acre of the former Schrunk property, File No. 19407, on the Salem By-Pass Section of the Pacific Highway in Marion County for a minimum consideration of $800.

(b) 0.6 acre of the former Ziniker property, File No. 20517, on the Goshen-Divide Section of the Pacific Highway in Lane County for a minimum amount of $100.

(c) 2.2 acres of the former Raetz property, File No. 17652, on the Salem By-Pass Section of the Pacific Highway in Marion County for a minimum consideration of $5,250. See Exhibit "C-1".

(d) 0.5 acre of the former Gronke property, File No. 17363, on the Salem By-Pass Section of the Pacific Highway in Marion County, for a minimum amount of $1,000. See Exhibit "C-2".

(e) Lots 6, 7, 8, 9, 10 and 11 of Block 3, West Moreland Addition to Eugene, File No. 8787, for a minimum consideration of $20,000. See Exhibit "C-3".

(f) 9.16 acres of the former Pugh property, File No. 25387, on the Albany-Judkins Point Section of the Pacific Highway in Linn County, for a minimum consideration of $1,800, consisting of a down payment of $600 and two annual payments of $600, plus interest at the rate of 5½%. See Exhibit "C-4".

(g) Lots 1, 2, 3, 4 and 5 of Block 3, West Moreland Addition to Eugene, File No. 8787, for a minimum amount of $10,000. See Exhibit "C-5".

(h) 2.1 acres of the former Grabert property, File No. 21544, on the Frankport-Greggs Creek Section of the Oregon Coast Highway in Curry County, for a minimum amount of $850.

(i) 6.6 acres of the former Ziniker property, File No. 16054, on the Goshen - Creswell Section of the Pacific Highway in Lane County, for a minimum price of $1,000. See Exhibit "C-6".

Revision of the width of a portion of the right of way on the Grants Pass-Rock Point Section of the Pacific Highway in Josephine County was presented by the Right of Way Engineer. He explained that in acquiring the property negotiations had been conducted with Mr. Glenn L. Simpson on the basis of a 165-foot right of way width. However, a width of 180 feet was actually acquired and Mr. Simpson was paid accordingly. As the additional footage is not required for highway purposes, he recommended that the land be deeded back to Mr. Simpson who has agreed to pay the sum of $70, the same amount that was paid to him. The Commission approved the transfer of property.

Transfer to Douglas County of a retaining wall easement acquired by the State on the Deady-Shady Section of the Pacific Highway was presented by the Right of Way Engineer. The easement was acquired from Franklin J. Voyt when the Pacific Highway right of way across Carden Valley Road was acquired in 1954. Douglas County is now acquiring additional right of way for Garden Valley Road and wishes to acquire the State's rights in the easement. The Commission approved a quitclaim deed to Douglas County covering the easement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were submitted to the Commission. He requested the Commission by resolution to declare the necessity of said properties for the special use to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. The Commission deferred action to allow time for further study. (See ahead for additional entry.)

A report was presented by the Chief Counsel concerning cases which had been tried in court since the last Commission meeting. He pointed out the highlights and unusual circumstances in some of these cases. The Commission accepted the report which is summarized as follows:

("Report of Cases Tried" on following page)

REPORT OF CONDEMNATION CASES TRIED

March 5, 1959 to April 16, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict Judgment
L-3274 R-27454 John D. O'Neil, et ux.	Hood River	Columbia	Cascade Locks By-Pass	$3,460	$ 3,460	$3,460
L-3227 R-27252 Joe Allison, et ux.	Jackson	Pacific	Grants Pass Rock Point	1,250	2,500	3,000
L-3007 R-25601 Fred C. Grell, et ux.	Linn	Pacific	Albany-Judkins Point	9,500	20,000 (answer)	9,925
L-3036 R-25599 Harvey Grell, et al.	Linn	Pacific	Albany-Judkins Point	23,775	42,000 (answer)	25,500
L-2994 R-25490 Royce C. Holloway, et al.	Linn	Pacific	Albany-Judkins Point	15,450	Cause of Action No. 1: 29,000 No. 2: 30,000 (Answer)	Cause of action No. 1: 15,000 No. 2: 5,850
L-2993 R-25602 Pierce Jenks, et ux.	Linn	Pacific	Albany-Judkins Point	36,230	59,095	49,530
L-3044 R-28034 Harold W. Knuths, et ux.	Linn	Pacific	Albany-Judkins Point	12,500	24,500 (answer)	15,500 (Defendant moved for new trial)
L-3028 R-25596 Oscar W. Olson, et al.	Linn	Pacific	Albany-Judkins Point	34,600	42,052	38,250
L-3037 R-25455 John Ropp, et al.	Linn	Pacific	Albany-Judkins Point	20,650	36,000	29,384

April 16, 1959

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3022 R-25595 Delazon Smith, et al.	Linn	Pacific	Albany-Judkins Point	$15,400	$21,400 (Answer)	$16,190
L-3232 R-28396 Joe Lisac, et al.	Multnomah	Pacific	East Bank Freeway	8,500	11,750	10,000
L-3124 R-28040 F.S. Wilhelm, et ux.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	800	2,000	1,200
L-3103 R-23411 J.J. Ewan, et ux.	Yamhill	Three Mile Lane Secondary	McMinnville Airport-Dayton Junction	4,800	7,000	6,500
L-3084 R-23413 R. Kenneth Nissen, et ux.	Yamhill	Three Mile Lane Secondary	McMinnville Airport-Dayton Junction	2,300	3,500	4,200
L-3148 R-24745 W. L. Bell, et al.	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	10,800	42,706 (Answer)	12,500
L-3139 R-24741 Ida E. Cusic	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	4,400	13,000 (Answer)	5,500
L-3226 R-27255 Henry G. Corbin	Jackson	Pacific	Grants Pass Rock Point	12,850	16,500	17,450
L-3213 R-28941 John D. Adams, et al.	Klamath Falls	The Dalles-California	Klamath Falls By-Pass	1,425	None	1,425

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2200	W.F. Heskett	Highway Commission	Wallowa	Inverse Condemnation	$425 (plus costs)	Case dismissed for want of prosecution on our Motion.

(For additional details, see the Chief Counsel's letters, dated April 13 and 14, 1959, entitled "Report of Condemnation Cases Tried-March 5, 1959 to April 16, 1959", in the General Files, Salem.)

The Chief Counsel presented and the Commission accepted a written report on condemnation cases and other cases which have been settled out of court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-20663 Douglas Hail, et ux.	Douglas	Umpqua	Hinsdale Slough-Luder Creek	$ 1,875	$ 2,437.50
R-28492 Grant Reynolds, et al	Grant	John Day-Burns	Canyon City Seneca	2,250	2,750.00
R-28706 Poulson, et al.	Hood River	Columbia River	East Cascade Locks-Wyeth	60	100.00
R-29162 Bradbury, et al.	Jefferson	The Dalles-California	Willowdale-Madras	425	500.00
R-27848 Chapman Lumber Co., et al.	Josephine	Pacific	Redwood Interchange	2,480	2,880.00
R-28827 Durbin, et al.	Josephine	Pacific	Grants Pass-Rock Point	470	550.00
R-27125 Farber, et al.	Josephine	Pacific	Grants Pass-Rock Point	1,425	1,650.00
R-26700 Mounts, et ux.	Lane	Pacific	Judkins Point-Goshen	2,775	2,775.00
R-26701 Mounts, et vir.	Lane	Pacific	Judkins Point-Goshen	1,775	1,775.00
R-25600 Conrad, et al.	Linn	Pacific	Albany-Judkins Point	7,000	8,000.00
R-28381 Currin, et ux.	Washington	Sunset	North Plains Interchange	150	150.00
R-27601 Dodi, et al.	Washington	Pacific West	Middleton-Rex Hill	400	400.00

April 16, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-26964 Graham, et al.	Washington	Sunset	Murray Road Traffic Interchange	$18,850	$21,200.00
R-27630 Liebig, et al.	Washington	Pacific West	Middleton-Rex Hill	650	900.00
R-28005. Wahl, et al.	Yamhill	Three Mile Lane	McMinnville Airport-Dayton Juntion	3,600	4,000.00
R-27456 Smith, et al	Hood River	Columbia River	Cascade Locks By-Pass	3,650	4,000.00
R-27215 Jennings, et al.	Josephine	Pacific	Grants Pass-Rock Point	10,000	10,000.00
R-27825 MacFarlane	Josephine	Redwood	Redwood Interchange	3,500	3,500.00
R-25840 Bryant, et ux.	Linn	Pacific	North Jefferson Junction-Albany	400	450.00
R-28265 Arnett, et al	Multnomah	Pacific	East Bank Freeway	7,000	8,000.00

(For additional details, see the Chief Counsel's letters, dated April 13 and 15, 1959, entitled "Report of Condemnation Cases Settled", in the General Files in Salem.)

The Chief Counsel reported on cases which are pending in court.

(1) The Katie Moore case will be tried April 28, 1959: A report will be given at the next meeting.

April 16, 1959

(2) The Corbin case also involving Hankins and Hopkins, who had an unrecorded lease on a portion of the Corbin property on which 200 cords of wood were stored: The State not knowing of the unrecorded lease advised Mr. Corbin to remove the wood. When the contractor went onto the property he burned the wood rather than move it away. The State had been negotiating to purchase the 200 cords of wood for $1,100. The Chief Counsel recommended that the State settle for that amount. The Commission approved his recommendation.

A written report was submitted by the Chief Counsel on offers made to the owners of real property prior to the institution of condemnation proceedings, as follows:

Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway

R-26876 & R-26877 - Ray Cunningham, et al. Parcel No. 1: 4.22 acres for right of way purposes; and Parcel No. 2: 3.47 acres for right of way purposes. Offer of $971.30 approved by Mr. Fridley March 10, 1959.

R-26880 - Paul T. Jasa, et al. Parcel No. 1: 6.6 acres for right of way purposes; and Parcel No. 2. 0.01 acre for a temporary easement. Offer of $4,650.00 approved by Mr. Fridley March 11, 1959.

R-26887 & R-29283 - Henry A. Dussault, et ux. Parcel No. 1: 2.18 acres for right of way purposes; and Parcel No. 2: 0.24 acre for right of way purposes. Offer of $3,120.00 approved by Mr. Fridley March 16, 1959.

R-29162 - Joe W. Bradbury, et ux. 0.04 acre for right of way purposes. Offer of $425.00 approved by Mr. Fridley March 10, 1959.

Corvallis City Section of Corvallis -Newport Highway

R-27427 - Martin Coopey, et al. 0.55 acre for right of way purposes. Offer of $3,250.00 approved by Mr. McIver March 16, 1959.

R-29243 - Oliver C. Compton, et ux. 0.02 acre for right of way purposes. Offer of $270.00 approved by Mr. McIver April 10, 1959.

R-29244 - James L. Overholser, et al. 0.02 acre for right of way purposes. Offer of $425.00 approved by Mr. McIver April 7, 1959.

Grants Pass-Rock Point Section of the Pacific Highway

R-28851 - Ernest B. Strickland, et al. Acquisition of spring and several pipeline easements. Offer of $1,200.00 approved by Mr. McIver March 3, 1959.

R-29467 - Alfred William Kelm, et ux. 0.2 acre for right of way purposes. Offer of $1,570.00 approved by Mr. McIver March 10, 1959.

Meda Section of the Little Nestucca Secondary Highway

L-3255 (R-28924) - Walter C. Bodyfelt, et al. 2.91 acres for right of way purposes. Offer of $5,950.00 approved by Mr. Chessman March 27, 1959. January 28, 1959, Mr. Chessman approved an amount of $5,900.00. This increase is due to an additional taking.

L-3257 (R-29018) - Clemens J. Hurliman, et ux. 1.53 acres for right of way purposes. Offer of $2,770.00 approved by Mr. Chessman March 27, 1959. January 15, 1959, Mr. Chessman approved an amount of $2,640.00. This increase is due to an additional taking.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-23444 - Ralph L. Herrick, et al. Parcel No. 1: 3.8 acres for right of way purposes; Parcel No. 2: 0.21 acre for right of way purposes; and Parcel No. 3: 0.87 acre for excess taking. Offer of $27,100.00 approved by Mr. McIver April 4, 1959.

R-28762 - Abernathy Grange #346. 0.12 acre for right of way purposes. Offer of $7,880.00 approved by Mr. McIver March 16, 1959.

East Bank Freeway Section of the Pacific Highway

R-28206 - George H. O'Neil, et al. 98,793 square feet for right of way purposes. Offer of $193,030.00 approved by Mr. McIver April 15, 1959.

R-28276 - Nettie Suwol, et vir. 5,000 square feet for right of way purposes. Offer of $5,200.00 approved by Mr. McIver March 11, 1959.

R-28286 - Louis H. Moran, et ux. 5,000 square feet for right of way purposes. Offer of $17,500.00 approved by Mr. McIver March 10, 1959.

R-28374 - Hawthorne Investment Company, et al. Parcel No. 1: 19,988 square feet for right of way purposes; and Parcel No. 2: 512 square feet for right of way purposes. Offer of $250,000.00 approved by Mr. McIver March 20, 1959.

Cascade Locks-Viento Section of the Columbia River Highway

R-28705 - O. L. Vaughan, et al. 1.81 acres for right of way purposes. Offer of $930.00 approved by Mr. McIver March 16, 1959.

R-28706 - Del Poulson, et al. 0.12 acre for right of way purposes. Offer of $60.00 approved by Mr. McIver March 16, 1959.

R-28709 - Joallen Douthit, et al. Parcel No. 1: 3.25 acres for right of way purposes; and Parcel No. 2: 1.23 acres for right of way purposes. Offer of $2,335.00 approved by Mr. McIver March 26, 1959.

Cascade Locks-Viento Section of the Columbia River Highway (cont.)

R-28713 - Bernard Felix Meinikheim, et ux. 7.97 acres for right of way purposes. Offer of $800.00 approved by Mr. Fridley April 6, 1959.

R-28964 - Leif Knutsen, et al. Parcel No. 1: 0.85 acre for right of way purposes; Parcel No. 2: 5.3 acres for right of way purposes; and Parcel No. 3: 13.45 acres for easement. Offer of $500.00 approved by Mr. McIver March 31, 1959.

Nehalem River Bridges Section of the Nehalem Secondary Highway

R-28036 - Gladys Abercrombie, et al. 0.4 acre for right of way purposes. Offer of $100.00 approved by Mr. Chessman March 10, 1959.

Butte Creek-Burton Canyon Section of the John Day Highway

R-28845 - Joseph R. Thomas, et al. 0.18 acre for slope easement. Offer of $25.00 approved by Mr. McIver March 3, 1959.

Cascade Locks By-Pass Section of the Columbia River Highway

R-27456 - Violet L. Smith, et al. 4,000 square feet for right of way purposes. Offer of $3,650.00 approved by Mr. McIver March 10, 1959.

Goble Section of the Columbia River Highway

R-26678 - Heirs of Frances J. Fowler and C. C. Fowler. Parcel No. 1: 0.12 acre for right of way purposes; and Parcel No. 2: 0.01 acre for excess taking. Offer of $25.00 approved by Mr. McIver March 10, 1959.

Portland-Bonneville Section of the Columbia River Highway

R-29236 - Erick Enquist, et al. 0.14 acre for right of way purposes. Offer of $60.00 approved by Mr. McIver March 9, 1959.

Albany-Judkins Point Section of the Pacific Highway

R-25357 - R. A. Elliott, et ux. 2.91 acres for right of way purposes. Offer of $7,000.00 approved by Mr. McIver March 16, 1959.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-27717 - H. L. Armentrout, et al. 2,750 square feet for right of way purposes. Offer of $6,750.00 approved by Mr. McIver March 16, 1959.

Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway

R-28955 - J. A. Struss, et ux. 32.45 acres for right of way purposes. Offer of $324.50 approved by Mr. McIver April 13, 1959

Washington County Line-Highlands Interchange Section of the Sunset Highway

R-20652 - Claire E. Helmcke, et ux. 26,000 square feet for right of way purposes. Offer of $15,000.00 approved by Mr. McIver April 14, 1959.

The Commission approved the offers.

The Chief Counsel also submitted a written report on PUC matters in which the State Highway Commission has been a party, summarized as follows:

PUX 171: Oregon, California and Eastern Railway Company Log Trucks Stops at Grade Crossings. Order No. 36510 issued March 2, 1959. Application of the Railroad Company for an order requiring log trucks to come to a complete stop before crossing 27 grade crossings in Klamath County. Subsequently the application was amended to eliminate all but six crossings. At the hearing the application was found amended so as to include only three crossings. After hearing only one crossing was included in the order.

PUX 172: Great Northern Railway Company Log Truck Stops at Grade Crossings. This matter arose upon the application of Great Northern Railway Company for an order requiring log trucks to come to a complete stop before crossing 10 grade crossings. The application was amended to include only 6 crossings. Order No. 36493 issued February 26, 1959. After hearing the order which was issued required log trucks to stop at only two crossings.

PUX 299: Rogue River Overcrossing over the tracks of Southern Pacific Company in Jackson County. Order No. 36582 issued March 12, 1959. This matter arose upon the application of the Highway Commission. After hearing an order was issued authorizing the construction of the structure in accordance with the Commission's application.

PUX 302: Grade Crossing of the Green Springs Highway in Jackson County, Oregon. Application of Cheney-Cherf and Associates, General Contractors, for authority to cross the Green Springs Highway near Keen Creek Dam in Jackson County, Oregon. Order No. 36560 issued March 2, 1959. This private truck road crossing was intended to be used for only a limited time and the order authorizes the use of the crossing only until July 31, 1959, unless an extension

is granted. The order was issued in accordance with the Commission's answer.

PUX 303: Wildcat Creek Overcrossing - Southern Pacific Company, Lane County. Order No. 36583 issued March 12, 1959. This matter arose upon the application of the State Highway Commission for authority to construct an overcrossing over the tracks of Southern Pacific Company on the Richardson-Eugene Highway and the order was issued in accordance with the petition of the Highway Commission.

The Chief Counsel requested and the Commission granted authority to institute legal proceedings to collect damages done to state property, as follows:

1. McNutt & Sons, Inc., CAO 58-162. Amount involved $853.68.

2. Delco Lumber Products Co., Inc., Portland, Oregon, CAO 57-93. Amount involved $33.81.

3. Convoy Company, Portland, Oregon, CAO 57-191. Amount involved $1,092.26.

4. Norman Caldwell, 206 Ajax, Camp White, Oregon, CAO 58-160. Amount involved $294.24.

The Chief Counsel reported the commencement of action against the State Highway Commission and one of its truck drivers. He explained that this is an action against the State involving an accident in which a highway dump truck collided with a truck being operated by the plaintiff, R. R. DePoor. The Chief Counsel pointed out that the State of Oregon cannot be sued without its consent and that this matter has been referred to the Highway Claims Department for the purpose of filing a Motion to Quash the action. In the event the operator of the truck is sued, he would be defended by the equipment insurance carrier. The Commission accepted the report.

The Commission approved a recommendation made by the Chief Counsel to appeal a court case in Lincoln County - State of Oregon vs. Charles Parker, et al. He explained that the verdict was far out of line from the actual value placed upon the land by the State's appraisers. The State appraisers based their findings upon the market value approach but upon direct examination they were not permitted to tell the jury of their investigation of sales of other properties in the area. Therefore, the appraisal value of the State's case did not reach the jury.

Authority was requested by the Chief Counsel to dismiss two legal actions, summarized as follows:

1. State of Oregon vs Fred P. and Sam D. Rawson, L-2027, is an action at law for damages to the State caused by the removal of cinders from Round Butte at the Cove State Park near Madras in Jefferson County. Investigation revealed that the Rawsons did remove cinders but the State was unable to gather evidence showing the volume of cinders removed from the park. A credit report indicates that they are judgment-proof in Jefferson County as they apparently live in Vancouver, Washington. He recommended that the case be dismissed.

2. State of Oregon vs. Fred P. and Sam D. Rawson, L-2028, is a suit in equity to restrain the Rawsons from removing further cinders from State-owned property. In view of the fact that the Rawsons have not operated an earth-moving business in Jefferson County for some time and it has been several years since they have attempted to remove cinders, he recommended that this case be dismissed.

The Commission authorized dismissal of both cases.

The Chief Counsel reported on the case of Dale Prow, L-3206. He explained that the State's letter of offer stated that real property taxes would be prorated as of the date of settlement. Mr. Prow accepted the offer and signed the option. The option, however, was written to provide that Mr. Prow would pay taxes for a whole year. The State's share on the pro rata basis is $371.16. Upon the Chief Counsel's recommendation, the Commission approved the settlement on the pro rata basis.

The Commission considered reimbursement to Harlan B. and Ora Weaver Carter, L-2699, in the amount of $157.13 for extra income tax costs due to failure of the State to make payment in accordance with terms of the option. The Chief Counsel reported that the State agreed to split the payment so that twenty-five percent would be paid prior to December 31, 1957, and the balance would be paid prior to March 1, 1958. The State inadvertently failed to make payment as agreed. The Carters promptly brought this to the State's attention by submitting a statement from the Hockett Tax Service, stating that their estimated income tax loss for the tax year would be $281.00. Mr. Carter was advised that the State could not pay on an estimated basis and he was requested to defer presentation of the claim until such time as the taxes for the year 1958 were actually computed. The Chief Counsel recommended that this claim be paid as the evidence has been presented. The Commission approved payment of $157.13.

The Commission considered a request from the Shell Oil Company and Texaco Oil Company for a change in restrictions on property within 500 feet of the Pacific Highway near the Murder Creek Interchange, north of Albany. The Chief Counsel explained that when the State originally purchased the land the right was reserved to the landowner to use his remaining property for advertising his farm products, for the renting and sale and leasing of his property, or for the sale of livestock on his remaining property. Subsequent to that time the

State purchased additional properties from the owner and unto him reserved the right to advertise the use to which the remainder is being put. The Shell Oil Company and the Texaco Oil Company are to purchase portions of this property and would like to know which of these restrictions the State is going to enforce as they plan to erect service stations and want to advertise use of same. The Chief Counsel stated that this matter has been discussed with the Engineer and it is their joint opinion that the State would be bound by the second restriction regarding advertising of businesses on the properties, and accordingly a document has been prepared releasing the first restriction and stating that the State will abide by the second restriction. The Commission approved the release as recommended by the Chief Counsel.

Also considered was a settlement presented by the Chief Counsel with the Fidelity and Deposit Company of Maryland concerning a timber trespass by E. W. Homstad on State park land in the N½, NE¼, NW¼ of Section 30, Township 2 South, Range 10 West, W.M., Tillamook County. He explained that under the terms of a permit dated April 14, 1955, Mr. Homstad had furnished a bond written by Fidelity and Deposit Company of Maryland protecting the State from loss occasioned by breach of the permit. Mr. Homstad later cut certain trees on State property and the surety on the bond in recompense for the trees paid to the State the sum of $376, and have asked that a release be given to them to terminate possible controversy in regard to the claim. The Commission approved the release.

Chairman McIver commented that he had recently received a rather caustic letter concerning alleged dilatory payment for the Preble property in the Highlands Interchange vicinity on the Sunset Highway in the western part of Portland. The Chief Counsel stated that the check was being processed when the letter was received and was sent to the payee the day following receipt of the letter. Most of the delay, he explained, had been caused by failure of the owners of the property to comply with the conditions of the sale, including payment of taxes, etc. The Prebles and the Rosenblooms are still occupying their respective properties which have been purchased by the State and are paying rental. As soon as the slide condition becomes more stabilized, he added, it is planned to offer the properties for sale.

Chairman McIver presented 40-year service pins to Assistant Highway Engineers Glenn S. Paxson and P. M. Stephenson. He expressed the Commission's appreciation for the service rendered to the State by these two men and offered them the Commission's congratulations. Inasmuch as Mr. Paxson was absent from the meeting because of illness, the Chairman requested the State Highway Engineer, Mr. W. C. Williams, to present the pin to Mr. Paxson in behalf of the Commission.

The Engineer reported that he had made awards of contracts referred to him by the Commission to award when certain conditions had been taken care of. These conditions, he continued, have been resolved and he requested that the Commission confirm his award of the following contracts:

(1) Structure, grading and paving on the North Yamhill River Bridge Section of Pacific Highway West, Yamhill County. Bids received March 3, 1959. Contract awarded March 9, 1959 to Birkemeier Construction Company, Milwaukie, low bidder.

(2) Grading and paving Morton Street in Vale, Malheur County. Bids received March 3, 1959. Contract awarded March 11, 1959 to Russell Olson Construction Co., Inc., Pendleton, low bidder.

(3) Grading and paving Division Street in Elgin, Union County. Bids received March 3, 1959. Contract awarded March 11, 1959 to E. H. Itschner, Molalla, low bidder.

(4) Construction of Alsea River Bridge, Benton County. Bids received March 3, 1959. Contract awarded March 19, 1959 to O. R. Kennen, Jr., Milwaukie, low bidder.

(5) Grading, oiling, and construction of bridge, scale pit and approaches on South Unit, Lyle Gap-Madras Section of The Dalles-California Highway, Jefferson County. Bids received March 3, 1959. Contract awarded March 27, 1959 to Fred H. Slate Co., Oregon Ltd. and E. C. Hall Company, Portland, low bidder.

(6) Construction of the combination Grande Ronde River Bridges and UPRR Overcrossings on the Perry-Oro Dell Section of the Old Oregon Trail Highway, Union County. Bids received March 3, 1959. Contract awarded April 1, 1959 to Schrader Construction Company, Inc., Portland, low bidder.

(7) Grading, paving and bridge construction on Goble Section of Columbia River Highway, Columbia County. Bids received March 3, 1959. Contract awarded April 1, 1959 to Erland and Blickle Company, Portland, low bidder.

The Commission confirmed the award of the contracts.

The placement of a reduced load limit on the Weston-Elgin Highway No. 330 was reported by the Engineer. This load limit, he stated, was made effective at 8:00 a.m., March 10, 1959, between M.P. 2.50 approximately two and one-half miles east of Weston and

M. P. 37.50 at the junction of the road to Summerville. Thawing of the subgrade had made the roadbed extremely soft and a load limit allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles had been placed. The Commission approved the load limit.

The establishment of a temporary 35 mile-per-hour construction speed zone on the Comstock-Anlauf Section of the Pacific Highway between M. P. 153.95 and M.P. 155.41 was reported by the Engineer. This reduced speed zone, he stated, had been made effective at 11:00 a.m., April 8, 1959 under authority previously granted by the Commission and had been placed for the protection of the traveling public through a section of the Pacific Highway under construction. The Commission confirmed establishment of the construction speed zone.

Attention was given to items of unfinished business appearing on the Secretary's Summary dated March 6, 1959, as follows:

1. Request of Arthur M. Handly, Assistant Secretary to the Board of Control, for housing facilities, additional pay and a more definite agreement concerning the use of boys from MacLaren School in state parks: The Commission ordered this item deleted from the list of unfinished business as the Parks Superintendent had presented a report on the matter earlier in the day.

2. Access to the Columbia River Highway and the development of a park area in cooperation with the U.S. Army Engineers near the mouth of the John Day River: The Engineer stated that the matter is being investigated but a report is not yet ready. This item was ordered to remain on the list of unfinished business.

3. Request of Miss Dorothea Lensch, Director of Recreation, to establish a Recreation Division within the State Parks organization to advise counties, cities and communities in parks matters: As the Parks Superintendent had presented his report on this matter earlier in the day, the Commission ordered this item deleted from the list of unfinished business.

4. Request of the City of Nyssa for relief from restrictions in the deed covering use of the property recently transferred by the Highway Commission to the City of Nyssa: The Engineer recalled that the City had previously indicated a desire to use only a portion of the property but have now decided to keep the whole property under the terms of the deed. This item was ordered deleted from the list of unfinished business.

The Engineer reported that surveys had been completed concerning relocation of several sections of state highways, and he presented maps showing the proposed relocations. In each instance, he

continued, careful engineering consideration has been given to the revised route in order to provide the best possible facility commensurate with the cost involved. Upon his favorable recommendation the Commission approved the following surveys and thereupon adopted the attached resolutions relative thereto marked Exhibits "I-1" through "I-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

1. Juntura-Horseshoe Bend Section of Central Oregon Highway, Malheur County. Exhibit "I-1".

2. Chapen Creek Section of Heppner-Spray Highway, Morrow County. Exhibit "I-2".

3. Smith Crossing-Kellogg Unit, Elkton-Kellogg Section of Elkton-Sutherlin Highway, Douglas County. Exhibit "I-3".

4. Valley Falls-White Rock Section of Fremont Highway, Lake County. Exhibit "I-2".

5. Tillamook River Bridge Section of Netarts Highway, Tillamook County. Exhibit "I-2".

6. North Portland Harbor-North Russell Street Section of Pacific Highway, Multnomah Count. (Minnesota Avenue route) Exhibit "I-4".

7. Hilda Street-Beaver Creek Road Section of Cascade Highway, Clackamas County. Exhibit "I-2".

Consideration was given to deferring improvement of the Wallowa Lake Highway which would have by-passed the town of Lostine in Wallowa County. The Engineer pointed out that when the hearing was conducted in Lostine all of the testimony was in opposition to the by-pass. Subsequent to the hearing a letter was received from the Wallowa County Court stating that it was not in favor of the by-pass. This action, he stated, is different from the recommendation made by the former County Court. As the improvement apparently is not desired by the local people and as it bears a low priority, as well as a low average daily traffic, he recommended that the project be deferred and the $200,000 allocation be reallocated to another highway project in Division No. 5. The Commission adopted his recommendation.

Attention was given to a request from the City of Brookings for permission to erect two large pylons, consisting of upright logs, along the Oregon Coast Highway at the Oregon-California state line. The Engineer pointed out that to allow placement of the pylons as requested would require the acquisition of additional right of way as the existing right of way is only 60 feet wide. In negotiations to acquire additional right of way which would have been needed in the not too distant future

for highway improvement, it was found that reservations of commercial access demanded by Mr. Crissey, with whom negotiations were being conducted, were in conflict with the Commission's policy of access control along the Oregon Coast Highway. In view of these reservations, he recommended that the option be denied. The Commission approved his recommendation.

A proposal by Clackamas County was considered that they deposit with the State the sum of $50,000 at this time and the remaining amount, approximately $50,000, immediately following July 1, 1959. The Engineer explained that the County has been buying right of way for work on Market Road 31, west of Oswego, for a county FAS project, and wishes to get the job done this year. The project, he continued, will require approximately $100,000 of County funds to match the Federal and State contributions. In order to get the project completed this year he recommended that their proposal be accepted. The Commission accepted the County's proposal.

The Engineer reported that a number of cities or towns have taken appropriate action for improvement of city streets under State Tax Street Fund allocations, and that the proposed improvements have been approved by the Highway Department. He, therefore, recommended that the following improvements as proposed in resolutions filed with the Highway Commission be approved:

Funds Accrued First Half of 1958

Dayton	$ 1,979.11
Dufur	1,528.08
Huntington	2,401.13
Ione	969.18
Seaside	11,310.05
Yamhill	1,455.23

Funds Accrued Second Half of 1958

Dayton	$ 2,432.09
Mitchell	1,466.41
Monument	804.74
Yamhill	1,788.30

The Commission approved the cities' projects and thereupon adopted the attached resolution relative thereto marked Exhibit "D" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Erosion on the Willamette River bank on the Albany-Corvallis Highway, a short distance downstream from Corvallis, was brought up by the Engineer. He pointed out that in the past 20 years or more the river has been eroding the bank and into the highway shoulder area, and during this time somewhat more than $41,000 has been expended

in protecting the river bank, but no permanent protection has been obtained. The U. S. Army Engineers, he continued, have tentatively allocated funds for a bank protection project in this area, the total cost of which is estimated at approximately $90,000. The Army Engineers have offered to cooperate in the project if the State will contribute 25 percent of the cost, or approximately $22,500. This appears to be an advantageous proposal from the State's standpoint, and he recommended that the Commission approve the cooperative offer of the Army Engineers, the details to be covered by an appropriate agreement which will involve the State maintaining the revetment and providing the necessary rights of way. The Commission accepted his recommendation.

Attention was given to a request from the City of Hermiston for a study of certain traffic problems in that city. A traffic engineering investigation was conducted, the Engineer stated, and the results of that investigation were forwarded to the City for consideration. Four recommendations were made concerning striping, prohibition of parking, the installation of a flashing beacon and a school crossing signal or school crossing sign. He pointed out that of these four recommendations only one of them needs Commission action, that being the proposed installation of a flashing beacon at the intersection of First and Main Streets. In connection with the flashing beacon, he also stated that the City had originally requested the installation of a traffic signal but in view of the facts disclosed by the investigation, it was felt that the placement of a four-way flashing beacon stop light would serve better. The City, however, is somewhat apprehensive and has asked that the flashing beacon be installed on a trial basis. The Commission accepted his recommendation for the installation of a flashing beacon, flashing red in all directions, on a trial basis as suggested by the City at an estimated cost of $750 and with the understanding that the City is to assume maintenance of the signal and the cost of furnishing electrical energy. Also involved in the installation of the flashing beacon is a requirement that the City prohibit parking in the west quadrant of First and Main Streets for a distance of 25 feet north of the intersection. The Commission approved the installation of a flashing beacon as recommended.

The meeting recessed at 11:45 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission considered a request from the 82nd Avenue Community Boosters Club of Portland for State cooperation in illumination on 82nd Avenue south of the city limits from Flavel Street at the south city limits to Sunnyside Avenue near Clackamas. This

project, the Engineer stated, is linear illumination and an investigation failed to disclose where these street intersections are more hazardous than many other street intersections on other portions of the highway. He also pointed out that the request is contrary to the policy of the Commission to not participate in linear illumination. The Commission accepted his recommendation that the request be denied.

Attention was given to a request from W. J. Weller, City of Portland Traffic Engineer, for State cooperation in the installation of a traffic signal at the intersection of N. Jersey Street, N. Philadelphia Avenue and Burlington Avenue on the Northeast Portland Highway at the easterly end of the St. Johns Bridge, and for a school crossing signal at the intersection of the Beaverton-Hillsdale Highway and S. W. 25th Avenue. The Engineer stated that both locations had been investigated and it was found that signals are needed. He recommended the installation of a standard fixed-time traffic signal at the easterly end of the St. Johns Bridge at an estimated cost of $3,000, and the installation of a school crossing signal with standard red-amber and flashing amber indications at the intersection of the Beaverton-Hillsdale Highway and S. W. 25th Avenue at an estimated cost of $1,500, it being understood that the cost of installation is to be shared equally between the City of Portland and the State and that the City will maintain the signals and pay for all electrical energy consumed. His recommendation was approved by the Commission.

The Commission also considered a request from the Coos County Court that the State assume the outstanding County bonds issued to cover the County's portion of the cost of Bullards Bridge constructed in 1953. The amount of money outstanding, the Engineer stated, is approximately $220,000. The bridge was built as a cooperative project by the State and Coos County under an agreement entered into December 23, 1952. No precedent can be found, he continued, in which the State has assumed a county obligation when a county road was taken over as a part of the state highway system. The Bullards Bridge is on the route of the Davis Slough-Bandon Section of the revised Oregon Coast Highway and when the new section of highway is opened to public travel, probably in the summer of 1960, the bridge will form an integral part of the highway. However, the bridge is in need of maintenance painting and as it will soon be a part of the state highway system, he recommended that it be taken over as soon as possible, and that the County's request to assume the outstanding bonds be denied. The Chief Counsel pointed out that the State cannot assume the debts of a county as such action is prohibited by provisions of the Oregon constitution. The Commission approved the recommendations as presented by the Engineer.

Under the provisions of new union labor contracts agreed to by the Associated General Contractors, the Engineer reported that fringe benefits are granted in the form of pension payments beginning January 1, 1959, and transportation mileage allowance starting April 1, 1959. As these additional costs are a legitimate part of the contractors' labor bills, he recommended that the Commission approve

payment of these items as a part of the force account labor bills on the same basis that other labor items are now paid, the effective dates being as stated above. The Commission approved the recommendation.

The Commission considered the following requests for extensions of time within which to complete State Highway contracts. Reimbursement for engineering expense and other extra expenses incurred by the State in connection with the work during the time of the extensions was waived by the Commission, unless otherwise stated.

1. E. P. Baltz & Son, Contract No. 5312, for roadside improvement on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County, requested an extension of time from April 15, 1959 to June 15, 1959, within which to complete this contract. Approved as requested.

2. Durbin Bros., Contract No. 5239, for structure, grading and paving on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County, requested an extension of 25 work-days within which to complete this contract. The request was denied as not being valid within the terms of the contract.

FOOTNOTE: Action taken by the State Highway Commission upon the extensions of time listed above was based upon the recommendation of the Engineer and his reports, which considered but did not necessarily adopt, either or any of the reasons given by the contractors in their requests for extensions of time. (For details see the original of the contractors' requests and the Engineer's recommendations on file in Contract Nos. 5312 and 5239 in the Secretary's office in Salem.)

The Engineer reported that contract numbers 5251, 5255, 5278, 5307, 5321, 5322, 5348, 5356, 5387, 5397, 5400 and 5401 for highway construction have been completed in accord with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A tabulation was presented by the Engineer showing four county road projects proposed for programming from the 1960 funds available for secondary highways on county roads. These projects, he said, have been requested by the County Courts and have been found eligible for this program. The Commission accepted his recommendation that the following projects be approved:

(projects listed on following page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Clackamas	680	Boones Ferry Road-Oswego Section, 1.6 miles. G. S. & Pave.	$ 500,000	1960
Douglas	855, 253	Diamond Lake-North Umpqua Section, G.S.& Pave. 10 miles.	$ 369,000	1960
Jackson	277	Emigrant Creek Bridge, structure only	$ 40,000	1960
Malheur	525	South Unit, Westfall-Harper Section, 8 miles. G. S. & O.	$ 227,000	1960
		Total ...	$ 1,136,000	

Summary By Fiscal Years:	1960	1961	Total
Available Funds	$4,754,000*	$3,750,000	$8,504,000*
Previously Approved	3,491,000	814,000	4,305,000
Unprogrammed Balance	$1,263,000	$2,936,000	$4,199,000
Proposed Projects, 4/10/59	1,136,000	--	1,136,000
Unprogrammed Balance	$ 127,000	$2,936,000	$3,063,000

*From "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58 less $141,000 which Harney County has made available for expenditure on the Frenchglen State Highway. Unprogrammed balance for fiscal year 1960 and total also have been reduced accordingly.

The Commission discussed with the Engineer the matter of selling the Patterson Gravel Bar acquired near Eugene for materials needed in constructing the Pacific Interstate Highway. It was brought out that the University of Oregon is interested in acquiring this property for public purposes. The Commission instructed that negotiations be entered into with the University of Oregon officials and that a report be submitted at the next regular meeting.

The Engineer requested authority to acquire approximately five acres of land from the U. S. Plywood Corporation in Coquille. He explained that the Coquille Equipment Shop yard is badly over-crowded and congested. The Plywood Corporation has developed an area adjacent

to the westerly side of the shops for plant expansion, but has now indicated a willingness to sell the five-acre tract for $17,500. Four acres of this tract have been leveled ready for use. The property has been viewed by highway appraisers and the price is reasonable. The Commission accepted his recommendation that the property be acquired for the price mentioned. The Engineer also commented that if the property is acquired, it is planned to let a contract during 1959 for a standard maintenance building upon the site.

The Engineer presented for consideration a number of requests for restricted speed zones on various sections of state highways. In each instance, he stated, a traffic engineering investigation was made and it was found that restricted speed zones should be established for the safety of the general public, as follows:

1. 40 mile-per-hour speed zone on the Siuslaw Highway between a point 150 feet west of the Territorial Highway at M. P. 61.87 and the east end of the Slough Bridge at M. P. 62.23. See Exhibit "H-1".

2. 20 mile-per-hour speed zone on the Old Oregon Trail Highway from the westerly east city limits of Nyssa at M. P. 430.78 to the east end of the Short Line Railroad Underpass at M. P. 430.84.

30 mile-per-hour speed zone from the east end of the Short Line Railroad Underpass at M. P. 430.84 to the east city limits of Nyssa at M. P. 431.12. See Exhibit "H-2".

3. 40 mile-per-hour speed zone on the Columbia River Highway from a point 0.22 mile west of the west city limits of Umatilla at M. P. 181.17 to the west city limits of Umatilla at M. P. 181.39. See Exhibit "H-3".

4. 45 mile-per-hour speed zone on the Oregon Coast Highway in the community of Arch Cape between a point 0.20 mile north of Hemlock Street at M. P. 34.41 and a point 0.20 mile north of Maxwell Street at M. P. 35.20. See Exhibit "H-4".

5. 45 mile-per-hour speed zone on the Weiser Spur Highway, No. 455 (US 30N) between a point 0.15 mile south of Second Street and the north side of River Street.

35 mile-per-hour speed zone between the north side of River Street and the Oregon-Idaho State line. See Exhibit "H-5".

The Commission approved the requests for reduced speed zones by

adopting the attached resolutions relative thereto marked Exhibit "H-1" through "H-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Out-of-state travel expenses were requested by the Engineer for the following state employees. He explained that it is beneficial to the Department to have the employees attend these meetings to keep abreast of current developments in their respective fields.

1. W. C. Williams, State Highway Engineer, to attend the meeting of the National Advisory Committee of AASHO Test Road at LaSalle, Illinois, April 9 and 10, 1959, at an estimated cost of $300.

2. J. Al Head, Assistant Traffic Engineer, to attend the meeting of Board of Direction of the Institute of Traffic Engineers in Chicago, Illinois, during the week beginning May 18, 1959, with expenses to be paid by the Institute of Traffic Engineers.

3. Ivan D. Merchant, Bridge Engineer, and Ted Roake, Assistant Bridge Engineer, to attend Western Region meeting of the Bridge Committee of AASHO in Salt Lake City in May at an estimated cost of $155 for each of them.

4. G. S. Paxson, Assistant State Highway Engineer, to conduct four regional meetings of Bridge Committee of AASHO throughout the country during May, 1959, his expenses to be paid by AASHO except for hotel expenses at Salt Lake City, estimated to cost $35.

5. L. I. Lindas, Chief Counsel, to attend preseminar meeting between Bureau of Public Roads and State Right of Way Departments, also the American Right of Way Association's Annual Conference, May 26 through 29, 1959 at St. Louis, Missouri at an estimated cost of $298.55.

6. Carl Jordan, Travel Information Director, to Independence, Missouri April 17 in connection with the start of the wagon train from Independence, Missouri, to Independence, Oregon. Expenses to be paid for meals and lodging only.

The Commission approved the out-of-state travel expenses for those trips in the future and confirmed the trip to LaSalle, Illinois taken by the Engineer April 9 and 10.

To fill a vacancy on the Travel Information Advisory Committee the name of Robert E. Booth of Eugene was presented by the Director of the Travel Division, Mr. Carl W. Jordan. The Commission approved Mr. Booth's appointment.

The Engineer presented a resolution to the Commission covering the abandonment of the Cloverdale-Coast Fork Section of the Springfield - Creswell Highway which has been replaced by a newly constructed

section. He explained that an agreement had been entered into with Lane County whereby the County had agreed to take over the old section of highway when the new section is completed and opened to public travel. The new section, he continued, is now being used by the public, and he recommended that the resolution be adopted to formally transer the old section to the jurisdiction of the County. The Commission approved the abandonment by adopting the attached resolution relative thereto marked Exhibit "F" which resolution by this reference is made a part hereof with like effect as though extended herein in full.

The Commission also approved an agreement presented by the Engineer whereby Umatilla County agrees to take over the old Weston-Milton-Freewater Section of the Oregon-Washington Highway when the new section has been reconstructed and opened to public travel.

Consideration was given to a request from T. C. Wildish of Eugene for cancellation of a permit issued to him allowing use of a haul road across state property near McVay Undercrossing south of Eugene. The Engineer explained that in 1956 a permit had been issued covering the haul road but Mr. Wildish has now requested the use of a different route. The requested route has been studied and its use will be of advantage to the State in that it will eliminate travel by Mr. Wildish's trucks on the McVay Secondary Highway. The Commission accepted his recommendation that the old permit be cancelled and the new one granted.

Consideration was given to some sort of an agreement with Oregon counties to enable them to procure surplus government equipment. In order for the counties to secure the equipment, the Engineer stated that it is necessary that it be secured through the State Highway Department. A conference was held with officials of the governmental agency handling the surplus property program and although the counties are eligible to participate in the program by virtue of the maintenance of Federal-aid Secondary highways, the question of title in the governmental regulations is somewhat confusing. It appears, he continued, that should there be any question as to the legality of transferring title of the equipment from the State to the county, that a long-term lease arrangement would most likely meet any legal objections. As the counties could undoubtedly secure considerable benefit by use of the surplus government equipment, he recommended that permission be given to enter into agreements with counties that are interested, it being understood that the agreements would obligate the counties to reimburse the State for the cost of procuring the equipment, the cost of freight and other incidental costs. the Commission approved his recommendation.

The Engineer reported that in connection with future projects on the Paulina Secondary Highway, it is necessary to secure two material sites from the U.S. Bureau of Reclamation. To use the sites requires that the Commission sign a License for Removing Road-building Materials, and he so recommended. The Commission accepted his recommendation.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period from March 2 through April 10, 1959.

The Commission confirmed the date of the next regular Commission meeting for May 28 and 29, 1959, in the Conference Room of the State Highway Building in Salem. Tentative dates of July 2 and 3 or July 9 and 10 were discussed for the next following meeting.

Removal of a spur track from the Klamath Falls Equipment Shop Yard was discussed. The Engineer explained that the spur belongs to the Oregon-California and Eastern Railway Company but has not been used for several years. The Company has agreed to remove the spur track but to do this an agreement is necessary. Upon his favorable recommendation, the Commission approved an appropriate agreement.

Attention was given to a request from the Portland Development Commission for permission to install two signs on highway right of way in Portland to indicate the location of Portland's first urban renewal project. One of these signs, the Engineer said, would be located at the intersection of Harbor Drive and Sheridan Street and the other sign at the intersection of Harbor Drive and Montgomery Street. The text of the proposed signs and the proposed locations, he stated, have been approved and he recommended that permits be issued to erect these signs. The Commission approved the permits.

The Commission also considered a request from the Columbia Utilities Company for permission to install a public telephone booth on the westerly side of the Crater Lake Highway near Shady Cove, in Jackson County. The site for the proposed telephone booth, the Engineer explained, has been inspected and approved. The Commission accepted his recommendation that a permit be granted for the installation of the telephone booth.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. No action was taken at this time, pending the appearance of the delegations.

A fencing agreement with Mr. E. V. Jackson was brought up by the Engineer who explained that Mr. Jackson, under a similar arrangement, had installed a fence adjoining his property on the Central Oregon Highway between Bend and Burns. Mr. Jackson has additional land to fence and has requested permission to do so with the provision that he will furnish the wire and erect the fence, with the State to stake the location of the fence and furnish the posts. Following the Engineer's favorable recommendation the Commission approved the agreement.

The Engineer recalled that under an agreement in 1951 Washington

County was to take back the temporary route of the Wilson River Highway between Forest Grove and Glenwood when the new route between North Plains and Glenwood was completed. Washington County is now maintaining the road, but while the road was under the jurisdiction of the State several parcels of right of way were acquired in the connections to Forest Grove. It was the Engineer's recommendation that these parcels of right of way be turned over to the county. The Commission approved the transfer and thereupon adopted the attached resolution relative thereto marked Exhibit "G" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an arrangement for the installation of box culverts in the "Q" Street Interchange Section near Garden Way, easterly from Eugene. The Engineer explained that the County has requested that the State perform the work and bill the County for the cost thereof. Following the Engineer's favorable recommendation, the Commission approved the matter.

A request from Coos County was presented by the Engineer concerning redesignation of a portion of the Oregon Coast Highway between Bandon and Coquille. He recalled that the Commission had previously taken action to designate the section of the Oregon Coast Highway from Coquille north to Davis Slough as an extension of the Coos Bay-Roseburg Highway, the extension to be effective when the new section of the Oregon Coast Highway from Davis Slough to Bandon is completed and opened to public travel. The Coos County Court, he continued, has now requested that the old section of US 101 between Coquille and Bandon be designated as Oregon Highway Route 42 South when the new section between Bandon and Davis Slough is completed. The Commission accepted the Engineer's recommendation that the Coquille-Bandon Section be so designated.

The Engineer stated that a letter had been received from the United States Bureau of Public Roads stating that the State of Oregon leads the nation in getting its Interstate construction program under way. The letter pointed out that Oregon had work under way or completed on 502.7 miles of the Interstate System out of the total mileage of 731.6.

Consideration was again given to a list of properties presented by the Chief Counsel earlier in the day for which he had requested the Commission, by resolution, to declare the necessity of said properties for the special uses to which they are to be put. After considering the properties following the original presentation, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto marked Exhibit "J-1" through "J-24" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendation for Condemnations" dated April 16-17, 1959,

filed in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations and Report of Offers".)

The Commission considered a request from the Lake County Court that the State take over as a State Highway the section of the Winnemucca-to-the-Sea Route from Adel southerly and easterly to the Nevada State Line, in return for which Lake County would take over the section of the Warner Secondary Highway, between Adel and Plush. The Commission approved the Engineer's recommendation that he be authorized to conduct an investigation of the request and submit a report at the next meeting.

The Commission discussed with the Engineer bids received on March 24 and April 14, and at 3:00 p.m. Commissioner Chessman announced award of contracts as follows:

BIDS RECEIVED IN SALEM ON MARCH 24, 1959

"Stone base and oiling on Halfway Junction-Copperfield Section of the Baker-Homestead Highway, east of Halfway, in Baker County. The Commission awarded the contract to the low bidder, J. C. Compton Co., McMinnville, at $261,405.50.

"Grading, oiling and rock production on the Mason Siding-Poker Creek and Bridgeport Junction-Baker Sections of the Sumpter Valley and Baker-Unity Highways, south and west of Baker in Baker County. The Commission elects to accept the low bid of Arthur Simonsen & Co., Baker, in the sum of $182,163, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Installation of Corvallis Traffic Signals (9th & Harrison), Benton County. Low bid was submitted by Steeck Electric Company, Medford, in the amount of $3,450. However, as this is a city project, all bids were referred to the City of Corvallis for award.

"Stone Base and Paving Project in Bandon (Elmira Avenue), Coos County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $17,865.

"Glendale (Brown Street-Molly Street) grading and paving project, in Douglas County. The Commission awarded the contract to the low bidder, Roseburg Paving Company, Roseburg, at $18,316.50.

"Oiling and rock production on Webb Slough-Long Creek Section of the Pendleton-John Day Highway, southerly of Pendleton, in Grant and Umatilla Counties. The Commission awarded the contract to the low bidder, E. H. Itschner, Molalla, at $86,422.

"Paving on the Cobleigh Road-Butte Falls Section of the Butte Falls Road, northeast of Medford in Jackson County. The Commission

awarded the contract to the low bidder, Rogue River Paving Company, Medford, at $64,699.

"Eagle Point (N. "G" Street) grading and paving project, in Jackson County. The Commission awarded the contract to the low bidder, Hughes & Dodd Company and Tru-Mix Equipment Company, Medford, at $3,007.

"Central Point (Oak Street) grading and paving project, in Jackson County. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford at $14,230.50.

"Ashland-California State Line rock production project on the Pacific Highway, south of Ashland in Jackson County. The Commission awarded the contract to the low bidder, Hughes & Dodd Company and Tru-Mix Equipment Company, Medford, at $32,650.

"Antioch Road-Trail rock production project on the Sams Valley and Crater Lake Highways, north of Medford, in Jackson County. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at $34,042.50.

"Ashland Traffic Signals (Helman St. -Morse St.) in Jackson County. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at $26,900.

"Klamath Falls Traffic Signals (6th at Washburn Way) in Klamath County. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at $9,560.

"Grading, stone base, and construction of four reinforced concrete deck girder bridges and two reinforced concrete retaining walls on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway, west of Eugene, in Lane County. The Commission awarded the contract to the low bidder, Earl L. McNutt Co., Eugene, at $477,817.

"Paving on the Albany-Orleans Junction and Greens Bridge-Kelly Road Sections of the Albany-Oakville and Greens Bridge-Scio County Roads, west of Albany and southeast of Jefferson respectively, in Linn County. The Commission awarded the contract to the low bidder, Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, Salem, at $72,260.70.

"Ironside-Vale Rock Production Project on the John Day Highway, northwest from Vale, in Malheur County. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at $44,042.50.

"Five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Pacific Concrete and

Otis P. Jordan, Jr., Portland, at $533,333.77.

"Rooster Rock State Park extension, on Columbia River Highway east of Portland, in Multnomah County. The Commission awarded the contract to the low bidder, M. J. Brassfield Co., Salem, at $41,822.85.

"Stone Base and oiling on East Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, south of Pendleton, in Umatilla County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $115,513.25.

BIDS RECEIVED IN SALEM ON APRIL 14, 1959

"Providing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County, Oregon, and Pacific County, Washington, for a three-year period beginning June 1, 1959. The Commission awarded the contract to the low bidder, Astoria Navigation Co., Astoria, at $229,447.50.

"31-month lease of docking privileges for river excursion service at Rooster Rock State Park, adjacent to Columbia River Highway, in Multnomah County. No bids were received.

"Paving on the 10th Street-Main Street Section of Campbell Avenue in Baker, in Baker County. The Commission awarded the contract to the low bidder, Cartwright Construction Co., Durkee, at $17,764.

"Grading on the Little Clear Creek Section of the Oregon City-Viola Road, southeast of Oregon City, in Clackamas County. The Commission awarded the contract to the low bidder, George Blaisdell & Sons and Shirley G. Stone, Oswego, at $17,880.

"Clatskanie (4th Street) grading and paving project, in Columbia County. The Commission elects to accept the low bid of Walter Goodat, Portland, in the sum of $21,617, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Clatskanie is received and the sum of $5,000 is deposited by the City.

"Maintenance cleaning and painting on Pistol River Bridge on Oregon Coast Highway, south of Gold Beach in Curry County. The Commission awarded the contract to the low bidder, J. E. Brown Co., Portland, at $8,622.

"Grading and paving on North Fork Chetco River Section of the Chetco River Road, northeast of Brookings, in Curry County. The Commission elects to accept the low bid of Pelican Bay Construction Service, Inc., Smith River, California, in the sum of $94,992, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

April 16, 1959

"Grading and oiling on the Deep Canyon-Deschutes River Section of the McKenzie Highway, east of Sisters, in Deschutes County. The Commission elects to accept the low bid of Q. L. Rufener, Inc., Portland, in the sum of $181,923 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Metal median barrier on existing concrete island and structures on the Fords Bridge Section of the Pacific Highway, south of Myrtle Creek in Douglas County. The Commission awarded the contract to the low bidder, John A. and Dale J. Clarambeau, McMinnville, at $13,972.20.

"Prairie City (Bridge Street and Upriver Road) grading and paving project, in Grant County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $9,738.

"Hood River SandShed in Hood River County. The Commission awarded the contract to the low bidder, Wint Roberts and Troy Roberts, Hood River, at $9,552.

"Grading on the Seven Oaks-Table Rock Road Section of the Pacific Highway, near Central Point, in Jackson County. The Commission elects to accept the low bid of Peter Kiewit Sons' Co., Medford, in the sum of $716,294, and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway, southwest of Junction City, in Lane County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $34,873.50.

"Fogarty Creek State Park Latrine Addition on the Oregon Coast Highway in Lincoln County. The Commission awarded the contract to the low bidder, Merlin R. Stam, Eugene, at $6,440.

"Twin Buttes-McKenzie River Section (7 drainage structures) of the relocated Pacific Highway in Linn and Lane Counties. The Commission awarded the contract to the low bidder, C. M. Corkum Co., Inc., Portland, at $274,455.

"Paving on the Ontario-Idaho Line Section of the Old Oregon Trail Highway near Ontario, in Malheur County. The Commission elects to accept the low bid of Rogers Construction Co., Portland, in the sum of $577,901.10 and directs the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Harbor Drive Structure, grading and paving on Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County. The Commission awarded the contract to the low bidder, C. M. Corkum Co., Inc., Portland, at $396,927.

"Interstate Bridge Toll Collection System in Multnomah County. The bid opening was deferred until April 21, 1959.

" "Maintenance cleaning and painting on Mills Bridge on the Wilson River Highway, east of Tillamook, in Tillamook County. The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at $4,587.

"Paving on the Rowena-Chenoweth Creek Section of the Columbia River Highway, east of Mosier, in Wasco County. The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at $548,037.

"Paving on The Dalles-Eightmile Creek Section of The Dalles-California Highway, southerly from The Dalles, in Wasco County. The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at $574,469.50.

The Chief Counsel presented a proposed settlement with Charles W. Stores, File L-3262, for property to be acquired in Multnomah County. He explained three appraisals had been secured, one at $11,500, one at $12,000 and one at $13,200. An offer had been made to Mr. Stores in the amount of $12,000 which Mr. Stores had refused. However, he has now agreed to settle for the sum of $13,200, and the Chief Counsel recommended that the settlement be accepted. The Commission approved the settlement.

The Commission discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received in the future.

The Commission signed the following agreements and other papers:

"Agreement" with Central Peoples' Utility District Power to extend a line to serve the State park development at Ona Beach in Lincoln County.

"Indenture of Access" to Etters property on Medford-County Farm Section of Pacific Highway, Jackson County.

"Indenture of Access" to Carlson property on Clatskanie-Delena Section of Columbia River Highway, Columbia County.

April 16, 1959

"Bargain and Sale Deed" with Mr. and Mrs. Glen L. Simpson covering sale of parcel of land on Grants Pass-Rock Point Section of the Pacific Highway, Josephine County.

"Bargain and Sale Deed" with Louis Davin covering sale of 0.14 acre on Camp Creek-Paulina Section of Paulina Secondary Highway, Crook County.

"Permit Agreement" with T. C. Wildish, Eugene, for a cancellation of old permit and issuance of new permit for use of a different route across State property along Willamette River near McVay Undercrossing.

"License for Removing Road-building Materials" with U. S. Bureau of Reclamation covering two material sites needed for surfacing two sections of the Post-Camp Creek Section of Paulina Secondary Highway.

"Agreement" with Curry County covering North Fork Chetco River Section of FAS 259. (Authorized December 11, 1958)

"Agreement" with City of Baker covering the installation of traffic signals at the intersection of Fourth and Broadway Streets in Baker. (Authorized October 23, 1958)

"Agreement" with City of Clatskanie covering the Special City Allotment project on Fourth Street in Clatskanie. (Authorized October 23, 1958)

"Throughway Agreement" with Lane County covering Judkins Point-Goshen Section of Pacific Highway. (Authorized August 16, 1956)

"Agreement" with Oregon-California & Eastern Railway Company covering removal of its spur track from the Klamath Falls Equipment Shop Yard.

"Permit to Erect Sign on Highway Right of Way" to Portland Development Commission to install two signs on highway right of way in Portland to indicate the location of Portland's first urban renewal project.

"Memorandum of Agreement" with National Parks Service covering the study of Champoeg State Park.

"Permit to Construct Public Telephone Booth" to Columbia Utilities Company to install and maintain a public telephone booth on Crater Lake Highway near Shady Cove, Jackson County.

"Quitclaim Deed" to Douglas County for State's retaining wall easement on the Deady-Shady Section of the Pacific Highway to be used by the County for Garden Valley Road.

"Release" to Shell Oil Company relative to the relinquishment of certain advertising restrictions on property adjacent to the Pacific Highway in Linn County.

April 16, 1959

"Quitclaim Deed" to City of Brookings for a parcel of land on Section 6, Township 41 South, Range 13 West, W. M., Curry County.

"Quitclaim Deed" to Elmer Bankus for a parcel of land lying in the East half ($E\frac{1}{2}$) of Section 6, Township 41 South, Range 13 West, W.M., Curry County.

"Bargain and Sale Deed" to Carl E. Sagle for a parcel of land on the Springfield Section of the McKenzie Highway in Lane County.

"Bargain and Sale Deed" to Julian Eccles for a parcel of land on the Klamath Falls West Side By-Pass Section of The Dalles-California Highway in Klamath County.

"Fence Agreement" with E. V. Jackson for fencing on the Central Oregon Highway near Brothers in Deschutes County.

"Agreement" with Southern Pacific Co. covering the Rogue River Overcrossing in Jackson County.

"Bargain and Sale Deed" to Washington County covering the transfer of a portion of the relocated temporary route of the Wilson River Highway.

"Supplemental Cooperative Construction Agreement" with Lane County covering box culvert installations at Harlow Road and Garden Way on the Pacific Highway in Lane County.

The meeting was adjourned at 3:15 p.m. to be reconvened at 10:00 a.m. the following day.

(Minutes for second day of meeting on following page.)

Salem, Oregon
April 17, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Commissioner Chessman was excused.

The following persons appeared before the Commission regarding improvements on the John Day Highway, access approaches from US 30 to John Day Highway at Arlington, and park work in the fossil beds between Kimberly and Dayville: E. R. Fatland, Condon, who was spokesman; G. J. Schreiner, F. B. Mercer, both from the Commercial Club, Condon; Van Rietmann, County Commissioner of Gilliam County, Condon; Herman Oliver, Mayor of John Day; Al Reinertson, Secretary-Manager of Chamber of Commerce, Clay Roberts, Chamber of Commerce Parks Committee, Joe Oliver, Grant County Livestock Association, O. D. Dickens, County Judge of Grant County, all from John Day; Harold Hartfield, Les Grant, both from Arlington Chamber of Commerce, and Frank M. Weatherford, State Representative, Arlington. Mr. Fatland introduced the members of his delegation. Mr. Hartfield advised that the people of their area are not satisfied with the proposed ingress and egress provided from Highway 30 to Highway 19 at Arlington because they are afraid the people will not see the turnoff and miss getting on Highway 19. If possible they would like to have an access in the town of Arlington. The Chamber of Commerce, he continued, is also interested in getting some work done on Highway 19 between Condon and Arlington. Mr. Weatherford told the Commission that they appreciate the efforts in straightening out the road problems in their area, and he particularly mentioned the bad condition of the road between Arlington and Fossil. Mr. Rietmann stated that the Gilliam County Court is still in favor of improvements to Highway 19. He advised that no plywood is now shipped by rail from Condon and many cattle are being shipped by truck over Highway 19, which is made more difficult because part of the road is unimproved. He pointed out that the road is narrow and crooked, the base is inadequate, and the roadbed uneven, which makes it very difficult for the truck hauling of commodities, especially livestock. With the building of the John Day Dam, he continued, travel between the Columbia River and Condon has increased, and since consolidation of schools more

school busses also are using this highway. Mr. Mercer urged the Commission to improve the John Day Highway. Mr. Schreiner stated that the worst section in Gilliam County is the road between Condon and Fossil, and asked the Commission to give consideration to that portion. Judge Dickens introduced the members of the delegation from Grant County and told the Commission that they represent a number of organizations in that area. Mr. Joe Oliver advised the Commission that they have no railroad or airplane freight transportation in their part of the country so must rely entirely on the highway. As a result of the condition of the road, he added, much of the livestock that could be hauled to Portland and the Willamette Valley is being shipped to Idaho or California. Stock growers are particularly concerned about getting this highway improved so larger trucks can move over the highway and get their commodities to market. In reply to Commissioner Fridley's question whether or not it is their opinion that modernization or completion of Highway 206 would affect the flow of these commodities, Mr. Oliver answered that it certainly would help but would not correct the situation entirely. However, he believed that many livestock truckers, especially those that are privately owned, would bring their cattle toward the Portland area if the highway is improved. Mr. Herman Oliver thanked the Commission for the work completed and now under contract on the John Day Highway. He advised that at a recent meeting it was decided that the section between Spray and Kimberly Junction should have first priority. He also mentioned bad spots between Fossil and Condon and between Kimberly and the Ochoco Junction. After the Spray-Kimberly Section is completed he asked that Thirtymile Canyon be surveyed and that the section from Ochoco Junction northerly be improved, with first consideration given to the bad curves. He commented that if the gasoline tax is increased they want some of the money allotted to the John Day Highway. He spoke of the bottleneck on Highway 19 in the canyon and gorge. Mr. Fatland stated that the following is their preference in order of improvement for the 20-mile section between Fossil and Condon: (1) from Thirtymile to Mayville, (2) from Thirtymile to Condon, and (3) from Mayville to Fossil. He called attention to the road between Condon and Arlington and asked that consideration be given to it when money is available. At the request of Mr. Herman Oliver, Mr. Williams advised that there is a balance in the last year of the five-year program (1960) of about $500,000 so that one or more projects in that amount could be allocated to Highway 19; however, the Commission has made no decision as to where this money will be expended. Mr. Reinertson complimented the Commission on the excellent job that has been done in advertising of the John Day Fossil Beds. However, he pointed out that most of the fossil beds are inaccessible to the public and many people who visit this area wish overnight accommodations. He expressed the opinion that a park is greatly needed in the area as there is no state park on Highway 26 that has overnight camping facilities. He mentioned that Cathedral Rock, a beautiful formation in the fossil beds, is inaccessible and unmarked by any road signs. Mr. Herman Oliver exhibited a map on which was shown the John Day Fossil beds and contemplated development at Turtle Cove, located in the fossil beds on Highway 19 a few miles north of the

Ochoco Highway junction. He told of their desire to have a road in this area, and an area cleared at the end of the road so that trailers and cars may park and turn around. The area should be fenced to keep cattle out and picnic and rest room facilities are needed. He also requested that the State investigate the possibility of development at two fossil deposits--one near the Humphrey Ranch, which the State now owns, and the other at the Foree Ranch, both located a few miles south of Turtle Cove. It was his opinion that the deposit at the Foree Ranch could be purchased without too much difficulty. He mentioned the need for a rest area development in the John Day Valley, especially on Highway 26. Mr. Fatland concluded the presentation by requesting that the Highway Commission place a marker on Highway 206 at the turnout at Devils Butte, with arrows thereon pointing to the five mountains that are visible at this site--Mt. Hood, Mt. Adams, Mt. Jefferson, Mt. St. Helens and Mt. Rainier. He mentioned a unique red stone and offered to donate whatever stone is necessary for this marker. Chairman McIver told the delegation that the Commission would give their requests every consideration when the money is available.

Later in the session the Commission instructed the Parks Superintendent to (1) make a study regarding purchase of the fossil bed areas mentioned by the delegation; (2) study the complete area to ascertain the need and a suitable location for a park; and (3) investigate the request of Mr. Fatland for the placement of a marker on Highway 206 at the turnout at Devils Butte. In regard to the fossil beds Commissioner Fridley requested the Parks Superintendent to contact the National Park Service to determine whether or not they may have an interest in the fossil beds.

State Representative Carl Back, representing the Port Orford Centennial Celebration Committee, appeared before the Commission regarding installation of toilet facilities at Battle Rock State Park at Port Orford. Mr. Back stated that the people in his area have endeavored for quite some time to have toilet facilities installed in Battle Rock State Park which has a great many visitors each year. With the Centennial Celebration this year, he continued, Port Orford has invited people from all over the State to visit them on July 4th, but they do not have any adequate rest room facilities. He requested installation of temporary facilities for the summer if it is impossible to install permanent facilities. Chairman McIver advised Mr. Back that the Commission is quite familiar with their problem and that the State Parks Superintendent will restudy the situation, after which Mr. Back will be advised of the Commission's decision.

The following persons appeared before the Commission regarding improvement of the Tygh Grade on US 197: Victor Peterson, Chairman, Highways Committee of The Dalles Chamber of Commerce and Highway Committee of US 197, W. S. Nelson, Manager of The Dalles Chamber of Commerce, both from The Dalles; Fred Ashley, Tygh Valley, Highway Committee of US 197; Howard Corner, Maupin, and Raymond Crabtree, Maupin, both representing Highway Committee

of US 197; and Bill Kortge, The Dalles, County Commissioner of Wasco County. Mr. Peterson acted as spokesman and introduced the members of his delegation. Mr. Nelson referred to a previous brief which they had submitted to the Commission about a year ago in support of this improvement. Since that time, he continued, some extensive changes have taken place in this area, so he read and presented a written statement detailing the reasons this improvement should be made. He stated that the relocation of US 197 from The Dalles to Eightmile Creek intensifies the necessity for improvement of the Tygh Grade in order to gain the benefits created by that new section. He also presented written statements from the Forest Service and the Tygh Valley Lumber Company pointing out the importance of this highway section in the transportation of logs and lumber. He concluded his presentation by stating that the Highway Committee of The Dalles Chamber of Commerce and Wasco County urge early programming of this section so that the advancement and economic development of Wasco County, with corresponding benefit to the State of Oregon, may be accomplished. Mr. Crabtree stated that in the very near future products, including livestock, will be shipped up and down the Columbia River, so that the Tygh Grade section will become a very important link for the county in the transportation of commodities for shipment on the Columbia River. He spoke of the difficulties truckers now encounter on the Tygh Grade and stated that a good modern grade would facilitate lumber and agricultural traffic. It was his opinion that the improvement of this section would be a great advantage to the tourist industry. Mr. Kortge thanked the Commission for the highway improvement now underway between Dufur and The Dalles. He pointed out that a new auction yard is being constructed at The Dalles which will be of great benefit to the farmers; however, many farmers now travel to Madras rather than The Dalles, but he believed that with improvement of the Tygh Grade most of them would come to The Dalles with their livestock and to shop.

The Chief Counsel requested the Commission to adopt a resolution declaring the necessity of acquiring 25 acres of land from the Wheeler Timber Company, File No. R-29364, on Chapen Creek Section of the Heppner-Spray Highway, which is to be used for right of way purposes, and to authorize the Legal and Right of Way Division to attempt to agree with the owner as to price, and in the event of disagreement, to proceed to acquire it by condemnation. After careful consideration, the Commission granted authority to condemn, if necessary, the parcel of property as presented by the Chief Counsel and thereupon adopted the attached resolution relative thereto marked Exhibit "J-25", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Commissioner Fridley stated that he has received a request for information on the programming of work on Highway 730. The Engineer advised that at the present time there is no money programmed on this highway, however, there is $230,000 of reserve primary funds in that division which are tentatively earmarked for that road. It was his opinion that the $230,000 should be used in rebuilding the

highway around Boardman where it is affected by construction of the dam, but no section has been selected nor have any surveys been made.

The Engineer brought to the Commission's attention a telephone call extending an invitation to the Commission from the people of Klamath and Lake Counties to go over the Winnemucca-to-the-Sea route sometime in May. He stated that a formal letter of invitation has been mailed and when it is received he will send a copy to each member of the Commission. The Commission expressed appreciation for the invitation, but took no action.

There being no further business to come before the Commission, the meeting adjourned at 11:30 a. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "J-25"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

April 16 and 17, 1959

EXHIBIT "A"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated April 16 and 17, 1959, pages 1 through 65, as presented by the Right of Way Engineer and approved by the Highway Commission April 16, 1959, and by this reference said right of way resolution of April 16 and 17, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

31408

EXHIBIT "B"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Ferry Street-Mohawk Bridge Section of the Eugene-Springfield Highway described as follows:

A parcel of land lying in Sections 28 and 29, Township 17S, Range 3W, W.M., Lane County, Oregon, and being a portion of that property described in that certain deed dated 4-28-55 to the State of Oregon by and through its State Highway Commission recorded on Reel 58-55D Inst. No. 55609 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning on the Southwesterly boundary of said State of Oregon property, at a point N 62° 48' 30" W, 286.39 feet from a 3/4" galvanized pipe marking a point on the County Survey #1172, said pipe being 698.75 feet South and 1455.78 feet East of the Northwest corner of County Survey #93; thence N 69° 33' 18" E, 845.99 feet; thence N 75° 40' 20" E, 556.7 feet; thence N 58° 44' 20" E, 353.11 feet to the North boundary of said State of Oregon property; thence N 87° 26' 50" W, along the North line of said State property 177 feet; thence S 59° 58' 02" W, 190.70 feet; thence S 73° 32' 15" W, 607.33 feet; thence S 75° 40' 20" W, 968 feet to the Southwesterly line of said State property; thence S62° 48' 30" E, along said Southwesterly line, 256.69 feet to the point of beginning.

Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 4.58 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of

EXHIBIT "B" (Cont.)

ORS 273.060 et Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Eugene-Springfield Highway,

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 89 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

31410

EXHIBIT "C-1"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 19, Garden City Addition to the City of Salem, situated in Sections 24 and 25, Township 7 South, Range 3 West, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning on the West line of said Lot 19 at a point which is 363 feet North of the Southwest corner of said Lot 19; thence East, parallel to the South line of said Lot, 300 feet, more or less, to a line which is parallel to and 100 feet westerly of the center line of the Salem By-Pass Section of the Pacific Highway; thence North parallel to said center line 311.85 feet to the North line of said Lot; thence West along said North line 300 feet, more or less, to the Northwest corner of said Lot 19; thence South along the West line of said Lot 311.85 feet to the point of beginning, containing 2.2 acres.

WHEREAS, after consideration the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,250.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 90 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "C-2"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway East described as follows:

A parcel of land lying in the Towner Savage DLC, also lying in Section 12, Township 7S, Range 3W, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of said Savage DLC; thence South along the West line of said Savage DLC, 1650 feet to the true point of beginning; thence East parallel with the North line of said Savage DLC, 240 feet, more or less, to a line which is parallel to and 50 feet Southwesterly of the center line of the relocated Park Lane Service Road; thence Northwesterly along said parallel line 295 feet, more or less, to the West line of said Savage DLC; thence South along said West line, 120 feet, more or less, to the true point of beginning.

The center line herein referred to being described as follows:

Beginning at Engineer's Station 0+00, said Station being 1161.84 feet South and 1016.83 feet West of the Northwest corner of said Savage DLC; thence on a 572.96 foot radius curve right (the long chord of which bears S63° 57' E) 117 feet; thence S 58° 06' E, 124.15 feet; thence on a 477.46 foot radius curve left (the long chord of which bears S 70° 33' E) 207.5 feet to Station 4+48.65 Bk=3+80.45 Ah.; thence S 83° 00' E, 658.73 feet; thence on a 286.48 foot radius curve right (the long chord of which bears S 14°51' 30" E) 340.78 feet to Station 13+79.96.

There is herein reserved by the grantors an easement for the maintenance and control of Claggett Creek over and across a strip of land 30 feet in width lying Westerly of and adjacent to the Westerly line of said Creek.

The parcel of land to which this description applies contains 0.5 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

EXHIBIT "C-2" (Cont)

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Hwy. E., except there is access by way of frontage road.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 91 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "C-3"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the 11th Avenue Connection, City of Eugene, of the Pacific Highway described as follows:

A parcel of land lying in Lots 1 through 18, Block 3, West Moreland Addition to Eugene, Section 36, Township 17 S., Range 4 W., W.M., Lane County, Oregon; the said parcel being Lots 6 through 11 of said Block 3.

The parcel of land to which this description applies contains 15,000 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $20,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 92 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

31414

EXHIBIT "C-4"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Albany-Judkins Point Section of the Pacific Highway described as follows:

A parcel of land lying in the E½ NW¼ of Section 4, Township 14S, Range 3W, W.M., Linn County, Oregon; the said parcel being described as follows:

Beginning on the South line of said E½ NW¼ at a point which is 150 feet Westerly of (when measured at right angles to) the center line of the relocated Pacific Highway approximately opposite center line Station 2014+26, said point being on the Westerly line of that tract designated as Parcel #1 in that deed to the State of Oregon by and thru its State Highway Commission, recorded in Book 256, Page 72, Linn County Deed Records; thence 1° 41' E, 1826 feet, more or less, to a point which is opposite and 150 feet Westerly of Station 1996+00 on said center line; thence N 18° 52' 22"W, 425 feet, more or less, to a point which is opposite and 300 feet Westerly of Station 1992+00 on said center line; thence N 43° 19' W, 75 feet, more or less, to the West line of said E½ NW¼; thence Southerly along the West line of said E½ NW¼, 2285 feet, more or less, to the Southwest corner of said E½ NW¼; thence Easterly along the Southerly line of said E½ NW¼ 185 feet, more or less, to the point of beginning.

Said center line is described in said State of Oregon Deed.

The parcel of land to which this description applies contains 9.16 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,800.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real

EXHIBIT "C-4" (Cont)

property and the right-of-way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 93 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

31416

EXHIBIT "C-5"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the 11th Avenue Connection, City of Eugene, of the Pacific Highway described as follows:

Lots 1 through 5, Block 3, West Moreland Addition to Eugene, Section 36, Township 17 South, Range 4 West, W. M., Lane County, Oregon; and containing 12,500 square feet.

WHEREAS, after consideration, the Commission finds and declares the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $10,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of O.R.S. 273.060 et seq.

AND BE IT FURTHER RESOLVED, that this Property Sale Resolution No. 94 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "C-6"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Goshen-Creswell Section of the Relocated Pacific Highway described as follows:

A parcel of land lying in the East half of the Northeast quarter and the Northeast quarter of the Southeast quarter of Section 35, Township 18 South, Range 3 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the southerly line of said northeast quarter of the southeast quarter and a line which is parallel to and 50 feet easterly of the centerline of the Pacific Highway as described in that deed to the State of Oregon (by and through its State Highway Commission), recorded in Book 414, Page 57 of Lane County Deed Records; thence northerly and parallel to said centerline 2310 feet, more or less to a line which is parallel to and 75 feet westerly of the centerline of the relocated Pacific Highway as described in that deed to the State of Oregon (by and through its State Highway Commission) recorded in Reel 27-53 D. instrument #16251 of Lane County Deed Records; thence southerly and parallel to said relocated centerline 2320 feet, more or less to the southerly line of said northeast quarter of the southeast quarter; thence west along said southerly line 250 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 6.60 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Pacific Highway.

EXHIBIT "C-6" (Cont)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 95 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "D"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, pursuant to the provisions of ORS 366.810, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Funds Accrued First Half of 1958:

Dayton	$ 1,979.11
Dufur	1,528.08
Huntington	2,401.13
Ione	969.18
Seaside	11,310.05
Yamhill	1,455.23

Funds Accrued Second Half of 1958:

Dayton	$ 2,432.09
Mitchell	1,466.41
Monument	804.74
Yamhill	1,788.30

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper

officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of April, 1959.

EXHIBIT "E"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 5251 with Richard L. Martin Co. for constructing the Coon and Pebble Creek Bridges on Pebble Creek Road in Columbia County, completed March 3, 1959.

"Contract No. 5255 with Marshall Construction Co. for constructing the Lonerock Creek and Eightmile Creek Bridges on County Roads FAS Nos. 441-716-717 in Gilliam County, completed March 16, 1959.

"Contract No. 5278 with Richard L. Martin Co. for constructing the Blind Slough Bridge on the Brownsmead Loop Road in Clatsop County, completed March 5, 1959.

"Contract No. 5307 with Inland Construction Co. for constructing three overflow bridges on the Harrisburg-Eugene Highway in Lane County, completed March 18, 1959.

"Contract No. 5321 with Electric Corporation for work on the Highway Building electrical system, completed February 18, 1959.

"Contract No. 5322 with Birkemeier Construction Co. for constructing the Sheridan Street overcrossing on the Pacific Highway in Multnomah County, completed April 8, 1959.

"Contract No. 5348 with Meyer Construction Co. for constructing the Detroit Maintenance Building in Marion County, completed March 12, 1959.

"Contract No. 5356 with Trowbridge Electric Company for installation of traffic signals in the City of Empire on the Cape Arago Highway in Coos County, completed March 14, 1959.

"Contract No. 5387 with Kenneth E. Nielsen for fencing on the Tillamook County Line-Salmon River Section of the Oregon Coast Highway in Lincoln County, completed April 7, 1959.

"Contract No. 5397 with C. C. Meisel for furnishing crushed material in stockpiles on the Sisters Section of the Santiam, McKenzie and McKenzie-Bend Highways in Deschutes County, completed March 11, 1959.

EXHIBIT "E" (Cont)

"Contract No. 5400 with Arthur Simonsen & Co. for furnishing crushed materials in stockpiles on the Princeton-Folly Farm Section of the Crane-Scotts Butte Highway in Harney and Malheur Counties, completed April 3, 1959.

"Contract No. 5401 with Robert C. Wilson for constructing the Halsey Maintenance Building in Linn County, completed April 13, 1959.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 80 shall be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "F"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated a section of the Springfield-Creswell Highway, State Secondary Highway No. 222, known as the Cloverdale- Coast Fork Section in Lane County, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 182+00 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 288+70.57 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the original Springfield-Creswell Highway, State Secondary Highway No. 222, which sections to be eliminated are hereinafter designated as Units "A", "B", and "C" as shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Lane County and the State Highway Commission entered into an agreement on the 10th day of June, 1957, relating to the elimination and disposition to be made of those certain sections of the said original Springfield-Creswell Highway which are subject to elimination and hereinafter referred to as Units"A", "B", and "C"; and

WHEREAS, said agreement provides that State, by resolution, would formally eliminate said Units "A", "B", and "C" as part of the Springfield-Creswell Highway, State Secondary Highway No. 222, and the state highway system and that all right, title and interest which State has in Units "A", "B", and "C" should pass to and vest in the County and County should accept all right, title and interest which State has in said Units "A", "B", and "C" and would maintain said Units "A", "B", and "C" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby;

EXHIBIT "F" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Springfield-Creswell Highway, State Secondary Highway No. 222 in Lane County, certain sections of the former right of way of the Springfield-Creswell Highway are no longer needed by the State of Oregon and are no longer required for part of the said new right of way of the said relocated Springfield-Creswell Highway which said sections are identified as Units "A", "B", and "C" as shown on said Exhibit "A" and are described as follows: *

Unit "A": All the land situated within the right of way boundary lines of the Springfield-Creswell Highway as formerly routed, beginning on said former highway at the southerly right of way line, extended, of the Georgia D. Gilstrap County Road No. 888, where the same intersects said former highway in the southwest quarter of the northwest quarter (SW1/4-NW1/4), Section 8, Township 19 South, Range 2 West, W. M.; thence westerly and southerly along said former highway to the northwesterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 208+20 of said relocated highway in the northwest quarter of the southwest quarter (NW1/4-SW1/4), Section 8, Township 19 South, Range 2 West, W. M..

Unit "B": All the land situated within the right of way boundary lines of the Springfield-Creswell Highway as formerly routed, beginning at the southeasterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 208+60 of said highway as relocated in the northwest quarter of the southwest quarter (NW1/4-SW1/4), Section 8, Township 19 South, Range 2 West, W. M.; thence southerly and westerly via said former highway to the southeasterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 221+90 of said highway as relocated in the southeast quarter of the southeast quarter (SE1/4 - SE1/4), Section 7, Township 19 South, Range 2 West, W. M..

Unit "C": All the land situated within the right of way boundary lines of the Springfield-Creswell Highway as formerly routed, beginning at the northwesterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 221+75 of said highway as relocated in the southeast quarter of the southeast quarter (SE1/4-SE1/4), Section 7, Township 19 South, Range 2 West, W. M.; thence westerly and southerly via said former highway to the northerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 260+00 of said highway as relocated in the northeast quarter of the southwest quarter (NE1/4-SW1/4), Section 18, Township 19 South, Range 2 West, W. M..

EXHIBIT "F" (Cont)

2. That pursuant to the said agreement entered into with Lane County on the 10th day of June, 1957, Units "A", "B", and "C", as heretofore described and as shown colored in red on marked Exhibit "A", are hereby duly eliminated as a part of the Springfield-Creswell Highway, State Secondary Highway No. 222, and all right, title and interest which State has in said Units "A", "B", and "C" hereby pass to and vest in said Lane County. *

3. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 332-a this 16th day of April, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Lane County Board of County Commissioners.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 332-a under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31426

EXHIBIT "G"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the permanent relocation of a section of the Wilson River Highway, No. 37, located in Washington County has been completed and is now open for public travel; and

WHEREAS, during the construction of said section a portion of the aforesaid highway was temporarily routed over certain county roads as well as right of way purchased by the State; and

WHEREAS, Washington County and the State Highway Commission entered into an agreement on the third day of August, 1951, which, among other things, provided for the disposition to be made of a portion of the said temporary route, therein and hereinafter referred to as Unit "D", when the said permanent relocation was open to public travel; and

WHEREAS, said agreement provided that after the said relocated section was open to public travel, the County would accept jurisdiction and control over that portion of the said temporary route, herein referred to as Unit "D", and thereafter maintain the same as part of the county road system as long as needed for the service of persons living thereon, or communities served thereby; and

WHEREAS, said Unit "D" is no longer needed by the State Highway Commission for public use, and is needed by Washington County for a public use in its county road system; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress its records with the disposition of that portion of the temporary Wilson River Highway route referred to herein as Unit "D" as well as the State owned access rights appurtenant thereto;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the State Highway Commission as follows:

1. That the hereinafter described real property referred to herein as Unit "D", including all access rights, now belonging to the State of Oregon by and through its State Highway Commission, be conveyed by Bargain and Sale Deed, pursuant to the provisions of ORS 271.330, to Washington County, Oregon, a political subdivision of the State of Oregon, to be used for public road purposes;

A parcel of land lying in Washington County, Oregon, and being those tracts of land described in those certain deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 324, Page 456, Book 324, Page 523, Book 325, Page 132, Book 325, Page 268, Book 325, Page 324, Book 325, Page 458 and in Book 326, Page 60 of Washington County Deed Records.

EXHIBIT "G" (cont.)

EXCEPT the following described tract:

Beginning at the most Northerly Northeast corner of that State of Oregon tract, recorded in Book 325, Page 268, of Washington County Deed Records, said corner being North 87° 55' 05" West 1526.8 feet along the North line of said Naylor D.L.C. from the Northeast corner of said T. G. Naylor D.L.C.; thence along the lines of the said State tract South 0°14' 05" West 1067.88 feet and South 83° 47' 10" East 161.94 feet to the most Easterly Northeast corner of said State tract and the true point of beginning of the parcel herein described; thence South 0° 50' 45" West along the Easterly line of said State tract 328 feet, more or less, to a line which is parallel to and 100 feet Easterly of the located center line of the Wilson River Highway connection to Forest Grove; thence Northerly parallel to said center line as follows: along a 138.73 foot radius curve right 72 feet, more or less, to a point of spiral curve; thence along a decreasing spiral curve right through a spiral angle of 36° 237.2 feet; thence North 0° 14' 05" East 66 feet, more or less, to a Northerly line of said State tract; thence South 83° 47' 10" East 100 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 5.64 acres.

ALSO, all rights of access, ingress, egress and regress owned by the State of Oregon, by and through its State Highway Commission, by virtue of the above described deeds and as set forth therein.

2. That this Primary Highway Designation Resolution No. 20-a be entered in the minutes and records of the Commission this 16th day of April, 1959, and that a certified copy thereof be forwarded to the County Court of Washington County.

31428

EXHIBIT "H-1"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Siuslaw

Highway number 34 Route number ORE 36

Location of Termini			Established Speed
M.P. 61.87 (150 feet west of Territorial Highway)	to	M.P. 62.23 (East end of Slough Bridge)	40 M.P.H.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 291 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "H-2"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail

Highway number 6 Route number US 20

Location of Termini			Established Speed
M.P. 430.78 (westerly east city limits of Nyssa)	to	M.P. 430.84 (east end of Short Line Railroad Underpass) --	20 M.P.H.
M.P. 430.84 (east end of Short Line Railroad Underpass)	to	M.P. 431.12 (east city limits of Nyssa) --	30 M.P.H.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 292 be entered in the minutes and records of the Commission as of the 16th day of April, 19 59.

31432

EXHIBIT "H-3"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Columbia River Highway

Highway number 2 Route number US 730

Location of Termini			Established Speed
M.P. 181.17 (0.22 mile west of west city limits of Umatilla)	to	M.P. 181.39 (west city limits of Umatilla)	40 M.P.H.

EXHIBIT "H-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 293 be entered in the minutes and records of the Commission as of the 16th day of April, 19 59.

31434

EXHIBIT "H-4"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number US 101

Location of Termini			Established Speed
M.P. 34.41 (0.20 mile north of Hemlock Street, community of Arch Cape)	to	M.P. 35.20 (0.20 mile north of Maxwell Street community of Arch Cape)	45 M.P.H.

EXHIBIT "H-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 294 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

EXHIBIT "H-5"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Weiser Spur Highway

Highway number 455 Route number US 30N

Location of Termini			Established Speed
"Y" M.P. 13.28 (0.15 mile south of Second Street)	to	"Y" M.P. 13.57 (north side of River Street, vicinity of Weiser, Idaho)	45 M.P.H.
"Y" M.P. 13.57 (north side of River Street)		"Y" M.P. 13.66 (Oregon-Idaho state line)	35 M.P.H.

EXHIBIT "H-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 295 be entered in the minutes and records of the Commission as of the 16th day of April, 1959.

31438

EXHIBIT "I-1"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, beginning at Highway Engineer's Station 9+05.32, at the northeast city limits of Juntura, and extending in a northeasterly direction to Highway Engineer's Station 185+00, at Horseshoe Bend, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1257, and the date of March 1959, (Right of Way Map No. 8B-13-14, dated February, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That heretofore this Commission, by resolution dated November 3, 1948, designated the said Central Oregon Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of April, 1959, as Survey Resolution No. 193.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 193, under the heading "Resolutions adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31440

EXHIBIT "I-2"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

1. Chapen Creek Section of the Heppner-Spray Highway in Morrow County.

2. Valley Falls-White Rock Section of the Fremont Highway in Lake County.

3. Tillamook River Bridge Section of the Netarts Highway in Tillamook County.

4. Hilda Street-Beaver Creek Road Section of the Cascade Highway in Clackamas County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Chapen Creek Section of the Heppner-Spray Highway, beginning at Highway Engineer's Station 0+00, at Rock Creek, and extending in a southerly direction to Highway Engineer's Station 445+30, approximately one mile north of the Grant County Line, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1234, and the date of March, 1959, (Right of Way Maps Nos. 8B-13-5, dated January, 1959, and 8B-6-7, dated July, 1957), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *.

1b. That the survey of the Valley Falls-White Rock Section of the Fremont Highway, beginning at Highway Engineer's Station 872+00, near Chandler Park, and extending in a northerly direction to Highway

Engineer's Station 1045+00, approximately 2.3 miles south of Valley Falls, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1236, and the date of March, 1959, (Right of Way Map No. 5B-2-1, dated May, 1936), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the Tillamook River Bridge Section of the Netarts Highway, beginning at Highway Engineer's Station 18+00, on the westerly side of the Tillamook River and extending in a northerly and easterly direction to Highway Engineer's Station 49+00, on the easterly side of the Tillamook River, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1266, and the date of March, 1959, (Right of Way Map No. 8B-7-20, dated January, 1958, revised March, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1d. That the survey of the Hilda Street-Beaver Creek Road Section of the Cascade Highway, beginning at Highway Engineer's Station 5+00, at Hilda Street in Oregon City, and extending in a southeasterly direction to Highway Engineer's Station 49+00, southerly from Beaver Creek Road, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1271, and the date of April, 1959, (Right of Way Map No. 8B-12-9, dated December, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of non-access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of April, 1959, as Survey Resolution No. 194.

EXHIBIT "I-2" (Cont)

* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 194, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31443

EXHIBIT "I-3"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Smith Crossing-Kellogg Unit, Elkton-Kellogg Section of the Elkton-Sutherlin Highway in Douglas County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Smith Crossing-Kellogg Unit, Elkton-Kellogg Section of the Elkton-Sutherlin Highway, beginning at Highway Engineer's Station 198+50, at Smith Bridge, and extending in a southerly direction to Highway Engineer's Station 342+00, near Kellogg, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1260, and the date of March, 1959, (Right of Way Map No. 8B-13-11, dated February, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a limited access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of April, 1959, as Survey Resolution No. 195.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 195, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-4"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the North Portland Harbor-North Russell Street Section of the Pacific Highway through the City of Portland in Multnomah County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the North Portland Harbor-North Russell Street Section of the Pacific Highway, beginning at Highway Engineer's Station 85+50, at North Portland Harbor (on Denver Avenue), and extending in a southerly direction to Highway Engineer's Station 333+22, at North Russell Street, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1269 and the date of April, 1959, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore this Commission, by resolution dated November 3, 1948, designated the said Pacific Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of April, 1959, as Survey Resolution No. 196.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 196, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31447

EXHIBIT "J-1"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this

reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Weston-Elgin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said East Unit, Weston-Weston Mountain Section of the said Weston-Elgin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1109.

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1109, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2" 31449

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property

may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1110.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1110, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "J-3" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1111.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1111, under the heading "Real Property Condemnation Resolutions , and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Corvallis City Section of the Corvallis-Newport Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Corvallis City Section of the Corvallis-Newport Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Corvallis City Section of the Corvallis-Newport Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Corvallis City Section of the said Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein;

that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1112.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1112, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-5"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Hilgard-La Grande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land,

part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of April, 1959, as Condemnation Resolution No. 1113.

FOOTNOTE

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1113, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "A"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Oregon-Washington Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the said Oregon-Washington Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be

EXHIBIT "J-6" (Cont'

reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this [illegible] day of April, 1959, as Condemnation Resolution No. 1114.

* FOOTNOTE:

The name[illegible] descriptions of the several parcels of [illegible] together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1114, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same [illegible]

April 16, 1959

EXHIBIT

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Poker Creek-Mason Dam Section of the Sumpter Valley Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Poker Creek-Mason Dam Section of the Sumpter Valley Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this

reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Poker Creek-Mason Dam Section of the said Sumpter Valley Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1115.

* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1115, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-8"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straitening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "J-8" (Cont)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatibel with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1116.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1116, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-9"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Forest Boundary-Haines Section of the Haines-Anthony Secondary Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Forest Boundary-Haines Section of the Haines-Anthony Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-9" (Cont)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Haines-Anthony Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Forest Boundary-Haines Section of the said Haines-Anthony Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1117.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1117, under the heading "Real Property Condemnation Resolutions, and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-10"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served; even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property

described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated McKenzie Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters- Deschutes River Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and

prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1118.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1118, under the heading Real Property Condemnation Resolutions , and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-11"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons of interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1119.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1119, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-12"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Oregon-Washington Junction-Mission Section of the Umatilla Mission Secondary Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified .

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Oregon-Washington Junction-Mission Section of the Umatilla Mission Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the

record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Oregon-Washington Junction-Mission Section of the said Umatilla Mission Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1120.

EXHIBIT "J-12" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1120, under the heading "Real Property Condemnation Resolutions , and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-13"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1121.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1121, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-14"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1108.

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* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1108, under the heading "Real Property Condemnation Resolutions , and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31486

EXHIBIT "J-15"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1122.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1122, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-16"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Seven Oaks-Neil Creek Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land,

part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Seven Oaks-Neil Creek Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Seven Oaks-Neil Creek Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "J-16" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1123.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1123, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-17"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and

EXHIBIT "J-17" (Cont)

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1124.

EXHIBIT "J-17" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1124, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-18"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "J-18" (Cont)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "J-18" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1125.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1125, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31498

EXHIBIT "J-19"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1126.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1126, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-20"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1127.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1127, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-21"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1128.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1128, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-22"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons of interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1129.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1129, under the heading "Real Property Condemnation Resolutions", and said description, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-23"

Minutes of April 16 and 17, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Oregon-Washington Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the said Oregon-Washington Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be

reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 1130.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1130, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-24"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, the State Highway Commission by resolution adopted on the 12th day of September, 1957, and an amendment thereto authorized on the 11th day of December, 1958, declared the necessity for the acquisition of certain real property owned by Royce C. Holloway, et ux., File No. R-25490, situated in the Jordan S. Robinson Donation Land Claim No. 55, Township 11 South, Range 3 West, Willamette Meridian, Linn County, Oregon, for right of way purposes for the relocation, construction, improvement and maintenance of the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, said resolution as amended declared that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway (formerly Pacific Highway East) and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property described as Parcel No. 1 in said resolution and amendment thereto, provided, however, that there should be a point of access as set forth in the amendment adopted the 11th day of December, 1955; and

WHEREAS, the State Highway Commission after further investigation, has found that the resolution of the 12th day of September, 1957 and the amendment thereto, adopted the 11th day of December, 1958, should be amended to delete the provision that said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the access control language in that certain resolution duly made and entered in full in the minutes and records of the Commission on the 12th day of September, 1957, and the amendment thereto duly made and entered in full in the minutes and records of the Commission on the 11th day of December, 1958, pertaining to the property owned by Royce C. Holloway, et ux., File No. R-25490, as set forth on page 4 of Exhibit "A" of said resolution be and the same hereby is amended to read as follows:

> It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the real property hereinabove described as Parcel No. 1; provided, however, there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right to cross beneath a structure to be constructed by the State Highway Commission, at its sole cost, on the real property described as Parcel No. 1, which said structure will carry the relocated Pacific Highway over the Tallman Branch of the Southern Pacific Railroad Company at Highway Engineer's centerline Station 1232+77. The State Highway Commission will extend the structure northerly of the portion over the railroad so as to provide a passageway for use of the owners. The passage will have a minimum horizontal clearance of 16 feet and a minimum vertical clearance of 16 feet.

2. That this resolution be entered in full in the minutes and records of the Commission this 16th day of April, 1959, as Condemnation Resolution No. 857-b.

EXHIBIT "J-25"

Minutes of April 16 and 17, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Chapen Creek Section of the Heppner-Spray Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Chapen Creek Section of the Heppner-Spray Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "J-25" (Cont.)

2 That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Heppner-Spray Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Chapen Creek Section of the said Heppner-Spray Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 17th day of April, 1959, as Condemnation Resolution No. 1195.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1195, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
May 4, 1959

The Oregon State Highway Commission met in special session at 10:00 a.m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Chairman McIver introduced Mr. Glenn L. Jackson who recently was appointed as a member of the Highway Commission to replace Mr. Robert B. Chessman who resigned.

The Parks Superintendent reported on the following park matters:

Extension of an agreement with the United States Coast Guard to utilize their pole line for State telephone line extension to Cape Arago State Park: The Parks Superintendent stated that since 1949 the State has been using a short section of the Coast Guard pole line along the Oregon Coast for a telephone line to Cape Arago State Park. This agreement is an extension of a previous agreement, involves no cost to the State, and covers a five-year period, beginning April 12, 1959. Since this is a valuable service to the State he recommended approval of the agreement. The Commission adopted his recommendation.

Revised agreement with U.S. Forest Service covering the use of Lakeshore and Mongold areas in the Detroit Lake State Park: The Parks Superintendent explained that the State has developed and is using Lakeshore and Mongold areas in Detroit Lake Park under an agreement with the U.S. Forest Service, dated April 12, 1955. The Forest Service now wishes to more accurately delineate the area in use and has submitted an agreement which reduces the area from an estimated 100 acres to 45 acres but otherwise does not change the terms of the permit. Upon the Parks Superintendent's favorable recommendation, the Commission approved the agreement.

Request for directional signing to the Willamette Meteorite site near Oregon City: As requested by the Commission at its previous

meeting, the Parks Superintendent reported that he had contacted the Oregon Historical Society regarding the matter of signing the road to the point where the meteorite was originally found. Since the Society indicated that they had no interest in signing the point in question, he recommended that the request be denied. The Commission accepted his recommendation.

Request of Representative Carl Back for toilet facilities at Battle Rock State Park: The Parks Superintendent reported that in accordance with Commission instructions he had investigated the matter of installing temporary toilet facilities at Battle Rock State Park in Port Orford to take care of the many people expected at their July 4th celebration, the cost of such facilities being $1,200. These can be installed in 30 days but it will be impossible to install a permanent facility by July 4, and he recommended that the Commission approve the installation of temporary facilities. Chairman McIver asked whether or not the Commission might be setting a precedent if it installs rest room facilities in this location since the park is within the city limits of Port Orford. The Parks Superintendent pointed out that a temporary setup installed in 1935 or 1936 had been removed as it did not prove satisfactory. The Engineer commented that even though this area is within the city limits it is a state park, and it was his thought that if a temporary facility is installed, there eventually will be a demand for a permanent installation. It was his opinion that to install a temporary facility would be a waste of money. The Parks Superintendent estimated that the cost of a permanent installation would be about $7,000 to $8,000. If temporary facilities are installed, he continued, the structures could be moved and used elsewhere, thus providing some salvage value. After a thorough discussion of the matter, Commissioner Jackson moved and the Commission approved the installation of temporary facilities as recommended by the Parks Superintendent.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After careful consideration of the individual options presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the options presented, the Right of Way Engineer pointed out that on Pages 6, 9, 12 and 17 of the list of options of properties, File Nos. 23458 (Cortanovich), 24333 (Beeman), 29423 (Kelley), 29498 (Weyerhaeuser) and 29413 (Reiber), were not included in authority previously granted by the Commission to secure right of way. The Commission granted authority to acquire the right of way.

The Right of Way Engineer requested authority to offer for public sale properties which are no longer needed for public purposes. The following properties, he stated, have been carefully appraised to determine the minimum values as shown:

(a) 73,750 square feet of Block 34, Leven's Addition in Baker, (on Old Oregon Trail Highway), Baker County, for a minimum consideration of $7,500. (To confirm telephone approval given by Chairman McIver April 28, 1959.) See Exhibit "B-1".

(b) 24 acres of former Hampton property on North Jefferson Junction-Albany Section of Pacific Highway, Marion County, for a minimum consideration of $3,450, with no access to the Pacific Freeway. See Exhibit "B-2".

(c) 110.7 acres of the former Jenks property on Albany-Judkins Point Section of the Pacific Highway, Linn County, for a minimum consideration of $12,550. He advised that there will be no access to the Freeway and the Highway Department will fence the right of way as a part of the construction plan. See Exhibit "B-3".

The Commission authorized public sale of the properties by adopting the attached resolutions relative thereto, marked Exhibits "B-1" through "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Changes in location of existing access points were presented by the Right of Way Engineer. He explained that no additional access is being granted, only a change in location or use for convenience of the property owners and safety of the traveling public. He recommended approval of these changes of access. The Commission accepted his recommendation and approved the following indentures of access:

(a) Pilot Rock Lumber Company, File No. 24233, on the Pendleton - Pilot Rock Section of Pendleton-John Day Highway, Umatilla County, change in use from operation of sawmill and transportation of forest products to bulk plant operation in connection with petroleum products.

(b) Compton property, File No. 28183, on Elkton-Kellogg Section of Elkton-Sutherlin Highway, Douglas County, change in location.

The Right of Way Engineer brought up for Commission action a change in access restrictions to allow the transportation of timber products from the Herman K. Pfeiffer property on the Bear Creek Section of the Siuslaw Highway in Lane County. He explained that in the negotiations with Mr. Pfeiffer he was given to understand that the agricultural use restriction on his property would permit him to

transport timber products. To deal fairly with Mr. Pfeiffer, he recommended that a grant of access be prepared which will add the transportation of timber products to the agricultural use. The recommendation was approved by the Commission.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were submitted to the Commission. He requested the Commission by resolution to declare the necessity of said properties for the special use to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn, if necessary, the parcels of property as presented by the Chief Counsel and thereupon adopted the attached resolutions relative thereto marked Exhibits "C-1" through "C- 8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation", dated May 4, 1959, filed in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations and Report of Offers".)

A report concerning cases which have been tried since the last Commission meeting was presented by the Chief Counsel, as follows:

REPORT OF CONDEMNATION CASES TRIED

April 16, 1959 to May 4, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2900 Knarr, et al	Multnomah	Columbia River	Portland-Bonneville	$1,600	$6,000	$1,760
L-2908 Spence, et al	Multnomah	Columbia River	Portland-Bonneville	440	2,400	484

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2818	State Highway Commission	Katherine Moore	Josephine	Enjoin or removal of damage of right of way fence	Decree of Injunction	Decree granted

May 4, 1959

Concerning the Katherine Moore case, he explained that Mrs. Moore's attorney advised him by letter that she would be unable to appear in court because of illness. The State's attorney contacted the judge who issued a permanent injunction against Mrs. Moore for removal or damage of the State's right of way fences.

The Commission accepted the report.

(For additional details see the Chief Counsel's letter dated May 1, 1959, entitled "Report of Condemnation Cases Tried - April 16, 1959 to May 4, 1959" in the General Files, Salem.)

The Chief Counsel also presented a report on the settlement of the case of H. L. Armentrout, et al, File Nos. L-3287 and R-27717. He explained that in 1954 a group of doctors purchased three lots in the City of Portland on the Harbor Drive-Barbur Boulevard Section of Pacific Highway to build a clinic. They hired a Mr. Pardue to work out the details, including the preparation of plans and specifications for the clinic. About that time, he continued, the State negotiated for some of the property and denied any compensation for the $4,393 paid to Mr. Pardue since there was enough remaining property on which to construct the clinic. Subsequently it was found necessary to take an additional 25 feet of this property, appraised at $6,750; however, the doctors demanded $4,400 as compensation for the amount paid Mr. Pardue as they claimed it was now impossible to build the clinic on the remaining property. He expressed the opinion that it would be a toss-up whether or not the Court would allow the $4,400 in evidence, but if it was allowed, in all probability the jury would award the full amount. He recommended settlement in the amount of $6,750 for the land and $2,500 for Mr. Pardue's services, or a total amount of $9,250. Chairman McIver pointed out that if a permit had been issued the State would have been required to pay the full amount. The Commission approved the settlement.

The Chief Counsel brought to the Commission's attention an agreement between the State Highway Commission, Cora Graham, dba Twin City Construction Company, Clarence Braden and the United States Fidelity and Guaranty Company regarding the assignment of State Highway Contract No. 5347, covering certain work on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of Central Oregon Highway, Malheur County. He explained that the Twin City Construction Company and Clarence Braden were awarded this contract as joint venturers, and now Clarence Braden wishes to take over the actual performance of this job. The agreement provides that the State allow this transfer of work but that both contractors will be held responsible in the event of the non performance of the contract and that both parties will also be held liable until the contract is completed. The agreement, he stated, is in good form, and he recommended approval of it. The Commission accepted his recommendation and later signed the agreement.

The Engineer reported that since the last Commission meeting he had awarded three contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been fulfilled and he recommended that the Commission confirm his award of the following contracts:

(1) Grading and paving on 4th Street in Clatskanie, Columbia County. Bids received April 14, 1959. Contract awarded April 17, 1959 to Walter Goodat, Portland, low bidder.

(2) Grading, oiling and rock production on Mason Siding-Poker Creek and Bridgeport Junction-Baker Sections of Sumpter Valley and Baker-Unity Highways, Baker County. Bids received March 24, 1959. Contract awarded April 23, 1959 to Arthur Simonsen and Company, Baker, low bidder.

(3) Grading and oiling on Deep Canyon-Deschutes River Section of McKenzie Highway, Deschutes County. Bids received April 14, 1959. Contract awarded April 23, 1959 to Q. L. Rufener, Inc., Portland, low bidder.

The Commission confirmed the award of these contracts.

As previously authorized by the Commission, the Engineer reported that he had placed load limit restrictions on three state highway sections. He explained that due to the weak and wet condition of the oil surface it was necessary to place a load limit effective 3:00 p.m., April 24, 1959, allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles on the following highways:

(1) Crater Lake North Highway No. 232, between M.P. 0.0 and M. P. 3.81.

(2) West Diamond Lake Highway No. 233 (State Route 230) from M. P. 8.0, 2 miles east of Jackson County-Douglas County Line, to M. P. 23.89, its junction with Crater Lake-North Highway.

(3) East Diamond Lake Highway No. 425 (State Route 230) for its entire length which extends from junction with Crater Lake-North Highway No. 232 to The Dalles-California Highway No. 4 (US Route No. 97).

The Commission confirmed the Engineer's action.

The Engineer also reported that the section of the Weston-Elgin Highway No. 330 between M. P. 2.50 and M. P. 10.69 at Basket Mountain County Road, on which a reduced load limit had been placed on March 6, 1959, is now in such condition that legal loads may be transported over it, and he recommended that the load limit be removed

as of 8:00 a.m. April 27, 1959. The section of this highway between M. P. 10.69 and M.P. 37.50, he continued, is still in poor condition and the protective load limit will be retained for a time. The Commission confirmed the Engineer's action.

Reclassification from Group III status to Group I status of the Wasco-Heppner Highway, No. 206, between Wasco and M. P. 11.73 was brought up for consideration by the Engineer. He explained that at the request of the River Terminals Company of The Dalles, a successful test run of a truck and full-trailer combination with an overall length of 60 feet, was made on this highway section. The equipment was able to negotiate the curves without encroaching on the opposing traffic lane and he recommended that this highway section be reclassified to a Group I status. The Commission accepted his recommendation.

Consideration was given to a request from Mr. Hugh McKinley, City Manager of Grants Pass, for the installation of a flashing beacon at the intersection of "G" Street (Rogue River Loop Highway) and Fourth Street in the City of Grants Pass. The Engineer advised that "G" and Fourth Streets form a four-way intersection, both being through streets with the exception of the Fourth Street intersection where "G" Street traffic is required to stop. Investigation revealed that there is an excessive traffic accident record at this intersection as the stop requirement is somewhat of a surprise on this through highway. In view of these findings, he recommended that a flashing beacon be installed by the State at the Fourth and "G" Street intersection at an estimated cost of $600 provided the City will care for the future maintenance and power consumption of the beacon. The Commission approved the installation.

The Engineer brought to the Commission's attention a request from Mrs. Irene Furlong, of the Glendale Co-ordinating Council, Glendale, for investigation of traffic conditions at the Glendale Junction on the Pacific Highway north of Grants Pass. He advised that an investigation revealed that the installation of a flashing beacon is warranted, particularly so since this is one of the few major intersections at grade on the Pacific Highway. The Commission approved his recommendation for the beacon installation at an estimated cost of $800.

Authority was requested by the Engineer to increase the project authorization on Contract No. 5312, for the Interstate Bridge-Oregon Slough Roadside Improvement Project on the Pacific Highway Toll Bridge, Multnomah County. He stated that an increase of $3,000 is necessary because of an error in calculating the amount of $2\frac{1}{2}$-inch pipe needed and because of an increase in the depth of the well, thereby requiring a larger and different type of pump. The Commission approved the increase.

The Engineer presented to the Commission bids received on April 21, 1959 for the Portland-Vancouver, Washington, Interstate Bridges Toll Collection System. He advised that the low bid was received from Taller & Cooper, Inc., Brooklyn, New York, in the amount of $301,600, under Alternate "B". He stated that the Washington State Toll Bridge Authority is meeting today, and he recommended that the contract be awarded to Taller & Cooper, Inc. at their bid price subject to concurrence by the Washington State Toll Bridge Authority. The Commission accepted his recommendation.

The Commission considered a request from the Springfield Chamber of Commerce for a permit to place a sign on the highway right of way on the northerly side of the McKenzie Highway at M.P. 1.49 at the easterly entrance to Springfield. The Engineer advised that the location of the sign and the sign message have been approved, and he therefore recommended that the Commission grant the Chamber a permit to erect the sign. The Commission approved the sign erection.

Consideration was given to a request from the McKenzie River Chamber of Commerce, Leaburg, for permission to erect a "Welcome" sign on highway right of way on the northerly side of the McKenzie Highway at M. P. 55.75. The Engineer stated it was his recommendation that the permit be granted as both the location of the sign and the sign message have been approved. The Commission adopted his recommendation.

The Engineer brought to the Commission's attention a proposed agreement with Southern Pacific Railroad Company covering the installation of illumination at the railroad grade crossing on the Siuslaw Highway east of Mapleton. He estimated the cost of the illumination at $900, and stated that the Railroad Company will pay one-half of the cost, or $450. He recommended that the Commission enter into this agreement with the Railroad Company to alleviate conditions which may cause accidents. The Commission approved participation in the illumination project.

Consideration was given to cooperative agreements with the following parties for the fencing of right of way on the Central Oregon Highway through their properties:

(1) G. I. Ranch Division of Lelco, Inc. to fence 14.54 miles of highway, westerly from the Lake County-Harney County Line.

(2) A. V. Simonsen to fence 1.6 miles of highway, just west of the intersection of the Crooked River Highway.

The Engineer explained that these agreements require the State to furnish the steel posts and do the necessary staking for the fence, the

land owners being required to furnish wire, fastenings and labor to erect the fence. As these agreements are advantageous to the State, the Commission adopted his recommendation that the agreements be approved.

Chairman McIver brought up for discussion the bill recently passed by the Legislature covering the $24,000,000 bond issue for the Astoria Bridge and the $4,000,000 bond issue for Highway 42. The Engineer pointed out that the $4,000,000 bond issue for Highway 42 will probably have an interest rate of about $60,000 per year with $200,000 to be paid against the principal, or a total of $260,000 per year for 20 years. It was his opinion that this money should be charged against Division No. 3; however, there are two ways in which the Commission may handle this matter, (1) take the money from the total amount for the State before allocations are made to the divisions, or (2) make division allocations first and charge the amount against Division No. 3. Chairman McIver stated that the Commission will give careful consideration to this matter.

Regarding the Astoria Bridge, the Engineer recommended that a meeting be arranged between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority. He advised that the State of Oregon would probably sell the $24,000,000 bond issue and build the bridge. He also stated that he has been advised that the Washington Highway Commission has the authority to pay approximately $600,000 yearly on the bridge without any further action from their legislature. After a thorough discussion of the matter, Chairman McIver instructed the Chief Counsel to confer with the legal counsel of the State of Washington together with the bond attorney who will be hired to pass on the validity and legality of the bond issue. He asked that before a meeting is arranged with the State of Washington, all legal phases should be taken care of, particularly the question of whether or not Washington has the right to obligate itself for the payment of these bonds when they cannot issue them. The Chief Counsel requested authority to confer with Mr. John W. Shuler, bond attorney, of the firm Shuler, Sayre Winfree & Rankin on the legal phases of this bond issue. The Commission granted his request and authorized the Chief Counsel and Engineer to follow the procedure as outlined by Chairman McIver.

Chairman McIver brought up the matter of an inspection trip throughout the state. The Engineer suggested that the Commission's first trip this year follow the route of US 99 through Southern Oregon in the Roseburg, Medford, Grants Pass, Ashland and Klamath Falls areas and over the Winnemucca-to-the-Sea route. After discussing the matter, the Commission decided to leave on its inspection trip on May 30 and return on June 2.

The Engineer requested authority to attend a meeting of the AASHO Test Road Committee in LaSalle, Illinois, on June 8 and 9, 1959, the estimated cost of such trip being $265.70. The Commission granted his request.

Chairman McIver read a letter from Mr. Ben R. Chandler, Coos Bay, former member and Chairman of the State Highway Commission, in which Mr. Chandler commended Governor Hatfield on his selection of Glenn L. Jackson as a member of the Highway Commission.

Mr. Armstrong brought up the matter of appointing someone to the Parks Advisory Committee to fill the vacancy created by the resignation of Glenn L. Jackson. Commissioner Jackson submitted the name of Mr. Sidney Bazett, Grants Pass, as being well qualified to serve on this committee. The Commission authorized the Secretary to write a letter to Governor Hatfield submitting Mr. Bazett's name for the Governor's consideration.

The Engineer brought to the Commission's attention a request by the Legislature and the Department of Finance and Administration that the State Highway Commission change its budget from the calendar year basis to the fiscal year basis (July 1 to June 30) to be in line with other state agencies. He stated that he could see no particular objections to making the change. The Commission took no action on the matter at this time.

The Commission signed the following agreements and other papers:

"Indenture of Access" to Pilot Rock Lumber Company property on Pendleton-Pilot Rock Section of Pendleton-John Day Highway, Umatilla County.

"Indenture of Access" to Compton property on Elkton-Kellogg Section of Elkton-Sutherlin Highway, Douglas County.

"Permit to Erect Sign on Highway Right of Way" allowing Springfield Chamber of Commerce to place sign on northerly side of McKenzie Highway right of way in Springfield at M.P. 1.49.

"Permit to Erect Sign on Highway Right of Way" allowing McKenzie River Chamber of Commerce, Leaburg, to erect a "Welcome" sign on northerly side of McKenzie Highway right of way at M. P. 55.75.

"Agreement" with Union County covering financing of Phillips Creek-Dry Creek School Section of FAS 795. (Authorized December 11, 1958)

"Supplemental Throughway Agreement" with Lane County covering Linn County Line-Judkins Point Section of Pacific Highway, Lane County. (Authorized August 16, 1956)

"Agreement" with U. S. Forest Service covering lease of stockpile site at East Beaver Creek, M. P. 77.45, on Oregon Coast Highway, Tillamook County. (Authorized January 22, 1959)

"Fence Agreement" with G. I. Ranch Division of Lelco, Inc. for fencing right of way of the Central Oregon Highway through the land owned by this Corporation.

"Agreement" with U. S. Forest Service covering the use of the Lake-shore and Mongold areas at Detroit Lake.

"Agreement" with U. S. Coast Guard to utilize their pole line for our telephone line extension to Shore Acres and Cape Arago State Parks.

"Bargain and Sale Deed" to James O. Chappell for a parcel of land on the Harbor Drive-Barbur Blvd. Section of the Pacific Highway in Multnomah County.

"Land Sale Contract" to Byron E. Davis for property on the Hillsboro-Oneway Street Section of the Tualatin Valley Highway in Washington County.

"Quitclaim Deed" to Paul S. Dripps for a parcel of land on the Newberg-Tigard Section of the Pacific Highway West in Washington County.

"Bargain and Sale Deed" to Eldon L. Gerber for a parcel of land on the Middle Grove-Central Howell Section of the Salem-Silverton Highway in Marion County.

"Assignment Agreement" between State Highway Commission, Clarence Braden, Twin City Construction Co. and U. S. Fidelity and Guaranty Company relative to the assignment of Contract No. 5347.

"Agreement" with City of Salem covering the traffic signal installation on the Pacific Highway East Business Route and Silver Creek Falls Highway.

"Agreement" with Weyerhaeuser Timber Company covering removal of cinder materials on the Green Springs Summit Section of the Green Springs Highway in Klamath County.

"Fence Agreement" with A. V. Simonsen for fencing along northerly side of Central Oregon Highway just west of intersection with the Crooked River Highway.

"Agreement" with Southern Pacific Company relative to installation of illumination at grade crossing CO-698.7 by Siuslaw Highway east of Mapleton.

"Abandonment Agreement" with Umatilla County covering the Weston-Milton-Freewater Section of the Oregon - Washington Highway.

"Bargain and Sale Deed" to Hal Smith for a parcel of land on the Harbor Drive-Barbur Blvd. Section of the Pacific Highway in Multnomah County.

May 4, 1959

31528

"Agreement" with Sherman County covering exchange of roads and highways: Wasco-Heppner Highway, Fulton Canyon-Wasco County Road.

"Cooperative Construction Agreement" with City of Cannon Beach re widening Hemlock Street (Oregon Coast Highway) between First and Second Streets.

There being no further business to come before the Commission, the meeting adjourned at 11:30 a.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

May 4, 1959

EXHIBITS "A" through "C-8"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

May 4, 1959

EXHIBIT "A"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated May 4, 1959, pages 1 through 23, as presented by the Right of Way Engineer and approved by the Highway Commission May 4, 1959, and by this reference said right of way resolution of May 4, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

31530

EXHIBIT "B-1"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the City of Baker Section of the Old Oregon Trail Highway described as follows:

> Block 34 of B. W. Levens' Addition to the City of Baker situated in Section 17, Township 9 S, Range 40 E, W. M., Baker County, Oregon, containing 73,750 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 96 be entered in the minutes and records of the Commission as of the 4th day of May, 1959.

EXHIBIT "B-2"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the North Jefferson Junction-Albany Section of the Pacific Highway described as follows:

A parcel of land lying in Sections 27 and 28, Township 9 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 505, page 792 of Marion County Records of Deeds; the said parcel being that portion of the said property lying westerly of a line which is parallel to and 130 feet westerly of the center line of the Pacific Highway and lying northerly of a line at right angles to said center line at Station 637+00. The center line of the relocated Pacific Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 615+00, said Station being 1617 feet west and 1013 feet south of the north quarter corner of said Section 27; thence South 16° 41' 30" West, 2115.63 feet; thence on a spiral curve left (the long chord of which bears South 16° 21' 30" West) 400 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 10° 24' 15" West) 2113.33 feet; thence on a spiral curve left (the long chord of which bears South 4° 27' West) 400 feet to Station 665+28.96 back equals 665+21.4 ahead; thence South 4° 07' West, 978.6 feet to Station 675+00.

The parcel of land to which this description applies contains 24 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes,

AND, WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,450.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by

EXHIBIT "B-2" (Cont)

the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No, 97 be entered in the minutes and records of the Commission as of the 4th day of May, 1959.

31533

EXHIBIT "B-3"

Minutes of May 4. 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Albany-Judkins Point Section of the relocated Pacific Highway described as follows:

A parcel of land lying in the South half of the Northwest quarter and in the North half of the Southwest quarter of Section 16, Township 12 South, Range 3 West, W.M., Linn County, Oregon, the said parcel being that portion of said South half of the Northwest quarter and the North half of the Southwest quarter lying westerly of a line which is parallel to and 150 feet westerly of the center line of relocated Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1470+00, said Station being 1136 feet South and 746 feet West of the North quarter corner of said Section 16; thence South 1° 41' West, 3500 feet to Station 1505+00.

The parcel of land to which this description applies contains 110.7 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $12,550.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 98 be entered in the minutes and records of the Commission as of the 4th day of May, 1959.

31534

EXHIBIT "C-1"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "C-1" (Cont)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1135.

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1135, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled.

EXHIBIT "C-2" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the Klamath Falls, West Side By-Pass Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property.

3. That the relocation, construction, improvement and maintenance of the said Klamath Falls, West Side By-Pass Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1136.

EXHIBIT "C-2" (Cont)

* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission Salem, being Resolution No. 1136, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting road, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including

easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A",

under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1140.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1140, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to locate in part, relocate in part, construct and maintain the Cascade Secondary Highway and locate and construct a public way known as Airport Road; and

WHEREAS, for the purpose of locating in part, relocating in part, constructing and maintaining the said Cascade Secondary Highway and locating and constructing a public way known as Airport Road, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit

"A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Cascade Secondary Highway and the public way known as Airport Road and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1141.

EXHIBIT "C-4" (Cont)

* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1141, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31546

EXHIBIT "C-5"

Minutes of May 4, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albary-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

EXHIBIT "C-5" (Cont)

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1142.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1142, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served,

even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner, or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of

said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1143.

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* FOOTNOTE:

The names of the property owners and the detained descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1143, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-7"

Minutes of May 4, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Seven Oaks--Neil Creek Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land,

part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Seven Oaks-Neil Creek Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Seven Oaks-Neil Creek Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-7" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1144.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1144, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of May 4, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons of interest of

EXHIBIT "C-8" (Cont.)

said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 4th day of May, 1959, as Condemnation Resolution No. 1202.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1202, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
May 28, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. L. I. Lindas, Chief Counsel, was excused.

The Commission approved the minutes for meetings held April 16 and 17, and May 4, 1959.

The Parks Superintendent reported on the following park matters:

Amendment to agreement with Central Lincoln People's Utility District covering extension of their power line in Beverly Beach State Park: The Parks Superintendent stated that the line extension is needed for overnight camping facilities. The amendment provides that the Power Company be paid a minimum amount of $228 per year, which, he stated, is reasonable as the State is not required to expend any funds for the power line extension. Upon his favorable recommendation, the Commission approved the amended agreement.

Sale of fire-killed timber at Humbug Mountain State Park: During the late summer of 1958, the Parks Superintendent stated, a fire in the park killed or damaged approximately 1967 MBF timber, the salvage value of which is estimated at $35,021. The Commission accepted his recommendation that the damaged timber be offered for public sale by auction as soon as possible. In reply to Commissioner Fridley's inquiry, the Parks Superintendent stated that reforestation would be undertaken after the dead timber is removed.

Statement submitted to Oregon Hydroelectric Commission regarding application of Portland General Electric for a permit to appropriate waters of the Deschutes River on the Round Butte Hydroelectric Project: The Parks Superintendent stated that the proposed project would flood the existing Cove Palisades State Park. A hearing was held by the Hydroelectric Commission at Madras on May 20 and 21, 1959,

and it was pointed out that if the dam is constructed the inundated park facilities should be replaced at the expense of the power company, including the replacement of access roads. He also commented that a hearing is to be held before the Federal Power Commission, at which time practically the same evidence will be presented as at the State hearing. It was his recommendation that negotiations concerning a contract be undertaken at an early date with Portland General Electric Company to assure the movement or the replacement of park facilities by the power company to a location to the west and near the Deschutes River, provided, of course, that the power facility is constructed. The Commission approved the recommendation.

Appointment of a person to the State Parks Advisory Committee to replace Glenn L. Jackson who was appointed to the State Highway Commission: The Parks Superintendent stated that he had contacted Mr. Warne Nunn, Administrative Assistant to the Governor, concerning the appointment of Mr. Sidney Bazett. Mr. Nunn proposed the names of Mr. Collins, Mrs. Brandt and Mrs. Gerke, although he offered no objection to the name of Mr. Bazett. He said that he explained to Mr. Nunn that it is the Commission's policy to appoint well known laymen to the Advisory Committee so that they may analyze controversial problems from a public standpoint rather than from a professional point of view. All three of the people suggested by Mr. Nunn, he continued, represent the professional point of view in landscape or park work. Mr. Nunn, however, wished to discuss the matter with the Governor and stated that he would talk to the Parks Superintendent later.

Proposed development and acquisition of land in Thomas Condon-John Day Fossil Bed State Park: Since the last meeting of the Highway Commission, the Parks Superintendent stated, an investigation had been made in the fossil bed area, with the thought of establishing roads into the interesting portions and the acquisition of additional areas. Approximately 100 acres on the easterly edge of State property at Turtle Cove should be acquired and also a right of way for a road into the area from the highway to the edge of the State-owned land. Another area of approximately 400 acres of land owned by the Foree Ranch and an entrance road should also be acquired. It was his opinion that the cost should be relatively minor as the land is not useful for other than grazing purposes. He also commented that the cost of the project could be included in the 1960 budget other than the cost of a road which is already in the 1959 budget. The Commission authorized negotiations for acquisition of the land as outlined by the Parks Superintendent. The Parks Advisory Committee, the Parks Superintendent added, plans to consider later a suggestion made by Herman Oliver for additional waysides or park areas in Central Oregon.

Proposed acquisition of Sea Lion Caves on the Oregon Coast Highway: A meeting with the owners of the caves was held, the Parks Superintendent reported, but they at first indicated that they were not interested in selling. However, they later stated that the price would be in excess of $500,000, and offered at a later date to furnish a pro-

posal for basis of further negotiation. The Commission directed that a complete report be made, including an inventory of the property, appraised value, the owners' asking price, the gross income, attendance for the last ten years, and how the operation would be handled if operated by the State.

Proposed acquisition of land for a state park in the Smith Rock area near Terrebonne: The Parks Superintendent presented a written report on the matter and commented that if the Commission approved the project it is proposed to obtain private and federal land which would include a great portion of the scenic area and provide a place for day use and a car parking area. The City of Redmond, he continued, has applied to the Federal Government for 120 acres of land which it proposes to turn over to the State for park purposes. It was his thought that the cost of the park in relation to its use would be reasonable and he estimated that approximately 60,000 people would visit the park annually. He estimated that the cost of development would be approximately $35,000, including the land, and the annual maintenance cost would be approximately $2,800. The report, he added, has been studied by the State Parks Advisory Committee and they have recommended acquisition and development of the park. The Commission authorized negotiations for acquisition of the park and development as outlined in the report.

Report on State Parks Advisory Committee Meeting: The Parks Superintendent presented a copy of the minutes of the meeting of the Parks Advisory Committee held in Roseburg on May 15, at which time the County Courts of Lane, Coos, Curry, Douglas, Josephine and Jackson Counties discussed county parks as well as those on the local level. The Commission accepted the report.

Agreement with Taft-Nelscott-Delake Water District to extend their water pipe line to the east side of Devil's Lake State Park: The Parks Superintendent reported that there are no springs in this area and securing a well with an adequate water supply is uncertain. The Water District will extend a four-inch line about 4,000 feet to supply the park's need for the sum of $5,468.68, and he recommended that he be authorized to negotiate an agreement with the Water District on the basis outlined. The Commission approved the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

May 28, 1959

The Property Manager's report was presented by the Right of Way Engineer covering miscellaneous sales in the amount of $18,220.82 made since the last Commission meeting, and a rental report for the period from April 9 to May 18, 1959, showing terminations, new rentals and total rental receipts for the month of April in amount of $7,855.83. The Commission accepted the reports.

Authority was requested by the Right of Way Engineer to make direct sales on three parcels of excess property. He explained that on all of them the proposed selling prices reflect appraised values except the property sold to Emil M. Olsen, which is being sold to him under the terms of the deed by which the property was acquired in 1941, the price being one and one-half cents per square foot. The Commission authorized sale of the following:

(a) 6,950 square feet of excess property, File No. 8978, on the Seventh Avenue Connection of the Pacific Highway in Lane County, to Emil M. Olsen for the sum of $104.25.

(b) 1,200 square feet in Block 97, Irvington Park, Portland, File No. 4861, to the City of Portland for street purposes for the sum of one dollar.

(c) 3.35 acres of land from the former Hodgson property, File No. 20545, on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, to C. E. and Elizabeth Wright and J. R. and Jennie Hodgson for the sum of $670.

The Right of Way Engineer also requested authority to offer for public sale several parcels of excess property which are no longer required for highway purposes. Each of these parcels, he explained, has been appraised and the minimum prices as suggested reflect appraised values. The Commission authorized public sales of the properties, and thereupon adopted the attached resolutions relative thereto marked Exhibits "B-1" through "B-3" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(a) 18,810 square feet of land from the former Chipman property, File No. 18469, on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County for a minimum consideration of $1,000, without access to the highway. See Exhibit "B-1".

(b) 3.83 acres of land from the former Wiebe property, File No. 8789, on the Salt Creek-Dolph Corner Section of the Dallas - Coast Highway in Polk County for a minimum consideration of $383.

(c) 7,300 square feet of land from the former Lawler property, File No. 22870, in Reedville, on the Tualatin Valley Highway in Washington County for a minimum consideration of $1,750, with two un-

restricted points of access to the Tualatin Valley Highway. See Exhibit "B-2".

(d) 99,000 board feet of Douglas fir and white fir on property lying east of the Oregon Coast Highway about 11 miles south of Port Orford in Curry County (Arizona Inn slide area), File Nos. 6167 and 6168, for a minimum consideration of $2,245.

(e) 0.15 acre of land from the former Shaw property, File No. 6383, on the Pacific Highway East in the City of Albany, Linn County, for a minimum consideration of $6,500, without access either to the present highway or Queen Street. See Exhibit "B-3".

The Commission considered and approved a "Grant of Access" presented by the Right of Way Engineer allowing two points of unrestricted access to Selmar A. Hutchins and Henry H. Miller on the Elkton-Sutherlin Secondary Highway at its junction with the Pacific Highway near Sutherlin. He explained that the access could be granted without detriment to the traveling public or the state.

An exchange of easements with Pacific Telephone and Telegraph Company was presented by the Right of Way Engineer, who explained that the transaction provides that the State accept a quitclaim deed to 24.79 acres on the Shady-Canyonville Section of the Pacific Highway in exchange for a substitute easement of 1.53 acres for a coaxial cable installation by the Pacific Telephone and Telegraph Company. He presented a form of "Release, Waiver of Access and Grant of Easement" covering the transaction and pointed out that the State is not being injured in any way. The Commission approved the exchange.

Attention was given to an "Indenture of Access" form presented by the Right of Way Engineer covering a change in a point of access to the Hays and Skjaerlund property, File No. 18387, on the Medford-County Farm Section of the Pacific Highway in Jackson County. He pointed out that the change is being made for the convenience of the property owners and the safety of the traveling public and that no additional access is being granted. The Commission approved the "Indenture of Access".

The Right of Way Engineer also presented for the Commission's consideration an "Encroachment Permit" to Mr. and Mrs. Alfred Westerlund and Joel Westerlund to allow a stiffleg crane to encroach upon a portion of the State Highway right of way on the Interstate Bridge Section of the Pacific Highway in Multnomah County. He explained that the permit bears a 60-day revocable clause, and the encroachment is not detrimental to the State's interests. The Engineer pointed out that permitting the encroachment will not create a precedent as there have been a considerable number of similar cases. The Commission approved the "Encroachment Permit".

Consideration was given to an "Agreement" with the Oregon Portland Cement Company covering removal of material from the

Cement Compay's quarry on the Gales-Lime Section of the Old Oregon Trail Highway in Baker County. The Right of Way Engineer explained that the material is to be used on the Durkee-Malheur County Line Rock Production Contract and is the only feasible source of material in the vicinity. The "Agreement" provides payment of five cents per cubic yard for materials secured. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the "Agreement".

The Commission also considered deeding to Paul D. and Betty McConnell 1.37 acres of excess land on the Florence-Lake Tahkenitch Section of the Oregon Coast Highway in Douglas County. The Right of Way Engineer explained that the conveyance was requested by the United States Forest Service to enable them to acquire right of way through the McConnell property for construction of an access road to proposed camp ground construction on the west side of Carter Lake. As the interests of the State would not be injured, he recommended that the conveyance be made without charge. The Commission accepted his recommendation.

The Assistant Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted to the Commission. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "L-1" through "L-22", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated May 28 and 29, 1959, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report was submitted by the Assistant Chief Counsel on condemnation cases and other cases which have been tried in court April 17 to May 28, 1959. The Commission accepted the report which is summarized as follows:

("Report of Cases Tried" on following page)

REPORT OF CONDEMNATION CASES TRIED

April 17, 1959 to May 28, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3291 Coopey, et al.	Benton	Corvallis-Newport	Corvallis City	$ 3,250	None	$ 3,250 (Judgment)
L-2930 Brady, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	14,250	$ 46,500	8,600
L-3071 Davison, et al.	Curry	Oregon Coast	Myers Creek-Brookings	650	190,000	650
L-3280 Lawson, et al.	Hood River	Columbia	Cascade Locks By-Pass	4,240	None	4,240 (Judgment)
L-3207 Kempf, et al.	Josephine	Pacific	Grants Pass Rock Point	1,050	2,000	890
L-3222 Kincaid, et ux.	Josephine	Pacific	Grants Pass Rock Point	None made (State employee)	1,200	1,200
L-2695 Amos, et al.	Klamath	The Dalles California	Klamath Falls By-Pass	375	1,500 (legal owner) 500 (contract purchaser)	1,000
L-3096 Barnwell, et al	Marion	North Santiam Secondary	Sublimity Gun Club-Lancaster Drive	150	1,000	250
L-3093 Smith, et al.	Marion	North Santiam Secondary	Sublimity Gun Club-Lancaster Drive	4,500	8,574	4,500
L-2889 Kneeland, et al.	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	12,500	14,700	12,500

May 28, 1959

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3117 Cruick-shank, et ux.	Yamhill	Three Mile Lane Secon-dary	McMinnville Airport-Day-ton Jct.	$ 5,200	$ 8,500	$ 7,500
L-3102 Fruit, et al.	Yamhill	Three Mile Lane Secon-dary	McMinnville Airport-Day-ton Jct.	6,800	21,500	16,000

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-2568	Morrison, et al.	State of Oregon	Marion	Claim for extra work under State Highway Contract No. 3956 (Changed Conditions Clause)	$43,000	$39,000

(For additional details see the Chief Counsel's letter dated May 26, 1959, entitled "Report of Cases Tried" in the Commission's files in Salem.)

The Assistant Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Highway Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29290 Barthlomew, et al.	Baker	Sumpter Valley	Poker Creek-Mason Dam	$ 184.25	$ 185
R-28935 Hoffman, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	9,000.00	9,750
R-23386 Hollenbeck, et al.	Clatsop	Oregon Coast	Roosevelt Drive	8,655.00	10,000

May 28, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-27262 Maneely, et al.	Coos	Oregon Coast	Davis Slough-Bandon	$ 990	$ 870
R-27795 Agnew, et al.	Curry	Oregon Coast	Myers Creek-Brookings	3,200	8,225
R-28964 Knutson, et al.	Hood River	Columbia	Cascade Locks-Viento	500	500
R-28438 Anderson et al.	Jackson	Pacific	Seven Oaks-Neil Creek	7,155	7,155
R-28926 Faber, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	1,670	1,920
R-28437 Hare, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	3,000	3,000
R-28440 Walkemeyer, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	7,765	7,865
R-27122 Bernet, et ux.	Josephine	Pacific	Grants Pass-Rock Point	3,750	4,175
R-27903 Stone, et al	Malheur	Old Oregon Trail	Ontario-Snake River	17,000	17,000
R-27928, Bauer, et al.	Mult-nomah	Pacific	Hamilton St.-Slavin Rd.	2,550	3,000
R-27359 R-27909 Des Bouillons, et al	Mult-nomah	Pacific	Harbor Dr.-Barbur Blvd.	12,000	15,000
R-29236 Enquist	Mult-nomah	Columbia River	Portland-Bonneville	60	350

May 28, 1959

Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-20652 Helmcke	Multnomah	Sunset	Washington County Line-Highlands Interchange	$ 15,000	$16,000
R-22898 Russell, et al	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	1,000 (partial taking)	18,500
R-28262 Storz	Multnomah	Pacific	East Bank Freeway	12,000	13,200
R-28159 Hicks, et al.	Washington	Sunset	North Plains Interchange	2,460	3,500
R-28491 Johnson, et al.	Grant	John Day-Burns	Canyon City-Seneca	5,515	6,700
R-26714 Koger, et ux.	Malheur	Old Oregon Trail	Ontario-Snake River	16,825	21,000
R-28928 General Development Co.	Jackson	Pacific	Seven Oaks-Neil Creek	750	750

(For additional details, see the Chief Counsel's letter dated May 22, 1959, entitled "Report of Cases Settled" and a letter dated May 27, 1959, entitled "Supplemental Report of Cases Settled" in the Commission's files in Salem.)

An oral report concerning cases pending trial was presented by the Assistant Chief Counsel. He mentioned briefly that 22 cases are set for trial before July 15 when the courts normally go on vacation. Commissioner Fridley inquired if the Troy condemnation case near Baker is scheduled for trial. The Assistant Chief Counsel replied negatively. The Right of Way Engineer indicated that there is still hope for a settlement.

In compliance with a resolution adopted by the Commission December 20, 1951, the Assistant Chief Counsel presented a list of offers

made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

Seven Oaks-Neil Creek Section of The Pacific Highway

R-28413 - Roger von der Hellen, et al. Parcel No. 1: 5.05 acres for right of way purposes; and Parcel No. 2: 0.13 acre for right of way purposes. Offer of $21,240.00 approved by Mr. McIver April 4, 1959.

R-28414 - John S. Day, et al. Parcel No. 1: 15.6 acres for right of way purposes; and Parcel No. 2: 2,700 square feet for drainage ditch easement. Offer of $33,165.00 approved by Mr. McIver May 1, 1959.

R-28415 - John Bohnert, et al. Parcel No. 1: 5.55 acres for right of way purposes; and Parcel No. 2: 2,000 square feet for drainage ditch easement. Offer of $16,425.00 approved by Mr. McIver April 28, 1959.

R-28421 - Bernie B. Moore, et al. 1.45 acres for right of way purposes. Offer of $5,818.00 approved by Mr. McIver April 30, 1959.

R-28432 - Carl W. Anhorn, et al. 3.32 acres for right of way purposes. Offer of $17,500.00 approved by Mr. McIver April 16, 1959.

R-28437 - Gordon A. Hare, et al. 1.32 acres for right of way purposes. Offer of $3,000.00 approved by Mr. McIver April 21, 1959.

R-28438 - Mary Gertrude Anderson, et al. 2.98 acres for right of way purposes. Offer of $7,155.00 approved by Mr. McIver April 22, 1959.

R-28440 - Dorothy L. Walkemeyer, et al. 4.45 acres for right of way purposes. Offer of $7,765.00 approved by Mr. McIver April 21, 1959.

R-28442 - Lester H. Gilman, et al. 19.0 acres for right of way purposes. Offer of $30,000.00 approved by Mr. McIver April 22, 1959.

R-28926 - Everett A. Faber, et al. 0.71 acre for right of way purposes. Offer of $1,670.00 approved by Mr. McIver May 4, 1959.

R-28928 - General Development Co., et al. 0.36 acre for right of way purposes. Offer of $750.00 approved by Mr. McIver April 23, 1959.

R-29305 - C. A. Petrehn, et al. 0.11 acre for right of way purposes. Offer of $565.00 approved by Mr. McIver May 4, 1959.

Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway

R-23230 - Farm & Industrial Equipment Co., et al. Parcel No. 1: 5.5 acres for right of way purposes and Parcel No. 2: 0.13 acre for right of way purposes. Offer of $90,625 approved by Mr. McIver May 26, 1959.

R-23515 - Miles E. McKay, et al. Parcel No. 1: 0.01 acre for right of way purposes; Parcel No. 2: 0.02 acre for right of way purposes; and Parcel No. 3: 120 square feet for right of way purposes. Offer of $60,700.00 approved by Mr. McIver May 26, 1959.

R-23519 - Charles L. Gillilan, et al. 3.95 acres for right of way purposes. Offer of $18,100.00 approved by Mr. McIver April 30, 1959.

R-23537 - C. C. Chatterton, et ux. 0.01 acre for right of way purposes. Offer of $25.00 approved by Mr. McIver April 23, 1959.

R-28863 - Wayne W. Hayes, et al. 1.44 acres for right of way purposes. Offer of $109,000.00 approved by Mr. McIver May 19, 1959.

East Bank Freeway Section of The Pacific Highway

R-28210 - Westfair Corporation, et al. 51,000 square feet for right of way purposes. Offer of $145,000.00 approved by Mr. McIver May 5, 1959.

R-28277 - Ralph E. Panhorst, et ux. 5,000 square feet for right of way purposes. Offer of $25,000.00 approved by Mr. McIver May 14, 1959.

R-28308 - Helen Green Chase, et al. 5,000 square feet for right of way purposes. Offer of $41,000.00 approved by Mr. McIver April 23, 1959.

R-28311 - Helen Green Chase, et al. 818 square feet for right of way purposes. Offer of $6,500.00 approved by Mr. McIver April 23, 1959.

R-28337 - Theresa Odalovich, et vir. 10,000 square feet for right of way purposes. Offer of $24,500.00 approved by Mr. McIver May 19, 1959.

R-28394 - The McGuire Investment Co., et al. 5,000 square feet for right of way purposes. Offer of $31,500.00 approved by Mr. McIver May 19, 1959.

R-29131 - Lucile Johnson, et al. 8,333 square feet for right of way purposes. Offer of $5,750.00 approved by Mr. McIver May 7, 1959.

R-29135 - E. A. Hilton, et al. 3,333 square feet for right of way purposes. Offer of $3,500.00 approved by Mr. McIver April 22, 1959.

Ontario-Snake River Section of the Old Oregon Trail Highway

R-27899 - Albert A. Fuchs, et al. 0.65 acre for right of way purposes. Offer of $6,000.00 approved by Mr. Fridley May 5, 1959.

R-27902 - Mary Helen Clark, et al. Parcel No. 1: 1.0 acre for right of way purposes and Parcel No. 2: 0.43 acre for right of way purposes. Offer of $19,250.00 approved by Mr. Fridley May 7, 1959.

R-27903 - Fuller L. Stone, et al. 0.4 acre for right of way purposes. Offer of $17,000.00 approved by Mr. Fridley April 30, 1959.

R-28475 - Martha Lea Vance, et al. 0.04 acre for right of way purposes. Offer of $100.00 approved by Mr. Fridley May 6, 1959.

Wasco-Hay Canyon Section of the Wasco-Heppner Highway

R-28988 - P. G. O'Meara, et ux. 0.13 acre for right of way purposes. Offer of $650.00 approved by Mr. Fridley May 13, 1959.

R-28996 - Gertrude L. Peugh, et al. Parcel No. 1: 3.9 acres for right of way purposes; and Parcel No. 2: 0.56 acres for right of way purposes. Offer of $1,000.00 approved by Mr. Fridley May 20, 1959.

R-29000 - B. Estrelle Hailey, et al. 1.73 acres for right of way purposes. Offer of $1,153.00 approved by Mr. Fridley May 6, 1959.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28746 - W. H. McChesney, et al. 0.32 acre for right of way purposes. Offer of $6,000.00 approved by Mr. McIver April 21, 1959.

R-28764 - Charles H. Hattan, et al. 0.13 acre for right of way purposes. Offer of $8,430.00 approved by Mr. McIver April 21, 1959.

East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway

R-29206 - Robert G. Blomgren, et al. 4.26 acres for right of way purposes. Offer of $1,471.00 approved by Mr. Fridley May 21, 1959.

R-29207 - Asa Alvah Wurzer, et al. 0.16 acre for right of way purposes. Offer of $45.00 approved by Mr. Fridley May 21, 1959.

R-29539 - James H. Sampson, et al. 0.01 acre for right of way purposes. Offer of $25.00 approved by Mr. Fridley May 19, 1959.

Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway

R-29143 - Marion Stafford Hansell, et al. Parcel No. 1: 11.83 acres for right of way purposes; 1.15 acres for right of way purposes; and 0.38 acre for slope easement. Offer of $2,435.00 approved by Mr. McIver May 27, 1959.

May 28, 1959

Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway - (Cont.)

R-29147 - Eva Steen Shannon, et al. 17.6 acres for right of way purposes. Offer of $14,800 approved by Mr. McIver May 27, 1959.

R-29150 - B. & M. Farms, Inc., et al. 20.7 acres for right of way purposes. Offer of $29,000.00 approved by Mr. Fridley May 6, 1959.

Baker- Pleasant Valley Section of the Old Oregon Trail Highway

R-28055 - Margaret Becker, et al. Parcel No. 1: 22.48 acres for right of way purposes; 1.10 acres for right of way purposes; 0.18 acre irrigation ditch easement; and 0.46 acre for channel easement. Offer of $20,250.00 approved by Mr. Fridley May 13, 1959.

R-28056 - Frances M. Troy, et al. Parcel No. 1: 19.7 acres for right of way purposes; Parcel No. 2: 12.6 acres for right of way purposes; Parcel No. 3: 0.11 acre for channel easement; and Parcel No. 4: 0.33 acre for permanent easement. Offer of $15,000.00 approved by Mr. Fridley May 12, 1959.

R-29544 - Ethel A. Palmer, et al. Parcel No. 1: 0.3 acre for right of way purposes; and Parcel No. 2: 0.02 acre for permit of entry. Offer of $102.40 approved by Mr. Fridley April 23, 1959.

Albany-Judkins Point Section of The Pacific Highway

L-2998 (R-25312) - C. A. Huntington, et ux. Parcel No. 1: 6.71 acres for right of way purposes; Parcel No. 2: 1.78 acres for right of way purposes; Parcel No. 3: 1.06 acres for right of way purposes; and Parcel No. 4: 8.38 acres for right of way purposes. Offer of $16,750.00 approved by Mr. McIver April 20, 1959. On October 8, 1957, Mr. McIver authorized an amount of $9,400.00. This increase in amount of offer is due to an additional taking of real property.

R-25356 - Kenneth H. Wylie, et al. Parcel No. 1: 9.89 acres for right of way purposes; Parcel No. 2: 12.4 acres for right of way purposes; and Parcel No. 3: 4.6 acres for right of way purposes. Offer of $74,060.00 approved by Mr. McIver April 21, 1959.

R-25362 - Gordon Kenneth Wylie, et al. Parcel No. 1: 6.0 acres for right of way purposes; Parcel No. 2: 2.04 acres for right of way purposes; and Parcel No. 3: 360 square feet for right of way purposes. Offer of $26,550.00 approved by Mr. McIver May 5, 1959.

R-25364 - J. R. McKy, et ux. 5.35 acre for right of way purposes. Offer of $14,000.00 approved by Mr. McIver May 14, 1959.

Cascade Locks-Viento Section of The Columbia River Highway

R-28949 - Oregon Conference of the Free Methodist Church of North America. 0.27 acre for right of way purposes. Offer of $700.00 approved by Mr. McIver May 6, 1959.

R-28963 - Joe G. Stanton, et al. 1.45 acres for right of way purposes. Offer of $150.00 approved by Mr. McIver April 29, 1959.

Poker Creek-Mason Dam Section of The Sumpter Valley Highway

R-29290 - B. B. Bartholomew, et al. 7.37 acres for right of way purposes. Offer of $185.00 approved by Mr. Fridley April 21, 1959.

Cascade Locks By-Pass Section of The Columbia River Highway

R-29292 - Marjorie M. Clark, et al. 0.04 acre for right of way purposes. Offer of $20.00 approved by Mr. Fridley May 6, 1959.

Corvallis City Section of The Corvallis-Newport Highway

R-28388 - Mikel Matulewski, et al. 6,743 square feet for right of way purposes. Offer of $6,750.00 approved by Mr. McIver May 26, 1959.

Grants Pass-Rock Point Section of The Pacific Highway

R-29013 - John L. Graffis, et al. 13.75 acres for right of way purposes. Offer of $16,140.00 approved by Mr. McIver May 20, 1959.

A report was also presented by the Assistant Chief Counsel and accepted by the Commission concerning orders issued by the Public Utilities Commissioner in which the State Highway Commission has been a party, which orders are summarized as follows:

PUX 150: Fixing train speeds within the limits of incorporated cities of less than 100,000 population on the Coos Bay Branch of Southern Pacific Company. Order No. 36617 issued May 1, 1959. The order involved crossings within the cities of Reedsport, North Bend, Coos Bay, Coquille, Myrtle Point and Powers. The order was issued upon testimony taken and findings made by the Public Utility Commissioner.

PUX 294: Hilgard Detour Overcrossing project across the right of way and tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, on the Old Oregon Trail in Union County. Supplemental Order No. 36664 issued May 7, 1959. Upon application of the State Highway Commission the Commissioner previously issued an order for the construction of a permanent overcrossing structure, for the removal of the present Hilgard over-

crossing structure and for the construction and removal of a temporary overcrossing structure. Subsequent to that time the plan of construction was changed so that it was no longer considered necessary to construct the temporary structure and the supplemental order makes provision for the elimination of the construction and removal of the temporary structure.

PUX 306: Hay Canyon Creek Grade Crossing across the tracks and right of way of Oregon-Washington Railroad and Navigation Compay, Union Pacific Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300 in Sherman County. Order No. 36639 issued April 20, 1959. This matter arose upon the application of the State Highway Commission. The order was issued in accordance with the application.

PUX 308: Pleasant Valley Overcrossing across the right of way and tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Company, Lessee, on the Old Oregon Trail in Baker County. Order No. 36657 issued on April 27, 1959. This matter arose upon the application of the Oregon State Highway Commission and the order was issued in accordance with the application.

PUX 310: Application of the City of Redmond for authority to construct a crossing at grade with the tracks and right of way of Oregon Trunk Railway near the City of Redmond in Deschutes County. Order No. 36630 issued April 20, 1959. This crossing is not on any road under the jurisdiction of the State Highway Commission and no objection was made to the issuance of a proper order. The order was issued in accordance with the application.

PUX 313: Two county road crossings of the private road of Weyerhaeuser Timber Company in Klamath County. Order No. 36634 issued April 14, 1959. The only interest of the State Highway Commission with respect to these crossings is that the construction of the county road on which they are located will be supervised by the State Highway Commission as a County Federal Aid Secondary project. No objection was made to the issuance of an order in accordance with the said application and the order was issued in accordance therewith.

PUX 314: Construction of railroad spur track at grade across a county road near Conroy in Benton County, locally known as Reservoir Road. Order No. 36643 issued April 20, 1959. This crossing is located on a county road not under the supervision or control of the State Highway Commission and no objection was made to the issuance of a proper order.

PUX 316: Relocation of overcrossing structure over and across the right of way and tracks of Southern Pacific Company on the Mc-Kenzie Highway at Judkins Point at Eugene. Order No. 36663 issued April 30, 1959. This matter arose upon application of the State Highway Commission for authority to construct a new overcrossing structure and to remove an existing overcrossing structure. The order was issued in accordance with the application.

PUX 317: Construction of an overcrossing structure across the right of way of the tracks of Southern Pacific Company on the Federal Interstate Pacific Highway at Judkins Point near Eugene. Order No. 36669 issued May 8, 1959. The proposed structure will cross over the Willamette River, the relocated structure on the McKenzie Highway and over the tracks and right of way of Southern Pacific Company. The order was issued in accordance with the application.

PUX 318: Grade crossing of an industrial spur track across County Road No. 321 in Lane County. Order No. 36644 issued April 21, 1959. This crossing is located upon a county road which is not under the jurisdiction or control of the State Highway Commission and no objection was made to the issuance of a proper order.

The Assistant Chief Counsel reported briefly on commencement of legal actions against the Highway Commission, its officers or employees. In the case of J. Earl Shaffer and Northwestern Mutual Insurance Company vs. Arthur Douglas Tiller and State Highway Commission, he pointed out that Mr. Tiller is employed by the Highway Department and was involved in a vehicular accident. The matter has been turned over to the state equipment insurance carrier and appropriate action will be taken, he continued, to quash the motion against the State Highway Commission.

He also mentioned the case of Florence Taylor vs. Greyhound Bus Company and the State Highway Commission. Florence Taylor was injured while riding in a Greyhound bus. It appears that a dust cloud had been raised on the highway which contributed to the accident. Appropriate action will be taken to secure dismissal of the case as far as the Highway Commission is concerned.

Authorization was requested by the Assistant Chief Counsel to initiate an appeal to the Supreme Court in the following cases:

(1) State of Oregon vs. John Ropp, et ux; L-3037, R-25455 - Linn County Circuit Court Case No. 28573.

(2) James W. Morrison, et al. vs. State of Oregon; L-2568 - Marion County Circuit Court Case No. 43261.

Concerning the Ropp case, the Assistant Chief Counsel stated that he felt an appeal was justified on the basis of an improper showing of damage by the owner during the trial. In the Morrison case, he commented that the judge in trying the case had ruled in favor of the contractor (Morrison - Lamping), and had rendered judgment in the amount of $39,000. The contractor claimed damage because of softness in the roadbed caused by irrigation. The Engineer stated that in his opinion the case should be appealed. The Commission authorized appeal.

May 28, 1959

The Assistant Chief Counsel discussed with the Commission a proposed legislative bill concerning change of highway grade as requested by the Governor. He mentioned that the Governor had vetoed a change of grade bill passed by the 1959 Legislature because it contained several features detrimental to the State. The Governor, however, requested that the Highway Department prepare a bill eliminating the bad features of the original bill. Such a bill, the Assistant Chief Counsel stated, has been prepared after consultation with the Engineer, and he explained briefly the provisions contained in it. The Commission authorized presentation of the bill to the Governor.

The Engineer reported that he had made awards of contracts referred to him by the Commission to award when certain conditions had been taken care of. These conditions have been resolved, and he requested that the Commission confirm his award of the following contracts:

(1) Furnishing and installing of air conditioning system in the State Highway Building Conference Room in Salem, Marion County. Bids received May 5, 1959. Contract awarded May 8, 1959 to Temp-Control Corporation, Portland, low bidder.

(2) Grading on Seven Oaks-Table Rock Road Section of Pacific Highway, Jackson County. Bids received April 14, 1959. Contract awarded May 14, 1959 to Peter Kiewit Sons' Company, Medford, low bidder.

(3) Paving the Ontario-Idaho Line Section of Old Oregon Trail Highway, Malheur County. Bids received April 14, 1959. Contract awarded May 14, 1959 to Rogers Construction Company, Portland, low bidder.

(4) Grading and paving the North Fork Chetco River Section of the Chetco River Road, Curry County. Bids received April 14, 1959. Contract awarded May 13, 1959 to Pelican Bay Construction Services, Inc., Smith River, California, low bidder.

(5) Portland-Vancouver, Washington, Interstate Bridges Toll Collection System, Multnomah County, Oregon, and Clark County, Washington. Bids received April 21, 1959. Contract awarded May 4, 1959 to Taller & Cooper, Inc., Brooklyn, New York, low bidder.

The Commission confirmed award of the contracts.

The posting of construction speed zones on several construction projects for the safety of the traveling public was reported by the Engineer. At his request, the Commission confirmed the establishment of the following construction speed zones:

(1) 20 MPH on Oregon Coast Highway between south end of Bullards Bridge (M.P. 259.72) and a point 0.6 mile south of south end of Bullards Bridge (M.P. 260.32); and 35 MPH between Coquille-Bandon Highway (M.P. 261.60) and a point west of June Avenue (M.P. 261.85), effective 1:00 p.m., April 24, 1959.

(2) 35 MPH on Coquille-Bandon Highway from its junction with Oregon Coast Highway (M.P. 17.28) to a point 0.31 mile east thereof (M.P. 16.97), effective 1:00 p.m., April 24, 1959.

(3) 35 MPH on the Fords Bridge Section of Pacific Highway from M.P. 216.46 to M.P. 217.46, effective 3:00 p.m., April 30, 1959.

(4) 20 MPH on Old Oregon Trail Highway between M.P. 257.5 and M.P. 258.2 (Perry-Oro Dell Section, west of La Grande), effective 10:00 a.m., May 18, 1959.

Removal of reduced load limits was also reported by the Engineer. He explained that the reduced load limits had been placed in effect to prevent damage to the highway surfaces because of thawing conditions. These conditions, he continued, no longer prevail and reduced load limits have been removed from the following sections of state highways:

(1) Weston-Elgin Highway No. 330 from M.P. 30.3 to M.P. 37.5 at Phillips Creek Road, effective 8:00 a.m., May 15, 1959.

(2) Century Drive Highway No. 372 from M.P. 1.92 to M.P. 11.65, effective 8:00 a.m., May 25, 1959.

(3) Crater Lake Highway No. 232 from M.P. 0.0 to M.P. 3.81, effective 5:00 p.m., May 27, 1959.

(4) West Diamond Lake Highway No. 233 from M.P. 8.0, two miles east of the Jackson County-Douglas County Line, to M.P. 23.89, at its junction with Crater Lake-North Highway, effective 5:00 p.m., May 27, 1959.

(5) East Diamond Lake Highway No. 425 over its entire length, effect 5:00 p.m., May 27, 1959.

The Commission confirmed removal of the reduced load limits.

May 28, 1959

A test run was made with truck and full-trailer combination with 60 feet over-all length on the Cascade Secondary Highway No. 160 from 14th Street in Oregon City to Liberal and return, the Engineer reported. The test run was successful as the equipment was able to travel the highway without encroaching upon the opposing traffic lane. The Commission confirmed the Engineer's action in reclassifying this section of highway from Group II to Group I.

The Engineer also reported that a successful test run had been made using truck and full-trailer combination 60 feet in over-all length over the Little Butte Creek Secondary Highway No. 270 from its junction with the Crater Lake Highway to M.P. 15.6 and return. The Commission confirmed the Engineer's action in reclassifying this section of highway from Group II to Group I.

The Commission considered items of unfinished business appearing on the Secretary's Summary, dated May 4, 1959, as follows:

(1) Access to the Columbia River Highway and development of a park area at the mouth of the John Day River in cooperation with the U. S. Corps of Army Engineers: This item was ordered deleted from the list of unfinished business, to be considered as new business when the matter is brought up again.

(2) Proposed sale of the Patterson Bar near Eugene: The Engineer recalled that previously Lane County had requested priority in the right to purchase the land, but it was his understanding that they had withdrawn their request in favor of the University of Oregon who wish to acquire the property for an athletic stadium and attendant facilities. Of the approximate 102 acres originally acquired for a source of construction materials, he continued, about 92 acres remain. Inasmuch as the contractors are now required to provide their own source of material, the Engineer recommended that the remaining property be sold to the University of Oregon for the price that the Highway Commission paid for it, which was $1,000 per acre. The Commission authorized the sale on the basis as recommended by the Engineer. This item is to be deleted from the list of unfinished business.

(3) Proposal of Lake County Court that the State take over the Winnemucca-to-the-Sea Route from Adel to the Nevada State Line provided the County will assume jurisdiction over the Warner Secondary Highway between Adel and Plush: The Commission deferred action on this matter pending their proposed inspection trip in that area on June 1, 2 and 3. The item is to remain on the list of unfinished business.

(4) Central Oregon Delegation's request for additional park areas and facilities in Central Oregon: A report on this item was presented by the Parks Superintendent earlier in the day, and the Commission ordered the item deleted from the list of unfinished business.

(5) Determination of technical and legal aspects concerning the proposed bridge across the Columbia River at Astoria: This item

was ordered deleted from the list of unfinished business as a meeting had been held in Portland on May 27, 1959, with the Washington Highway Commission and Toll Bridge Authority.

The Engineer reported that, as previously authorized by the Commission, surveys for the relocation or reconstruction of certain sections of state highways have been completed. The surveys have been given very careful engineering consideration and provide the most feasible improvement for the traveling public commensurate with the cost involved. The Commission approved the following surveys as presented and thereupon adopted the attached resolution relative thereto marked Exhibit "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein:

(1) Academy Street-Coast Junction Section, Dallas-Rickreall Highway in Polk County.

(2) West Unit, Forest Boundary-Klamath County Line Section of the Lake of the Woods Highway in Jackson County.

(3) McKenzie Highway-Belknap Springs Section of the Clear Lake-Belknap Springs Highway in Lane County.

(4) East Unit, Lost Creek-Cascade Gorge Section, Crater Lake Highway in Jackson County.

An increase in project authorization for the Jonesboro-Tunnel Section on the Central Oregon Highway, Contract 5247, was requested by the Engineer. He explained that considerably more overburden and rotten rock were encountered than anticipated thereby requiring flattening of the excavation slope. The absence of solid riprap rock increased the costs of the Malheur Channel revision and it was also found necessary to reinforce the old pavement with crushed rock to provide stability. The Commission approved an increase of $90,000, from $500,643 to $590,643.

An increase in project authorization was also requested by the Engineer on the Oregon Centennial grounds access road, Contract No. 5273. He explained that work originally contemplated had been deleted from the plans, but due to a very favorable contract price Multnomah County had requested that some of the features be restored. The Commission approved the Engineer's request for an additional amount of $25,500, of which $12,750 is to be paid by the State and the balance by Multnomah County. The Engineer also pointed out that the State's total expenditure on this project would be within the original allocation of $50,000.

The Engineer reported that a request had been received through the Governor's office for the use of a Bailey bridge, owned by the Highway Department, at the Centennial grounds in Portland. The bridge, he stated, is to be used for a pedestrian overpass over a state highway, and he recommended that the Highway Department cooperate in loaning the bridge to the Centennial Commission. He estimated the cost of hauling and erecting the bridge and construction of approach ramps at $4,000. The Commission approved the request.

Chairman McIver announced that awards of contracts would be made at 3: p.m., and at 12 noon the meeting was recessed to be reconvened at 1:30 p.m.

Following lunch, the Commission discussed with the Engineer bids received on May 5 and May 26 on which awards are to be made at 3:00 p.m.

The Commission considered a request by the Engineer for authority to program from Secondary funds the installation of a flashing signal at the Southern Pacific Railroad grade crossing of Depot Street in Rogue River. The Engineer explained that the sight distance at present is good, but with construction of the freeway sight distance will be greatly restricted and the hazard at the crossing materially increased. The Commission approved his recommendation for installation at an estimated cost of $9,000 to be financed from Federal Secondary highway funds. The Commission also granted authority to make application to the Public Utilities Commissioner for the project, with a request that the railroad company be required to pay 10% of the cost of the installation and be required to maintain and operate the signal.

Two Federal Aid Secondary highway projects on county roads, one in Lincoln County and the other in Sherman County, were brought up by the Engineer. He explained that the projects were requested by the counties and qualify for inclusion in the Federal Aid Secondary highway program. The Commission approved the following projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fund
Lincoln	832	Sams Creek Bridge, structure only.	$ 20,000	1960
Sherman	667	Grass Valley-Rutledge Section, 5.9 miles. Surface & oiling.	$ 70,000	1960
		Total	$ 90,000	

(Project report continued on next page)

FAS Project report - cont.

Summary By Fiscal Years:	1960	1961	Total
*Available Funds	$4,754,000	$3,750,000	$8,504,000
Previously Approved	4,507,000**	934,000**	5,441,000
	$ 247,000**	$2,816,000**	$3,063,000
Proposed Projects 5/20/59	90,000	--	90,000
	$ 157,000	$2,816,000	$2,973,000

*From "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58 less $141,000 (1960 funds) which Harney County has made available for expenditure on the Frenchglen State Highway.

** Grant County project approved for $120,000 of fiscal year 1960 funds on 3/5/59 shifted to a fiscal year 1961 fund project at request of county.

The Commission considered the following requests for extensions of time within which to complete state highway contracts. Reimbursement for engineering expense and other extra expense incurred by the State in connection with the work during the time of extension was waived by the Commission unless otherwise stated.

(1) James F. Turner, Contract No. 5310, for construction of the Bates Park Bridge on a Linn County road, requested an increase from 100 to 130 workdays within which to complete this contract. The Commission approved an increase of 15 workdays without assessment of liquidated damages.

(2) C. E. Leseberg, Contract No. 5287, for grading and oiling the Vale Unit, Vale-Grand Avenue, West Unit, and Foothills Drive Sections of the Lytle Boulevard and Foothills Drive County roads in Malheur County, requested an extension of time from 130 to 145 workdays within which to complete the contract. The Commission denied the request.

(3) Warren Northwest, Inc., Contract No. 5273, for grading and paving on the Oregon Centennial grounds, requested an extension of time from 40 to 70 workdays within which to complete the contract. The Commission approved an additional 20 workdays without assessment of liquidated damages.

(4) Eugene Gardens, Contract No. 5381, for extension of camp area at Beverly Beach State Park, requested an extension of 15 workdays within which to complete this contract. The Commission approved an extension of 5 workdays without assessment of liquidated damages.

FOOTNOTE: Action taken by the State Highway Commission

May 28, 1959

upon the extensions of time listed above was based upon the recommendations of the Engineer and his reports which considered, but did not necessarily adopt, either or any of the reasons given by the contractors in their requests for extensions of time. (For details, see the original of the contractors' requests and the Engineer's recommendations on file in the contracts mentioned in the Secretary's office in Salem.)

The Engineer reported that contract numbers 5108, 5310, 5316, 5323, 5340, 5352, 5361, 5389, 5398, 5402, 5403, 5404, 5414, 5439, and 5440 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect a as though extended in full herein.

The matter of issuance of bonds as authorized by the 1959 Legislature for improvement of Highway 42 was discussed briefly but action was deferred for further study. The Engineer stated that surveys are being made on this highway.

Requests were considered from residents of Drain and from Mrs. Stella Finnell of Barview for reduced speed zones on the Umpqua Highway, about two miles west of Drain, and on the Oregon Coast Highway in the communities of Barview and Barview Heights in Tillamook County. The Engineer reported that the requests have been carefully investigated and the conditions that were found warranted the installation of the following reduced speed zones:

(1) 50 mile-per-hour speed zone on the Umpqua Highway between a point 0.16 mile east of Hardscrabble Creek Road, M.P. 47.66, and a point 0.52 mile east of Hardscrabble Creek Road, M.P. 48.02. (See Exhibit "H-1")

(2) 45 mile-per-hour speed zone on the Oregon Coast Highway between a point 400 feet north of Cedar Street, M.P. 53.71, and a point 0.48 mile south of Cedar Street, M.P. 54.27. (See Exhibit "H-2")

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto marked Exhibit "H-1" and Exhibit "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

May 23, 1959

The Engineer also reported that a request had been received for a school crossing speed zone at the school on the Monmouth-Independence Highway between Independence and Monmouth. He explained that on April 13, 1951, a resolution had been adopted establishing a 40 mile-per-hour speed zone but this action was prior to the policy of establishing 20 mile-per-hour exceptions through school zones. He recommended that the existing speed zone be modified to the extent that a 20 mile-per-hour speed zone be established during the hours of school crossings between a point 150 feet west of Talmadge Road, M.P. 0.99, and a point 100 feet west of Gun Club Road, M.P. 1.28. The Commission approved the reduced speed zone by adopting the attached resolution relative thereto marked Exhibit "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a letter written by Mrs. William M. Mears concerning a hazardous condition at the intersection of the Tualatin Valley Highway and S.W. 90th Avenue in the community of West Slope. The Engineer stated that an investigation disclosed that cars parked on the southerly side of the Tualatin Valley Highway west of 90th Avenue restrict sight distance for drivers attempting to enter the highway from the side road. The Commission accepted his recommendation that shoulder parking be prohibited on the southerly side of the Tualatin Valley Highway between S. W. 90th Avenue and a point 100 feet west of S. W. 90th Avenue, and thereupon adopted the attached resolution relative thereto, marked Exhibit "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was also given to a hazardous condition on the Oakland-Shady Highway north of Oakland in the vicinity of the Shricker and Inda Livestock Auction. The Engineer stated that the Maintenance Superintendent in charge in that area had pointed out that there is a great deal of parking on highway shoulders during auctions. As the shoulders of the highway are narrow, he continued, thus restricting the width of the traveled way, and as the auction market has provided adequate off-street parking, he recommended that shoulder parking be prohibited on both sides of the Oakland-Shady Highway between M.P. 6.88 and M.P. 7.26. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel expenses were requested by the Engineer and approved by the Commission as follows:

(1) Mr. Forrest Cooper, Deputy State Highway Engineer, to attend meeting of subcommittee of the AASHO Operating Committee on Design in LaSalle, Illinois, June 4 and 5, 1959, at an estimated cost of $300.

(2) Mr. Carl Jordan, Director, Travel Information Division,

to attend meeting of Oregon, Washington and British Columbia Travel Directors in Vancouver, B.C., July 6 and 7 at an estimated cost of $62.05.

A petition was considered from a number of truck drivers in the Baker area regarding stop signs at Unity Junction in Baker County. The Engineer explained that at the present time traffic entering the John Day Highway from the Baker-Unity Highway is required to stop, in addition to traffic entering the Baker-Unity Highway from the westerly turning leg. An investigation was made and it was found that because of the low traffic volume and good sight distance, the stop signs at the Unity Junction could be removed without endangering the traveling public and the Engineer so recommended. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked Exhibit "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Sale of a 60-foot riveted plate girder span to the State Forester was considered. The Engineer explained that the span had been used to carry the Oregon American Logging Company Railroad over the Sunset Highway but had been dismantled and stock-piled after the railroad had ceased operation. As the State has no use for the span on its highway system, he recommended that it be sold to the State Forester for the sum of $2,000. The Commission approved the sale.

The Engineer presented for the Commission's consideration a letter dated May 7 to which was attached an itinerary for the Commission trip into southwestern Oregon. No action was taken.

The Engineer brought up a request by Lambert Gardens, Portland, for the installation of finger boards along State Highway routes in the city directing people to Lambert Gardens. The Engineer pointed out that Lambert Gardens is a commercial venture and admission is charged to see the Gardens. It was his opinion that if the request is allowed it would be difficult to deny requests for other signs on highways directing people to other commercial ventures. The Commission approved his recommendation that the request be denied.

The Engineer reported that the Trail Creek Bridge Section on the Crater Lake Highway in Jackson County and the River Banks Farm Section of the Rogue River Highway in Josephine County have been completed and opened to public travel. In accord with previous agreements entered into with the respective counties he recommended that the Commission take formal action to abandon the old sections of highways. The Commission approved the abandonments by adopting the attached resolutions relative thereto marked Exhibit "D-1" and Exhibit "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Junction City Chamber of Commerce for permission to erect two welcome signs, one on the Pacific Highway West at M.P. 104.32 and one on the Albany-

Junction City Highway at M.P. 30.28. The locations of the signs and the sign messages have been approved, the Engineer stated, and he recommended that permission be granted to install them. Commissioner Jackson inquired if there is provision in these permits, and similar types of permits, to require that the signs be installed on a temporary basis. He mentioned particularly signs which pertain to the Oregon Centennial celebration. The Engineer explained that the permits pertaining to the Centennial signs contain a provision that the permit expires in 1960 and is not renewable. Concerning other types of signs requested by governmental agencies. he pointed out that the Legislature two years ago granted authority for the installation of such signs when approved by the Highway Commission. The Commission approved the installation of the welcome signs.

The Commission also considered a request from the Jackson County Centennial Association for permission to place eight signs on Pacific Highway right of way to indicate the location of the Centennial Association information booth. The Engineer pointed out that the permit prepared for this request contained a provision that the permit expires January 15, 1960 and is not renewable. Upon the Engineer's favorable recommendation, the Commission approved the installation of the signs.

The Commission approved the Secretary's report of papers signed on behalf of the Commission during the period April 13 through May 22, 1959.

The next regular Highway Commission meeting date was set for July 2 and 3 in the Conference Room of the State Highway Building in Salem. A tentative date for the meeting following was set for August 13 and 14.

A supplemental agreement with the City of Coquille was considered modifying an agreement dated December 9, 1955, pertaining to the routing of one-way traffic through the City. The Engineer stated that the modifications have been investigated and he recommended that they be approved. The Commission approved the supplemental agreement.

The Engineer stated that a request had been received from the Governor and the State Speed Control Board requesting a 55 mile-per-hour speed zone on the Salem By-pass Section of the Pacific Highway and on the Banfield Expressway from its western terminus easterly to 102nd Avenue. They also asked that signs be erected indicating a maximum speed of 70 miles per hour on the four-lane section of the Pacific Highway between Salem and Albany. Signs at points of entry from other states were also requested showing information that the designated speed in the State of Oregon is 55 miles per hour unless otherwise indicated. The Commission approved the speed zones, following the

favorable recommendation of the Engineer, and the signs at points of entry, and thereupon adopted the attached resolutions relative thereto, marked Exhibits "H-4" and "H-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The matter of the legality of rubber or rubber and air springs on trucks and trailers was brought up by the Engineer. He pointed out that a new type of spring consisting of a sort of rubber sponge is being used on many new vehicles. These springs, he added, have already been approved and are in use in the State of Washington and he recommended that they be accepted as legal springs in the State of Oregon. Commissioner Fridley inquired concerning the possibility of damage to highways by use of this type of spring. The Engineer replied that they have been quite thoroughly investigated and it appears that their use would cause no more and possibly less stress on highways than the usual steel springs. The Commission approved the new type of springs as recommended by the Engineer.

The Washington Toll Bridge Authority, the Engineer stated, has inquired as to what the State of Oregon intends to do concerning the Oregon approach to the proposed bridge across the Columbia River at Biggs. A meeting, he added, is scheduled with the Toll Bridge Authority for June 19. He pointed out that the State does not have much choice in construction because of the nearness of the railroad and construction of the Columbia Interstate Highway. The cost of the approach he estimated at $200,000 including an overpass over the railroad and legs to form an interchange with US 97. The question as to whether the Federal Government will participate in the cost of the structure on the basis of interstate funds or other Federal-aid funds has not been determined, but he stated that he would follow up on the matter. The Commission approved the project as presented by the Engineer.

The matter of acquiring excess U.S. Government equipment to be used by Oregon counties was discussed. The Engineer recalled that in previous consideration of this matter it had been determined that it would be necessary for the Highway Department to acquire the equipment and lease it to the counties on a long term basis in order to comply with Federal regulations. A type of resolution embodying this thinking has been presented to Mr. C. W. Enfield, Chief Counsel for the U.S. Bureau of Public Roads, and has been approved by him. He explained briefly that the resolution applies only to counties and not to cities or other governmental agencies, and the proposed resolution, among other stipulations, provides that the county deposit with the State the cost of acquiring and handling the equipment prior to delivery. Upon his favorable recommendation, the Commission approved the attached resolution pertaining to the leasing of equipment to counties, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to requests from the Battin School Parent-Teacher Association and the Lot Whitcomb Parent-Teacher

Association for the installation of traffic lights on 82nd Avenue between Flavel Street and King Road. The Engineer stated that these requests have been carefully investigated and out of seven intersections it had been found that two of them warranted installation of traffic signals. He recommended that the signals be installed at Johnson Creek Boulevard and at King Road, both on 82nd Avenue, at an estimated cost of $22,000. The Commission approved the installations.

The Engineer commented briefly concerning the use of asphaltic concrete pavement and Portland Cement pavement on state highways. He pointed out that the use of four inches of asphaltic concrete is not enough to compare with the usual thickness of Portland Cement concrete, and that the standards now in use are not comparable. The section of the Pacific Highway from the Lane County line southerly to Judkins Point, he stated, lies across river bottom land which is relatively unstable, and he recommended that Portland Cement concrete be used for surfacing this section for a distance of about 12 miles. The Commission approved his recommendation. Commissioner Jackson inquired as to the additional cost of using Portland Cement in comparison with asphaltic concrete. The Engineer replied that the difference is usually about ten per cent of the total cost of the highway.

The Engineer reported that a request had been received from the Eagle Point Lions Auxiliary for the placement of two historical signs on the Crater Lake Highway near Eagle Point. The signs would call attention to the location of a pioneer grist mill. The Oregon Historical Society has approved the context of the signs, and he recommended that they be erected under terms of a permit. The Commission approved the permit.

. The Engineer asked for authority to request a Federal-Aid Urban project for construction of roadways near the Fred Meyer Shopping Center at 102nd Avenue on the Banfield Expressway in Portland. The County and the City, he stated, have performed the greater part of the work to provide access but some work is necessary by the State which he felt would cost about $32,000. The Commission granted authority as requested.

The Eugene Chamber of Commerce, the Engineer stated, has requested that a 50 mile-per-hour speed zone be established on the existing Pacific Highway between Albany and Harrisburg. This request, he continued, undoubtedly stems from the fact that six people were killed in traffic accidents during a ten-day period on this section of highway. Also, the Eugene Chamber of Commerce requested that the new freeway section between Albany and Halsey be opened to the traveling public as soon as it is completed. The Engineer requested, and the Commission granted, authority to investigate the requests and submit a report later.

The Commission discussed with the Engineers matters to be brought up by delegations scheduled to appear on the following day. No action was taken pending appearance of the delegations.

May 28, 1959

At 3:00 p.m. Commissioner Fridley announced awards of contracts on which bids had been received May 5 and May 26, 1959, as follows:

BIDS RECEIVED IN SALEM ON MAY 5, 1959

"Sales privilege permit at Humbug Mountain State Park adjacent to the Oregon Coast Highway in Curry County. The Commission awarded the permit to Orris Knapp and Harold Knapp, Port Orford, at 4.25 per cent.

"Replace and repair dolphins on Coos Bay (McCullough) Bridge at North Bend, on Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, Hillstrom Shipbuilding Co., Coos Bay, at $6,199.95

"Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County. The Commission awarded the contract to the low bidder, F. L. Somers, Medford, at $44,544.00.

"Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath and Deschutes Counties. The Commission awarded the contract to the low bidder, C. C. Meisel, Mc-Minnville, at $28,500.00.

"Grading 4.19 miles on the McKenzie River-Willamette River Section of the relocated Pacific Highway in Lane County. The Commission elects to accept the low bid of R. A. Heintz Construction Co., Portland, in the sum of $1,852,309.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Cleaning and painting all steel below roadway deck on Yaquina Bay Bridge on Oregon Coast Highway in Lincoln County. The Commission awarded the contract to the low bidder, A. H. Barbour & Son, Inc., Portland, at $54,000.00.

"Paving 12.52 miles on the Halsey Interchange-Lane County Line Section of the relocated Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,718,220.50.

"Grading and oiling 2.58 miles on the East Unit, Foothills Drive Road, northeast of Vale in Malheur County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $65,090.00.

"Furnish and install air conditioning system in State Highway Conference Room at Salem, Marion County. The Commission awarded the contract to the low bidder, Temp-Control Corp., Portland at $16,789.00

"Traffic Signal Installation on Barbur Blvd. at Capitol Highway in Multnomah County. The Commission awarded the contract to the low bidder, Gateway Electric Co., Portland, at $8,479.00.

"Revise structure at Bridal Veil Interchange on the Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Washington, at $104,483.40.

"Grading and paving 5.08 miles on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County. The Commission elects to accept the low bid of C. R. O'Neil, Creswell, in the sum of $588,321.10, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving 3.79 miles on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County. The Commission elects to accept the low bid of C. R. O'Neil, Creswell, in the sum of $381,305.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Oiling 4.24 miles on the Phillips Creek-Dry Creek School Section of Sanderson Springs Road in Union County. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at $18,724.00.

BIDS RECEIVED IN SALEM ON MAY 26, 1959

"Lease of Park Building and Facilities located at Beverly Beach State Park in Lincoln County. No bids received.

"Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to the low bidder, Cartwright Construction Co., Durkee, at $34,770.00.

"Grading and paving 1.85 miles on the Corvallis Section of the relocated Corvallis-Newport Highway in Benton County. The Commission elects to accept the low bid of Miller & Hutchins Contractors, Inc., Roseburg, in the sum of $529,912.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving 0.83 mile on the Hilda St. -Beaver Creek Road (Oregon City) Section of the Cascade Highway in Clackamas

County. The Commission elects to accept the low bid of Charles T. Parker Construction Co., Portland, in the sum of $118,365.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving 1.61 miles on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County. The Commission elects to accept the low bid of M. J. Brassfield, Co., Geo. E. Blaisdell & Son Const. Co., and Shirley G. Stone Co., Salem, in the sum of $377,516.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $85,800.00 is deposited by the County.

"Maintenance painting on the Oregon City Arch Bridge over the Willamette River at Oregon City on the Oswego Highway in Clackamas County. The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at $12,438.00.

"Two reinforced concrete bridges to carry Pittsburg-Scappoose County Road over North Scappoose Creek in Columbia County. The Commission elects to accept the low bid of C. J. Montag and Sons, Portland, in the sum of $42,183.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $9,500.00 is deposited by the County.

"Oiling 19.10 miles on nine county roads in Deschutes County. The Commission elects to accept the low bid of Horton Construction Co., Portland, in the sum of $85,260.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $25,900.00 is deposited by the County.

"Grading and paving 0.51 mile of access road at the Booth Ranch Truck Scale Site on the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Inter City Sand & Grave. Co., Eugene, at $56,716.35.

"Oiling 7.26 miles on three county roads in Gilliam County. The Commission elects to accept the low bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $25,493.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of $5,800.00 is deposited by the County.

"Construction of Eighth Street Bridge over Bear Creek for the City of Medford in Jackson County. Low bid was submitted by R & M Construction Company, Central Point, in the amount of $51,038.00. However, as this is a city project, all bids were referred to the City of Medford for award.

"Construct reinforced concrete lining inside existing timber lining in Cape Creek Tunnel on Oregon Coast Highway in Lane County. The Commission awarded the contract to the low bidder, Teeples & Thatcher, Portland, at $100,500.00.

"Multiplate Arches and Pipe Crossings (Q St. Interchange), McKenzie River-Willamette River Section, Pacific Highway, in Lane County. The Commission elects to accept the low bid of R. A. Heintz Construction Co., Portland, in the sum of $103,299.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Stone base and paving 0.27 mile in Junction City (10th St.), in Lane County. The Commission elects to accept the low bid of Morse Bros., Lebanon, in the sum of $18,189.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Junction City is received and the sum of $900.00 is deposited by the City.

"Grading and paving 0.98 mile on the Salem-Browning Avenue Section of Liberty Road in Marion County. The Commission elects to accept the low bid of M. J. Brassfield Co., Salem, in the sum of $91,794.00, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Marion County is received and the sum of $21,000.00 is deposited by the County.

"Install and revise traffic signals in the City of Salem, Marion County. The Commission awarded the contract to the low bidder, Electric Corp., Salem, at $16,260.00.

"Painting West approaches to the Steel Bridge in Multnomah County. The Commission awarded the contract to the low bidder, Tri-State Painting Company, Portland, at $5,490.00.

"Structure and grading and paving 0.94 mile on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County. The Commission elects to accept the low bid of Peter Kiewit Sons' Co., Vancouver, Washington, in the sum of $800,267.40, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construct toll collection facilities at south end of bridge over Columbia River between Portland, Oregon and Vancouver, Washington, in Multnomah County. The Commission rejected all bids as being too high.

"Two structures and grading and oiling 6.78 miles on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. The Commission elects to accept the low bid of Clarence Braden Construction Co., Walla Walla, Washington, in the sum of $543,339.62 and the State Highway Engineer is directed to award the contract to

said bidder as soon as necessary right of way is acquired.

"Grading and stone base (1.44 mile) on the Netarts-Yager Creek Section of the Netarts - Sand Lake County Road in Tillamook County. The Commission elects to accept the low bid of Rex C. Ayers Construction Co., Portland, in the sum of $109,314.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of $24,600.00 is deposited by the County.

"Paving 7.25 miles on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $90J,793.00.

"Grading and paving 0.98 mile on Western and Allen Avenues in Beaverton, Washington County. The Commission elects to accept the low bid of Porter W. Yett, Portland, in the sum of $99,763.25, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Washington County is received and the sum of $22,800.00 is deposited by the County.

"Install highway illumination at Murray Road Intersection on the Sunset Highway in Washington County. The Commission awarded the contract to the low bidder, W. R. Grasle Co., Portland, at $3,592.00.

The State Parks Superintendent stated that a group of people from The Dalles has requested that the State institute condemnation proceedings to acquire property for establishment of a state park where the Deschutes River joins the Columbia River. Investigation of the property to be acquired shows that much of it is owned by a power company. He recalled that previously the Commission had approved the establishment of a park in this area, but negotiations with the power company have disclosed that they do not wish to sell the land. He requested authority to investigate the matter fully and present a report later. The Commission granted the authority, and instructed that the Parks Advisory Committee be advised of the matter and that their opinion be obtained. Commissioner Fridley stated that the power company owning the desired land is a non-operating company formed for speculative purposes. He also brought up the question of riparian rights which might or might not accrue to the owners of the land adjoining the power company's land. He mentioned the matter of clearance beneath the highway bridge and that 20 feet would probably be reasonable.

The meeting adjourned at 3:25 p.m. to be reconvened at 10:00 a.m. on the following day.

May 28, 1959

Salem, Oregon
May 29, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The following people representing both the West Side Highway Association and the McMinnville Chamber of Commerce appeared before the Commission: From Monmouth, George W. Cooper, President of West Side Highway Association, Carnes Schulmerich, Alvin Irwin, W. A. Martin, David Zardenets, and H. W. Morlan, all representing the Chamber of Commerce; from Dayton, State Senator Carl Francis, Harry Sherman, Chamber of Commerce, and Floyd Willert, Postmaster; from Junction City, Frank Knox, Chairman of the Highway Committee of Chamber of Commerce, Carey Strome, Chuck Hammond and Dave Montgomery, all from Chamber of Commerce; from Amity, Don Jones, Chamber of Commerce, E. O. Morse, Ivan Shields, City Recorder, Ray Holton, Garageman, H. W. Torbet, West Side Highway Association, R. J. Ahlstrom, Mayor, and Jack Wilcox, Commercial Club; from McMinnville, Guy Shumway, County Commissioner, Norris Johnson, Manager of the Chamber of Commerce, W. L. Peavey, Leonard Gilliam, Philip N. Bladine, Gale B. Vinton and J. H. Stanard, all representing the Chamber of Commerce, L. F. Ramsey, Mayor, R. E. Renne, Yamhill County Judge, H. A. Taylor, C. N. Teegarden, Yamhill County Commissioner, Forest O. Garrigus, Chamber of Commerce, and Eugene Marsh, Attorney; from Rickreall, George Fuller, L. C. Miller, Oil Distributor, and George Miller; from Newberg, Martin Redding, H. C. Halgren, Loren Trachsel, C. R. Pearson, Mel Dunston, Chester Windson, Bruce M. Cullison, and Carl H. Butler, all from the Chamber of Commerce, and Milo Ross, President of the Chamber of Commerce; and from Dallas, C. M. Barnhart, Polk County Judge, Allen Dunn and Frank Crawford, Polk County Commissioners, and L. W. Franklin, Polk County Engineer.

Mr. George Cooper acted as spokesman for the West Side Highway Association who appeared regarding improvements to US 99 W between Portland and Corvallis. He introduced his delegation and called

upon Senator Francis as their first speaker. Senator Francis asked the Commission to give their continued attention to the improvement of Highway 99 W to a point at Gumm's Corner, near Newberg. South of the Whiteson dip, he continued, there are twelve narrow bridges which are very perilous, particularly at Amity, at Ash Swale three miles south of Amity, at Rickreall, and at Baskett Slough north of Rickreall. He exhibited pictures of the Rickreall Bridge and submitted a letter from R. C. Miller, distributor for Tidewater Oil Company, Rickreall, telling of the hazardous conditions existing on this bridge because of its narrowness. He mentioned the Holmes Gap Section where reverse curves, a railway crossing and numerous hills create traffic hazards. He told of the many accidents on this section and expressed the opinion that it should be improved and possibly four-laned. He also submitted pictures of the area in question. In response to a question from Senator Francis, Chairman McIver advised that only the portion of US 99 E from Salem to Albany is a part of the Interstate Highway System, as the rest of the highway is on new location. Senator Francis pointed out that although all of the Interstate Highway construction is on the east side of the Willamette River, economic development is also occurring on the west side of the river, particularly the military installation at Camp Adair near Corvallis. In conclusion he urged that favorable consideration be given to the emergency needs of Highway 99 W -- the narrow bridges, the narrow shoulders, the deteriorating condition of the highway in certain locations and the hazards of Holmes Gap -- to prevent a distorted development of the Valley.

Mr. Strome spoke in behalf of the Junction City Chamber of Commerce and the people on the south end of US 99 W. This highway, he pointed out, is being deliberately avoided by motorists because of the narrowness and poor condition of the section between Junction City and McMinnville. He expressed the opinion that since the State has at least a 60-foot right of way along US 99 W, the highway could be made a better thoroughfare for a small expenditure of money compared to the building of a new highway. It is their feeling, he continued, that the people who use this highway are entitled to a better facility. It was his opinion that the traffic on US 99 W will increase tremendously especially with development of the educational research centers at the University of Oregon in Eugene and Oregon State College in Corvallis. The Pacific Highway West, he added, is rapidly becoming a critical bottleneck to transportation in their area. He concluded his presentation by commenting that 45 of the 75 miles of highway is dangerously narrow and rough and is in great need of improvement. Chairman McIver thanked the group and advised them that the Commission would take another look at it. He pointed out that the Commission has been handicapped because of a shortage of funds. At the Chairman's request, Mr. Williams advised the group that in the one remaining year of the present five-year program the only expenditure allocated for this highway is on the four or five mile section near Camp Adair, which contract is planned to be offered for bids sometime after July of this year. Chairman McIver told the group that the Commission will give consideration to their request when the next construction program is adopted.

Mr. Garrigus acted as spokesman for the McMinnville Chamber of Commerce and stated that their main concern is completion to four lanes of the section of US 99 W from a point near McMinnville to Dayton Junction. He exhibited a map showing the location of this section and pointed out that the State now owns most of the right of way for a four-lane facility. Mr. Marsh stated that at the present time the Commission is constructing another bridge across the Yamhill River which will make a four-lane section for a short distance in the northerly part of McMinnville, flanked on each end by two-lane sections. He mentioned a serious condition caused by a curve near St. Joseph northerly from McMinnville where the eastbound traffic crosses the northbound lane, and it is their belief that the curve should be straightened out to make a better alignment. He pointed out that all of the right of way between Lafayette and Dayton Junction has been acquired for a four-lane facility and they are of the opinion that traffic warrants such construction. The people of McMinnville, he commented, are somewhat confused as to where US Highway 99 W will eventually be located -- whether such designation will continue to be used on the present route or if the new construction south of McMinnville will be designated US99W. He added that the residents of McMinnville have no objections to the McMinnville By-pass, the Amity-Dayton Cutoff or the designation of that highway as US99W, but would like to know if the by-pass is to be designated as Route 18 or 99W. He presented pictures showing the large development contemplated at the Linfield Research Institute and stated that the new highway will go right through the middle of it. The Commission's future plans, he continued, are of great concern to the people of McMinnville as they believe too much valuable farm land is being taken without any definite planning and there are too many roads cutting up their area. They have heard rumors, he added, that construction of the by-pass will not be undertaken for three years, so would like to know when it will be constructed as several property owners in the area have plans to erect buildings. He displayed a map of the McMinnville By-pass route and stated that many people are quite anxious to know whether this map is the final plan. Chairman McIver advised the group that the Commission will give consideration to their requests in formulating the next program and that the Engineer will furnish them with added details for the by-pass.

Judge C. M. Barnhart, Polk County, Dallas, appeared before the Commission regarding improvement of the Dallas-Polk Station Road. Others in the delegation were Allen Dunn and Frank Crawford, Polk County Commissioners, and L. W. Franklin, Polk County Engineer, all from Dallas. Judge Barnhart explained that the Polk County Court wishes to request that the State assume jurisdiction over and improvement of the Dallas-Polk Station Road. He exhibited a map showing the location of the road. The existing Dolph Corner-Dallas Secondary Highway has had no major construction work performed on it. It is very hilly, he added, with little sight distance which makes it unsafe for automobiles to pass. He displayed a profile map showing the elevations of the state secondary highway and the proposed route, explaining that on the proposed route there would not be over a 2% grade. The County Court believes that it would be impracticable

to rebuild the present highway and that it would be cheaper to abandon it to the County. The County, he added, is willing to take it over and maintain it as a county road if the State will take over the Dallas-Polk Station Road. He added that it will cost about $150,000 to build this route, and the Court feels justified in asking that early consideration be given to its proposal. He pointed out that one of the finest rock quarries in the State is within four miles of the Dallas Junction, which is one reason for the low cost estimate. Chairman McIver advised the delegation that a study will be made of the matter and the County Court will be advised of the Commision's decision.

Judge Harry C. Fowler, Crook County, Prineville, acted as spokesman for a delegation that appeared before the Commission regarding realignment of the Crooked River Highway. He introduced the other members of his delegation who were Luke Reif, County Commissioner; Russell Vernon, City Councilman; Ivan Chappelle, Manager of the Chamber of Commerce; and Robert Love, President of the Chamber of Commerce; all from Prineville. Judge Fowler explained that the Bureau of Reclamation has agreed to rebuild a seven-mile section of ORE 27, estimated to cost $215,000, to replace a section which will be flooded out by the construction of the Crooked River Dam. The Bureau, he added, plans on building this seven-mile section from the top of the dam around Taylor Butte, about two and one-half miles south of Bear Creek Junction. He pointed out that the Bureau has extended until July 1, 1959, the date on which to arrive at an agreement to change the location. The County's proposal, he continued, is to realign the highway between Prineville and Highway 20 via Roberts. This new route, he estimated, would be about 10 miles shorter than if the present highway is rebuilt. Mr. Vernon told of numerous requests received by service station operators in the Prineville area regarding Highway 27 from Prineville to US 20. Most of these service station operators, he added, directed traffic back to Bend and over US 20, so it is their contention that a great deal of traffic is being routed away from Highway 27 because of the bad condition of the highway. Judge Fowler stated that the County's proposed route will better serve the people in the Prineville area and directly serve seven or eight isolated ranchers. The County's proposal, he continued, is that the $215,000 of reclamation money be allocated to the new road, along with the County's $160,000 of federal matching funds, which would leave only the construction of a bridge across the Crooked River north of Roberts, estimated to cost $228,000, and $35,000 for the fill on the east end of the bridge. If the County is allocated $80,000 of the reclamation money, he advised, the County will guarantee construction of the road from Roberts to the fill on the east side of the bridge, leaving a balance of $135,000 for the bridge and fill. The section from Roberts down Salt Creek to Highway 27, he commented, has already been built by the County to highway standards. He added that it costs about $160,000 for construction of the road from the west side of the bridge to the county road that comes down Juniper Canyon, leaving about eight miles of unconstructed highway. The County requests that the Highway Commission assume the $150,000 additional funds needed for construction of the bridge. He added that the dam is

expected to be constructed this year and used for flood control, so that some of the road might be inundated very soon. He also submitted a second County proposal--that the Highway Commission reclassify ORE 27 from a state primary highway to a federal-aid secondary state highway so the County could use its County federal-aid money on it. The majority of the County Court, he continued, has agreed that the next year's allotment of about $315,000 of federal secondary funds, which has been earmarked for the Paulina area, be reallocated to the rerouting of ORE 27 as the County has proposed. Should this proposal be accepted, he stated, and the County allotted $100,000 of the reclamation money, the County would build to highway specification (gravelled surface) the first 10 miles from Prineville, which would leave the State $500,000 to build the bridge and the rest of the road. Chairman McIver advised the group that the Commission would discuss their proposal later in the day and let them know what decision is reached. (Later in the session after considerable discussion with Judge Fowler, the Commission authorized the Engineer to make a study of the matter and render a report.)

Judge D. R. Cook, Umatilla County, Pendleton, appeared before the Commission regarding improvements to ORE 32 between Stanfield and Umatilla. The following persons composed the rest of the delegation: Cyril Brownell, Umatilla, Chamber of Commerce; Tom Knight and Woody Starrett, Hermiston Chamber of Commerce and Orel Wise, Stanfield. Judge Cook introduced the members of his delegation. He stated that even though it is contemplated to construct a new highway between Stanfield Junction and Umatilla in 10 or 12 years, they would like at this time to have some work performed on the existing highway because of the increase in traffic. The Pendleton Grain Growers, he continued, who truck-haul a large amount of wheat and barley over this road each year, are constructing a new million dollar plant near Hinkle which will also be a contributing factor to increasing the traffic load on the highway. He pointed out that at the present time between 800 and 900 vehicles per day cross the Umatilla Bridge, and since the larger trucks are not permitted to use ORE 32 they must go back to Boardman and back track. He asked the Commission to improve the two small bridges across the main Hermiston Reservoir Feed Canal and a bad turn (known as Deadman's Turn) north of Stanfield. If these improvements were accomplished, he added, it would help tremendously. He commented that the port of Umatilla is growing and tourist attractions are being developed so it will also increase the traffic using this highway. Mr. Brownell also told of the increased traffic, and he thought that some provision should be made so that this highway section could be used by all traffic until a new road is constructed. The Engineer advised that three substandard bridges on that highway are programmed for reconstruction this year. He expressed the opinion that with very little improvement and the widening of the bridges, this highway could be reclassified to a Group I status which would permit all trucks of legal size and weight to use the highway. Mr. Brownell concluded his presentation by stating that if the Commission will give the County some engineering help, the County will fix the Deadman's curve north of Stanfield at their own expense. Mr.

Starrett concurred in the remarks made by the previous speakers and expressed concern about the restrictions placed on trucks which desire to use this highway. Chairman McIver thanked the group for presenting this matter and accepted the County's offer to fix the curve.

The Engineer presented to the Commission a resolution which would declare the Corvallis-Philomath Section of the Corvallis-Newport Highway a throughway, except that portion between Highway Engineer's Station 470+00 and 395+00, such portion having ten or more commercial businesses abutting thereon in any one mile. He recommended adoption of the resolution. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "F" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request from C. W. and Bessie Clemens for a change in access to their property located on the John Day-Burns Highway north of Burns. The Engineer explained that this change qualified in conformity with a resolution adopted by the Commission on July 31, 1958. He recommended that the commercial access be granted as requested if the Clemens will conform to the Commission's standards for such access as set forth in the above resolution. The Commission accepted his recommendation.

The Engineer presented to the Commission for approval a revised agreement with the U.S. Bureau of Public Roads covering the removal of two power poles on the Mt. Hood Forest Highway Project No. 49-B3, D. He pointed out that the agreement provides for the State to perform the work and be reimbursed by the Bureau for the cost thereof, but not to exceed $800. The Commission accepted his favorable recommendation and signed the agreement later in the session.

Reclassification of a section of the Lake of the Woods Highway No. 270 from its junction with the Old Klamath Lake Secondary Highway to the Lake of the Woods junction was considered. The Engineer reported that a test run had been made with appropriate equipment which indicated that this section can be reclassified from a Group III to a Group I status, and he so recommended. The Commission approved the recommendation.

The Engineer brought up for consideration the matter of permitting house trailers 55 feet in length to travel over Oregon highways. He explained that the Commission's present policy restricts to 50 feet the length of house trailers allowed to travel in Oregon. In the surrounding states of Washington, Idaho and California, he pointed out, 55-foot house trailers are permitted on their highways, and he recommended that the Commission authorize the issuing of

permits for house trailers up to 55 feet in length. The Commission approved his recommendation.

For the benefit of Commissioner Jackson, the Engineer explained the status to date of the road construction program. He pointed out that of the $87,800,000 under construction this year, about $45,000,000 of work has not yet been performed by the contractors. He added that there is still about $30,000,000 left to contract. The next program, he advised, will be considered by the Commission sometime this fall.

The Assistant Chief Counsel submitted a settlement in the case of the State vs. Esther C. Case, et al., File L-3131 (R-28123) for property on the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway, Clatsop County. He explained that the property involved is a business establishment and when the original offer in the amount of $1,500 was made, it was not known that parking would be prohibited along this highway. Subsequently, he continued, appraisals were secured to include this changed condition, ranging from $5,600 to $12,500. The Cases, he stated, are now willing to settle for $6,500, and he so recommended. The Commission approved the settlement.

The Assistant Chief Counsel presented to the Commission an additional list of properties needed for the uses indicated therein in which amendments have been made to properties previously approved. Right of way maps and other data were submitted to the Commission. He requested the Commission to declare by resolution the necessity of said properties for the special use to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After studying the matter, the Commission granted authority to condemn these properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto marked Exhibits "L-23" through "L-28", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnations" dated May 28 and 29, 1959, filed in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations and Report of Offers".)

The Assistant Chief Counsel requested the Commission to adopt a resolution to amend Survey Resolution No. 184, adopted on September 11, 1958, and Survey Resolution No. 120a, adopted on November 3, 1955, so as to designate as a throughway the Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway in Lane County. This action, he explained, is to clarify the status of the highway and to rescind any previous survey resolution in conflict therewith. The Commission accepted his favorable recommendation by adopting the attached resolution relative thereto marked Exhibit "G", which resolution by this reference is made a part hereof

with like effect as though extended in full herein.

The matter of an additional expenditure of money for the reconstruction of eight Bonneville Power Administration towers and two crossing sites necessitated by highway construction on the Old Oregon Trail Highway east of Meacham was presented by the Right of Way Engineer. He explained that the Commission previously authorized under a trust agreement (File 24091) the deposit of $47,280. The final billing, however, has been received in the amount of $52,855.36, and he recommended that authorization be granted for the expenditure of the additional $5,575.36, subject to final audit. The Commission accepted his recommendation.

The Right of Way Engineer brought up the matter of a change of access points to the Edward H. and Pearl L. Voget property (File No. 18691) located on the Tigard-Newberg Section of the Pacific Highway West in Tigard, Washington County. He pointed out that the State previously granted three points of access 25 feet wide, unrestricted as to use. The Vogets, he continued, have now requested that their access be changed so as to allow two points of access, 35 feet in width, unrestricted as to use, and he so recommended. The Commission accepted his recommendation and later in the session signed an "Indenture of Access" covering the matter.

Chairman McIver commended the Travel Advisory Committee for the time they have so generously given during the past two days while hearing presentations from advertising firms regarding the Travel Information Division's advertising contract for the coming year. He asked Mr. Jordan, Director of the Travel Information Division, to advise the Commission of what transpired at the hearing. Mr. Jordan stated that the Advisory Committee heard very fine presentations from seven advertising agencies. After seriously considering all the facts presented, he continued, the Committee decided to retain the present agency, Cole and Weber, who has handled this contract for the past thirteen years. The Committee, therefore, he added, is recommending that the advertising contract be extended for one year until June 30, 1960. The Commission approved the Committee's recommendation.

For the Commission's information, Mr. Jordan stated that the Governor has recently signed into law the bill passed by the last Legislature in which the responsibility for the Capitol Guide Service will be placed under the Travel Information Division, effective July 1, 1959.

The Commission signed agreements, deeds, contracts and other papers requiring their signatures.

There being no further business to come before the Commission, the meeting adjourned at 12:00 noon.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

May 29, 1959

EXHIBITS "A" through "L-28"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

May 28 and 29, 1959

EXHIBIT "A"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated May 28 and 29, 1959, pages 1 through 59, as presented by the Right of Way Engineer and approved by the Highway Commission May 28 and 29, 1959, and by this reference said right of way resolution of May 28 and 29, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Newport-Toledo Section of the Corvallis-Newport Highway described as follows:

> Lots 2 through 5 inclusive, Block 21, Fredricksburg Addition, situated in the NE$\frac{1}{4}$ of Section 8, Township 11S, Range 11W, W.M., Lincoln County, Oregon, containing 18,810 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right-of-way of the Corvallis-Newport Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 99 be entered in the minutes and records of the Commission as of the 28th day of May, 1959.

EXHIBIT "B-2"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Lots 7 and 8, Block 3, Reedville, also lying in Section 11, Township 1 South, Range 2 West, W. M., Washington County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 369, Page 204 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of said Lot 7; thence Easterly along the Northerly lines of said Lots 7 and 8, a distance of 100 feet to the Northeast corner of said Lot 8; thence Southerly along the Easterly line of said Lot 8, a distance of 73 feet, more or less, to a line which is parallel to and 45 feet Northerly of the center line of the Tualatin Valley Highway; thence N 81° 37' W, parallel to said center line 100 feet to the Westerly line of said Lot 7; thence Northerly along said Westerly line 73 feet, more or less, to the point of beginning.

The center line of the Tualatin Valley Highway referred to above is described as follows:

Beginning at Engineer's center line Station 200+00, said Station being 1398.37 feet South and 636.62 feet West of the Northeast corner of the Nathan Robertson DLC #45, Township 1 South, Range 2 West, W. M.; thence N 81° 37' West, 1000 feet to Station 210+00.

The parcel of land to which this description applies contains 7300 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of

EXHIBIT "B-2" (Cont)

ORS 273.060 Et Seq. The conveyance of such property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except there will be two points of access from the said property to the Tualatin Valley Highway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 100 be entered in the minutes and records of the Commission as of the 28th day of May, 1959.

EXHIBIT "B-3"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Albany Section of the Pacific Highway East described as follows:

A parcel of land lying in Lots 8, 9, 12, and 13 of Block 6, Central Addition to Albany, situated in Section 7, Township 11 South, Range 3 West, W. M., Linn County, Oregon, the said parcel being that portion of said Lots lying Easterly of a line which is parallel to and 50 feet Easterly of the centerline of said Pacific Highway East, and Northerly of a line which is parallel to and 10 feet Northerly of the Southerly line of said Lot 13.

The parcel of land to which this description applies contains 0.15 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right-of-way of the Pacific Highway East and Queen Street, except there is access by way of Calapooia Street.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 101 be entered in the minutes and records of the Commission as of the 28th day of May, 1959.

May 28, 1959

EXHIBIT "C"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 5108 with Hamilton and Thoms, Inc., for work on the Yamhill River Bridge and the Wallace Bridge Overcrossing on the Salmon River Highway in Polk County, completed April 14, 1959.

"Contract No. 5310 with James F. Turner for work on the Bates Park Bridge on the McDowell Creek County Road in Linn County, completed May 1, 1959.

"Contract No. 5316 with Eugene Gardens for work on the Ft. Stevens State Park Extension in Clatsop County, completed April 15, 1959.

"Contract No. 5323 with Lloyd Sperling for work on the Cape Lookout State Park Extension in Tillamook County, completed April 14, 1959.

"Contract No. 5340 with Inland Construction Company for work on the Clear Creek Bridge on FAS County Road #810 in Clackamas County, completed April 21, 1959.

"Contract No. 5352 with J. C. Denton and Sons for metal guard rail construction on the Wallowa Lake Section on the Joseph-Wallowa Lake Highway in Wallowa County, completed May 13, 1959.

"Contract No. 5361 with the Highway Protection Corporation for fencing of the Beverly Beach State Park in Lincoln County, completed April 17, 1959.

"Contract No. 5389 with C. J. Montag and Sons for constructing the Tillamook Office Building Addition in Tillamook County, completed April 10, 1959.

"Contract No. 5398 with Brighter Homes Electrical for Bend Traffic Signal Installation at Greenwood Avenue and 3rd Street in Deschutes County, completed May 6, 1959.

"Contract No. 5402 with C. C. Meisel for furnishing crushed materials in stockpiles on the Mehama Section of the North Santiam, Mehama-Mill City and Albany-Lyons Highways in Marion and Linn Counties, completed April 13, 1959.

"Contract No. 5403 with C. A. Lantz for work on the Salem Storage Building Addition in Marion County, completed May 11, 1959.

"Contract No. 5404 with Rogers Construction Company for work on the Rooster Rock State Park parking area extension in Multnomah County, completed May 20, 1959.

EXHIBIT "C" (Cont)

"Contract No. 5414 with Beckley and Thomas Rock Products for furnishing crushed materials in stockpiles on the Bandon-Port Orford Section of the Oregon Coast Highway in Curry and Coos Counties, completed May 19, 1959.

"Contract No. 5439 with Hughes & Dodd Company and Tru-Mix Equipment Company for grading and paving of the Eagle Point (N. "G" Street) Section in Jackson County, completed May 14, 1959.

"Contract No. 5440 with M. C. Lininger & Sons for grading and paving of the Central Point (Oak St.) Section in Jackson County, completed May 22, 1959.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 81 shall be entered in the minutes and records of the Commission as of the 28th day of May, 1959.

31608

EXHIBIT "D-1"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated a section of the Crater Lake Highway, State Primary Highway No. 22, known as the Trail Creek Bridge Section in Jackson County, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 48+00 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 6+00 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original Crater Lake Highway, State Primary Highway No. 22, which section to be eliminated is hereinafter designated as Unit "A" as shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Jackson County and the State Highway Commission entered into an agreement on the 31st day of October, 1958, relating to the elimination and disposition to be made of the said section of the said original Crater Lake Highway, which is subject to elimination and hereinafter referred to as Unit "A", including a certain bridge spanning Trail Creek; and

WHEREAS, said agreement provides that State, by resolution, upon the completion of the said relocated section of the said Crater Lake Highway, would formally eliminate said Unit "A" and said bridge as part of the Crater Lake Highway, State Primary Highway No. 22, and the state highway system and that all right, title and interest which State has in Unit "A" and said bridge should pass to and vest in the County and County would accept all right, title and interest which State has in said Unit "A" and said bridge and would maintain said Unit "A" and said bridge as part of the county road

EXHIBIT "D-1" (Cont)

system so long as needed for the service of persons living thereon or communities served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Crater Lake Highway, State Primary Highway No. 22, in Jackson County, a section of the former right of way of the Crater Lake Highway is no longer needed by the State of Oregon and is no longer required for part of the said new right of way of the said relocated Crater Lake Highway which said section is identified as Unit "A" as shown on said Exhibit "A" and described as follows: *

> Unit "A": All the land situated within the right of way boundary lines of the Crater Lake Highway as formerly routed, beginning at the westerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 24+00 of said highway as relocated in the southeast quarter of the northwest quarter (SE$\frac{1}{4}$-NW$\frac{1}{4}$), Section 3, Township 4 South, Range 1 West, W.M.; thence northerly and easterly via said former highway to the westerly right of way boundary line of the Tiller-Trail Highway, said line being at the center of Trail Creek in the northeast quarter of the northwest quarter (NE$\frac{1}{4}$-NW$\frac{1}{4}$), Section 3, Township 4 South, Range 1 West, W.M., Jackson County, Oregon.

2. That pursuant to the said agreement entered into with Jackson County on the 31st day of October, 1958, Unit "A", as heretofore described and as shown colored in red on Exhibit "A", is hereby duly eliminated as part of the Crater Lake Highway, State Primary Highway No. 22, and all right, title and interest which State has in said Unit "A" hereby passes to and vests in said Jackson County. *

3. That pursuant to said agreement, the aforementioned bridge spanning Trail Creek, as shown colored in purple on Exhibit "A", is hereby duly eliminated as part of the Creater Lake Highway, and all right, title and interest which State has in said bridge hereby passes to and vests in said Jackson County; and State does hereby grant said County the right to enter upon the right of way of the state highway system adjacent thereto, as shown in green on Exhibit "A", for the purpose of maintaining said bridge. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 356 this 28th day of May, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Jackson County Court.

EXHIBIT "D-1" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 356, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-2"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Rogue River Loop Highway, State Secondary Highway No. 260, in Josephine County known as the River Banks Farm Section, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 0+00 and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 108+14.20 as shown colored in green on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, due to the relocation of the aforesaid section, a portion of the right of way of the original Rogue River Loop Highway, State Secondary Highway No. 260, is no longer needed for right of way or other public purposes and may be eliminated as a section of said original highway. Said section to be eliminated is hereinafter designated as Unit "A" as shown colored in brown on the attached Exhibit "A". *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of a portion of the Rogue River Loop Highway, State Secondary Highway No. 260, in Josephine County, the hereinafter described section of the original Rogue River Loop Highway is no longer needed by the State of Oregon for highway or other public use or for the service of persons living thereon or communities served thereby. The said section to be eliminated is identified as Unit "A" as shown in brown on said Exhibit "A" and is described as follows. *

Unit "A": All the land situated within the right of way boundary lines of the Rogue River Loop Highway as formerly routed, beginning at the easterly right of way line, opposite relocated Highway Engineer's Centerline Survey Station 4+50 of said highway as relocated in the southeast quarter of the

southeast quarter (SE¼-SE¼), Section 24, Township 36 South, Range 7 West, W.M.; thence easterly and southerly along said former highway to the easterly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station 91+70 of said relocated highway in the northeast quarter of the northwest quarter (NE¼-NW¼), Section 31, Township 36 South, Range 6 West, W.M.

2. That Unit "A" is hereby duly eliminated as a part of the Rogue River Loop Highway, State Secondary Highway No. 260, and the state highway system; and all right, title, and interest which State has in said Unit "A" hereby pass to and vest in the abutting property owners.

3. That this resolution be entered in full in the minutes and records of the Highway Commission as Abandonment and Retention Resolution No. 360 this 28th day of May, 1959, and the Secretary is ordered to mail a certified copy of the same to the Josephine County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 360, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, Administrative Memorandum 2-12, issued by the Bureau of Public Roads, U. S. Department of Commerce on January 24, 1958, has established procedures whereby equipment and materials, declared surplus to the needs of federal agencies, may be transferred to state highway departments for highway purposes; and

WHEREAS, said Administrative Memorandum further provides that any such surplus property so acquired by the state highway departments may be utilized by counties within the state, subject to the following conditions:

(1) The excess property will be used primarily on the federal aid primary or secondary highway systems.

(2) The State Highway Department is satisfied that the county road unit is suitably organized and equipped to perform maintenance on federal aid projects.

(3) Title to any excess property leased by the state highway department to the various counties must remain in the state; and

WHEREAS, ORS 366.395 provides that the State Highway Commission may sell, lease, exchange or otherwise dispose of or permit use of surplus personal property including equipment and materials acquired by the Commission, and it is the opinion of the Commission that any surplus federal equipment which the Commission might acquire under the said Memorandum at the request of the counties would likewise be surplus to the needs of the state, and

WHEREAS, ORS 366.185(3) provides that the Chief Counsel may be authorized by the Commission to exercise the authority granted the Commission by ORS 366.395, and

WHEREAS, the State Highway Commission, in order to expedite the acquisition of surplus federal equipment that can be leased to the various counties of the State of Oregon for the purposes described in said Memorandum 2-12, is desirous of approving general and supplemental forms of agreements whereby the State Highway Commission can, pursuant to ORS 366.185(3) authorize the Chief Counsel to enter into such lease agreements with the various counties.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Chief Counsel of the State Highway Department be and he hereby is authorized on behalf of the Commission in accordance with the

EXHIBIT "E" (Cont)

terms of ORS 366.185(3) and ORS 366.395 to enter into general and supplemental lease agreements, the forms for which are attached hereto marked Exhibits "A" and "B" and by this reference made a part hereof with the various counties of the State of Oregon for the leasing of such federal surplus personal property as may be acquired by the Commission, at the request of the various counties, pursuant to the said Memorandum 2-12.

2. That this resolution be entered in the minutes and records of the Highway Commission this 28th day of May, 1959, as Miscellaneous Resolution No. 230.

EXHIBIT "A"

GENERAL LEASE AGREEMENT

THIS LEASE, made this _____ day of _____, 1959, between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", and _____ COUNTY, a political subdivision of the State of Oregon, by and through its county officials, hereinafter called "County";

WITNESSETH:

RECITALS:

1. The State Highway Commission is authorized by provisions of ORS 366.395 to sell, lease, exchange or otherwise dispose of or permit the use of surplus personal property, including equipment and materials, acquired by the Commission.

2. Pursuant to the provisions of ORS 366.185(3), the State Highway Commission, by resolution, has authorized its Chief Counsel to exercise certain powers granted the Commission by ORS 366.395 with respect to the leasing of surplus property to counties.

3. In accordance with the procedures established by the Bureau of Public Roads, U.S. Department of Commerce, in Administrative Memorandum 2-12, dated January 24, 1958, state highway departments may acquire equipment and recoverable materials declared to be excess by federal agencies. Said Administrative Memorandum further provides that the said surplus property acquired by state highway departments may be leased to and utilized by counties within the state.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the State and County as follows:

EXHIBIT "E" (Cont)

GENERAL PROVISIONS:

1. Upon receipt from County of an expression of interest in any items that have been reported as excess by the federal government, the State Maintenance Engineer will ascertain whether such items are available and submit to the federal government a request that said equipment be temporarily held, pending investigation, for transfer to the State. If, after investigating said items, County desires to lease same, County may request that State obtain said surplus equipment or recoverable materials from the federal government for subsequent lease to County by State.

2. State, in consideration of the payment by County to State of the amounts listed on any supplemental lease agreement that may hereinafter be entered into between County and State, agrees to lease to County the items of surplus personal property described in such supplemental lease agreement, for the remaining useful life of said property, under the terms and conditions as hereinafter provided.

3. Contemporaneous with County's request that State hold surplus property for its use, the County shall deposit with the State Highway Department a check for the total price of the said surplus item together with the anticipated cost of delivery, as estimated by the State Highway Maintenance Engineer. The said deposit shall be refunded by State to County in the event that the property requested is unavailable. In the event that the actual cost of delivery is less than the anticipated cost, the difference shall be refunded to County by State. But, if the actual cost of the delivery is in excess of the anticipated cost, County shall reimburse State for the such additional delivery cost.

4. County agrees that the leased property shall be used primarily on the federal aid primary or secondary highway systems.

5. Title to the said leased property shall remain at all times in the State of Oregon, however, the County shall have the full right to use the same, upon the conditions herein contained. The leased property shall be used only by the employees or agents of the County. Except as hereinafter provided, said leased property shall not be transferred or delivered or sublet by County to any other person or corporation, and this lease agreement shall not be assigned by the County, by its own act or by operation of law.

6. County shall at all times and at its sole expense, carry such insurance as it deems necessary to adequately cover said leased property, maintain said property, and at all times hold the same at its sole risk.

7. County agrees to indemnify and hold harmless the State and the State Highway Commission, and members thereof and its officers, employees, and agents, from and against all damages, claims, demands, suits, actions or cause of suit or action resulting from, or because of, any damage to property or injury or death of any person arising out of the occupancy and use of the aforementioned personal property by the County, its employees or agents.

EXHIBIT "E" (Cont)

8. After County determines that the useful life of the leased property is at an end, it shall advise the State Highway Maintenance Engineer of such a determination. If the said Maintenance Engineer concurs in the County's determination that said property is no longer useful for highway purposes, he may authorize County to junk any or all of said property. In junking said property, County shall act as the agent of State, and may retain any proceeds which accrue thereby, as its only reimbursement for its expenses incurred in the junking of said property.

9. County agrees to execute this agreement during a duly authorized session of its county court.

IN WITNESS WHEREOF, the parties have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED:

Assistant State Highway Engr.

APPROVED:

State Highway Maintenance Engineer

STATE HIGHWAY COMMISSION, by and through its Chief Counsel

Chief Counsel

_____ COUNTY, by and through its county officials

By _____

By _____

By _____

EXHIBIT "E" (Cont)

EXHIBIT "B"

SUPPLEMENTAL LEASE AGREEMENT

WHEREAS, the State of Oregon, by and through its State Highway Commission, and _____ County, by and through its county officials, entered into a General Lease Agreement, dated _____, 19____, providing for the leasing to County of surplus personal property acquired by State from the federal government, State, in accordance with the terms and conditions of the said General Lease Agreement and in consideration of the rentals listed below hereby leases to County the following described personal property:

Property Description	Rental

IN WITNESS WHEREOF, the parties have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED:

_____
Assistant State Highway Engineer

APPROVED:

_____
State Highway Maintenance Engineer

STATE HIGHWAY COMMISSION, by and through its Chief Counsel

_____
Chief Counsel

_____ COUNTY, by and through its county officials

By _____

By _____

By _____

_____

31618

EXHIBIT "F"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by the authority granted in ORS 374.015(1), the Highway Commission is empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as "throughways" as that term is defined in ORS 374.010; and

WHEREAS, ORS 374.015(2) provides that any relocated section of an existing highway or such portions of existing highways which at the time the same are designated as throughways, have less than ten commercial businesses abutting thereon in any one mile, may be designated and constructed as, or converted into throughways by the Highway Commission; and

WHEREAS, the Highway Commission has directed the highway engineer to prepare a map of that portion of the Corvallis-Newport Highway, State Primary No. 33, commencing at Highway Engineer's Centerline Station 0+00 in the City of Corvallis and extending thence westerly therefrom through Corvallis to Highway Engineer's Centerline Station 333+90 at the easterly city limits of the City of Philomath, Benton County, Oregon, showing those sections of the Corvallis-Newport Highway having less than ten commercial businesses abutting thereon in any one mile catering to the motoring public, and those portions having ten or more commercial businesses abutting thereon in any one mile catering to the motoring public, and the highway engineer, pursuant to the direction of the Highway Commission, has caused said map to be made and filed in the offices of the Highway Department in Salem, Oregon, a copy of which is attached hereto, marked Exhibit "A" and by this reference made a part hereof which shows the location of those portions upon which are located ten or more commercial businesses catering to the motoring public; and *

WHEREAS, the Highway Commission has considered the aforesaid map and, after due deliberation, does hereby find and declare that for the purposes of preserving human lives and minimizing property damage and to facilitate the safe and convenient transportation of persons and property by motor vehicle and to promote the safety and welfare of the public in general, that the Corvallis-Philomath Section of the Corvallis-Newport Highway having less than ten commercial businesses abutting thereon in any one mile catering to the motoring public shall henceforth be classified, reconstructed, relocated and maintained as a throughway as that term is defined in ORS 374.010.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission as follows:

1. That that portion of the Corvallis-Philomath Section of the Corvallis-Newport Highway, commencing at Highway Engineer's Centerline Station 0+00 in the City of Corvallis and thence extending westerly to Highway Engineer's Centerline Station 333+90 at the easterly city limits of the

EXHIBIT "F" (Cont)

City of Philomath and including any portion or units thereof which may hereafter be relocated, is hereby selected, designated and established as a throughway as that term is defined in ORS 374.010, except for that portion thereof which at the time of the adoption of this resolution has ten or more commercial businesses abutting thereon, catering to the motoring public in any one mile, which portion of the said Corvallis-Philomath Section of the Corvallis-Newport Highway is specifically set forth herein as follows:

(a) Extending from Highway Engineer's Centerline Station 470+00 on the said Corvallis-Newport Highway westerly along the said Corvallis-Newport Highway to Highway Engineer's Centerline Station 395+00.

2. Whenever the said Corvallis-Philomath Section of the Corvallis-Newport Highway or any section or portion thereof which herein has been designated as a throughway is relocated, reconstructed or otherwise permanently improved, such relocation, reconstruction or improvement shall be accomplished so as to preserve the character of the said Corvallis-Philomath Section of the Corvallis-Newport Highway as a throughway.

3. The map prepared and filed by the highway engineer which is attached hereto and marked Exhibit "A" disclosing the location of those portions of the Corvallis-Newport Highway upon which there are ten commercial businesses abutting on the Corvallis-Philomath Section of the Corvallis-Newport Highway, bearing the date of May, 1959, is hereby adopted and approved for the purpose for which it was prepared. *

4. That this resolution be entered in the minutes and records of the Highway Commission this 29th day of May, 1959, as Resolution File No. 13

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 13, under the heading "Throughways and Right of Access File" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

31620

EXHIBIT "G"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the Commission, by Resolution No. 184 dated September 11, 1958, heretofore adopted a survey for the relocation of the Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway, beginning at Highway Engineer's Station 36+00 at an intersection with Country Club Road and extending in an easterly direction to Highway Engineer's Station 150+00 approximately one mile east of Garden Way Road, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1220, and the date of September, 1958 (Right of Way Map No. 7B-31-20 dated May, 1955, and Right of Way Map No. 1A-13-22, dated September, 1958), field notes and other engineering data submitted by the engineer; and

WHEREAS, under ORS 374.015(2) the State Highway Commission may lay out, locate, relocate, adopt, establish, construct, designate, maintain, and supervise the use and operation of new highways known as throughways; and

WHEREAS, after due consideration of the aforesaid survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed and said section designated a throughway within the meaning of the Throughway Law.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmative as follows:

1. The Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway hereinbefore described is hereby selected, designated, and established as a throughway within the meaning and purpose of ORS 374.005, commonly known as the Throughway Law, and for the reasons stated therein it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law.

2. That this resolution shall supercede and rescind so much of Survey Resolution No. 120A, adopted by the Highway Commission November 3, 1955, as conflicts herewith.

3. That this resolution be entered in the minutes and records of the Commission as of this 29th day of May, 1959, as Survey Resolution No. 184A.

EXHIBIT "H-1"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Umpqua

Highway number 45 Route number ORE 38

Location of Termini			Established Speed
M. P. 47.66 (0.16 mile east of Hardscrabble Creek Road)	to	M. P. 48.02 (0.52 mile east of Hardscrabble Creek Road, west of Drain)	50 M. P. H.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 296 be entered in the minutes and records of the Commission as of the 28th day of May, 19 59.

EXHIBIT "H-2"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number 9 Route number US 101

Location of Termini			Established Speed
M. P. 53.71 (400 feet north of Cedar Street)	to	M. P. 54.27 (0.48 mile south of Cedar Street, in communities of Barview and Barview Heights)	45 M. P. H.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 297 be entered in the minutes and records of the Commission as of the 28th day of May, 19 59.

EXHIBIT "H-3"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Monmouth-Independence

Highway number 43 Route number ORE 51

Location of Termini			Established Speed
M.P. 0.99 (150 feet west of Talmadge Road)	to	M.P. 1.28 (100 feet west of Gun Club Road, between Monmouth and Independence)	- - - 20 M.P.H. 1/

1/ effective during hours of school crossings.

This resolution amends Speed Zone Resolution No. 62, dated April 13, 1951 by adding to the provisions of that resolution the reduced speed zone outlined above.

EXHIBIT "H-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 62-a be entered in the minutes and records of the Commission as of the 28th day of May, 19 59.

EXHIBIT "H-4"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number 1 Route number US 99

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
42.80 (easterly structure at the Hayesville Interchange)	51.47 (beginning of the four-lane divided highway)	55
51.47 (beginning of the four-lane divided highway)	66.44 (a point south of the Murder Creek Interchange)	70

EXHIBIT "H-4" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 298 be entered in the minutes and records of the Commission as of the 28th day of May, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "H-5"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Columbia River Highway

Highway number 2 Route number US 30

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
5.97 (east limits of Portland)	7.25 (a point 0.10 mile east of the 102nd Avenue Undercrossing)	55

EXHIBIT "H-5" (Cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 299 be entered in the minutes and records of the Commission as of the 28th day of May, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-1"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the Tualatin Valley Highway No. 29 is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders on the southerly side of said highway west of S. W. 90th Avenue in the community of West Slope; and

WHEREAS, the parking of vehicles in said area creates a hazard to the traveling public and to vehicles attempting to enter the highway from S. W. 90th Avenue, and for eastbound vehicles approaching S. W. 90th Avenue, by restricting sight distance; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles should be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that the parking of vehicles on the southerly side of the Tualatin Valley Highway between S. W. 90th Avenue (M. P. 1.70, Highway Engineer's Station 85+00) and a point 100 feet west of S. W. 90th Avenue (M. P. 1.72, Highway Engineer's Station 86+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time to provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles in said area of the said highway should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs along said section at such points as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words, "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "NO PARKING" Resolution No. 194 be entered in the minutes and records of the State Highway Commission as of the 28th day of May, 1959.

31632

EXHIBIT "I-2"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the Oakland-Shady Highway No. 234 is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the shoulders of said highway at an auction sale establishment north of Oakland; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, off-street parking has been provided by the auction house; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Oakland-Shady Highway between M. P. 6.88 (Highway Engineer's Station 1999+00) and M. P. 7.26 (Highway Engineer's Station 2019+00) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of the said Oakland-Shady Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of the resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 195 be entered in the minutes and records of the State Highway Commission as of the 28th day of May, 1959.

EXHIBIT "J"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, and the 21st day of September, 1949, adopted resolutions by which said state highways and sections thereof were declared to be and were designated as main or "through" highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolutions of April 27, 1943 and September 21, 1949, the Highway Commission declared the John Day Highway No. 5 and the Baker-Unity Highway No. 13 to be "through" highways and stipulated that traffic should stop before entering said highways; and

WHEREAS, since adoption of the said resolutions a traffic engineering investigation has been made which reveals that there is no roadside culture and no sight distance restriction at this wye-type intersection, and that the traffic volumes are about 400 vehicles per day on all three legs of this junction, and based upon results of said investigation the State Highway Engineer has recommended the modification of the aforementioned resolutions of April 27, 1943 and September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, the Commission does hereby find, declare, resolve and order as follows:

1. That said resolutions of April 27, 1943, and September 21, 1949, be amended to read as follows:

a. The John Day Highway, US 26, Highway No. 5, be amended to read: "except that no stop shall be required for Baker-Unity Highway traffic entering the John Day Highway, No. 5, at M. P. 210.36 and M. P. 210.60."

b. The Baker-Unity Highway, ORE 7, Highway No. 13, be amended to read: "except that no stop shall be required for traffic entering the Baker-Unity Highway, No. 13, from the John Day Highway connection at M. P. 0.27."

In all other respects the provisions of said resolutions of April 27, 1943, and September 21, 1949, shall remain in full force and effect.

EXHIBIT "J" (Cont)

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 28th day of May, 1959, as "Through Highways" Resolution No. 4e, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads and a like copy to the County Clerk of Baker County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "K"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

1. Academy Street-Coast Junction Section of the Dallas-Rickreall Highway in Polk County.

2. West Unit, Forest Boundary-Klamath County Line Section of the Lake of the Woods Highway in Jackson County.

3. McKenzie Highway-Belknap Springs Section of the Clear Lake-Belknap Springs Highway in Lane County.

4. East Unit, Lost Creek-Cascade Gorge Section of the Crater Lake Highway in Jackson County.

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Academy Street-Coast Junction Section of the Dallas-Rickreall Highway, beginning at Highway Engineer's Station 0+15, at Main and Academy Streets in Dallas, and extending in a northerly direction to Highway Engineer's Station 23+50, at the Rickreall-Coast Junction intersection, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1267, and the date of April, 1959 (Right of Way Maps Nos. 8B-13-20, dated March, 1959, and 4B-23-1, dated January, 1934), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the West Unit, Forest Boundary-Klamath County Line Section of the Lake of the Woods Highway, beginning at High-

way Engineer's Station 600+00, at the Forest Boundary, and extending in an easterly direction to Highway Engineer's Station 902+40, approximately two miles west of Fish Lake, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1270, and the date of May, 1959, (Right of Way Map No. 8B-13-21, dated April, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1c. That the survey of the McKenzie Highway-Belknap Springs Section of the Clear Lake-Belknap Springs Highway, beginning at Highway Engineer's Station 0+00, approximately $1\frac{1}{4}$ miles west of the Belknap Junction, and extending in an easterly direction to Highway Engineer's Station 106+47, near Belknap Springs, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1286, and the date of May, 1959, (Right of Way Map No. 8B-14-9, dated April, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1d. That the survey of the East Unit, Lost Creek-Cascade Gorge Section of the Crater Lake Highway, beginning at Highway Engineer's Station 641+80, east of Lost Creek, and extending in a northeasterly direction to Highway Engineer's Station 821+74.35, approximately one-half mile east of Cascade Gorge, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1293, and the date of May, 1959, (Right of Way Map No. 8B-14-12, dated May, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of non-access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of May, 1959, as Survey Resolution No. 197.

EXHIBIT "K" (Cont)

* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 197, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31638

EXHIBIT "L-1"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Tillamook River Bridge Section of the Netarts Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocating in part, constructing, improving and maintaining of the said Tillamook River Bridge Section of the Netarts Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "L-1" (Cont.)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Netarts Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocating in part, constructing, improving and maintaining of the said Tillamook River Bridge Section of the said Netarts Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1145.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, being Resolution No. 1145, under the heading "Real Property Condemnations Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31640

EXHIBIT "L-2"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "L-2" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1146.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1146, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-3"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to widen, improve and maintain the Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-3" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Cascade Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1147.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1147, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-4"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain Academy Street-Coast Junction Section of the Dallas-Rickreall Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improving and maintaining of the said Academy Street-Coast Junction Section of the Dallas-Rickreall Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-4" (Cont)

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Cascade Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said Academy Street-Coast Junction Section of the said Dallas-Rickreall Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1148.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1148, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-5"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Pleasant Valley -Ontman Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Pleasant Valley-Oxman Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Pleasant Valley-Oxman Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "L-5" (Cont.)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959 as Condemnation Resolution No. 1149.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1149, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-6"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1150.

EXHIBIT "L-6" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1150, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-7"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-7" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a through way, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-7" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959 as Condemnation Resolution No. 1151.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1151, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-8"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-8" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

EXHIBIT "L-8" (Cont)

to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1152.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1152, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-9"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "L-9" (Cont)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Kimberly-Long Creek Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Unit, Hamilton-Long Creek Section of the said Kimberly-Long Creek Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1153.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1153, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-10"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "L-10" (Cont)

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-10" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1154.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1154, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31664

EXHIBIT "L-11"

- Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "L-11" (Cont)

WHEREAS, portions of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Oregon-Washington Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the said Oregon-Washington Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be

reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1155.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1155, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-12"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, For the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be

EXHIBIT "L-12" (Cont)

permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of said widened and relocated Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent, the rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959 as Condemnation Resolution No. 1156.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1156, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-13"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "L-13" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1157.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1157, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-14"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straitening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatibel with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "L-14" (Cont)

final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1158.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1158, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-15"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "L-15" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1159.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1159, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-16"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this

reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Weston-Elgin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said East Unit, Weston-Weston Mountain Section of the said Weston-Elgin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1160.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1160, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-17"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Washington County Line-Highlands Interchange Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and the maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1161.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1161, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31684

EXHIBIT "L-18"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959 as Condemnation Resolution No. 1162.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1162, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-19"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cascade Locks-Viento Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cascade Locks-Viento Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1163.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1163, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31690

EXHIBIT "L-20"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "L-20" (Cont)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "L-20" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1164.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1164, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31693

EXHIBIT "L-21"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the State Highway Commission plans and proposes to locate in part, relocate in part, construct and maintain the Cascade Secondary Highway and locate and construct a public way known as Airport Road; and

WHEREAS, for the purpose of locating in part, relocating in part, constructing and maintaining the said Cascade Secondary Highway and locating and constructing a public way known as Airport Road, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit

"A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Cascade Secondary Highway and the public way known as Airport Road and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location in part, relocation in part, construction and maintenance of the said Cascade Secondary Highway and the location and construction of a public way known as Airport Road and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1165.

EXHIBIT "L-21" (Cont)

* FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1165, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-22"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of May, 1959, as Condemnation Resolution No. 1166.

EXHIBIT "L-22" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1166, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-23"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highays; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedi-

ately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding

EXHIBIT "L-23" (Cont.)

possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May, 1959, as Condemnation Resolution No. 1196.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1196, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31702

EXHIBIT "L-24"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, doration or by exercise of the power of eminent domain real property, or any right or interest therein, including any easement or rights of access, deemed necessary for construction of shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stock pile sites, weighing stations and broadcasting stations; and

WHEREAS, in the judgment of the State Highway Commission the following described easement is necessary for the purpose of gaining access to the State's Radio Station on Bennett Butte.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that it is necessary to acquire a permanent easement for an access road across the following described real property for the purpose of operating and maintaining the Bennett Butte Radio Station. The State Highway Commission is not seeking to acquire fee simple title to the said real property, nor to prevent the owners, their heirs and assigns, from the full use and domain thereover; provided, however, that such use shall not be permitted to interfere with the purpose for which this easement is required. The property necessary for said easement is described as follows, to wit:

File No. R-30163
Owners: Everett W. Isenhart and Hattie I. Isenhart

A parcel of land lying in the Southwest quarter (SW¼) of Section 20, Township 30 South, Range 13 West, Willamette Meridian, Curry County, Oregon; the said parcel being that portion of said Southwest quarter (SW¼) included in a strip of land 16 feet in width, 8 feet on each side of the center line of the Bennett Butte Access Road, which center line is described as follows:

Beginning at Engineer's center line Station 25+63.04, said Station being 158.48 feet North and 2122.91 feet East of the West quarter corner of said Section 20; thence on a 301.56 foot radius curve right (the long chord of which bears South 49° 11' 15" East) 175.57 feet; thence South 32° 30' 30" East, 3.26 feet; thence on a 93.93 foot radius curve right (the long chord of which bears South 9° 36' 15" East) 75.10 feet; thence South 13° 18' West, 25.27 feet; thence

EXHIBIT "L-24"(Cont.)

on a 124.56 foot radius curve left (the long chord of which bears South 1° 57' 15" West) 49.33 feet; thence South 9° 23' 30" East, 62.10 feet; thence on a 204.63 foot radius curve right (the long chord of which bears South 4° 22' West) 98.27 feet; thence South 18° 07' 30" West, 2.73 feet; thence on a 636.62 foot radius curve left (the long chord of which bears South 9° 46' 45" West) 185.46 feet; thence South 1° 26' West, 15.40 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 9° 51' 30" West) 280.83 feet; thence South 18° 17' West, 144.51 feet; thence on a 179.05 foot radius curve left (the long chord of which bears South 4° 08' 30" West) 88.39 feet; thence South 10° 00' East, 1.75 feet; thence on an 818.51 foot radius curve right (the long chord of which bears South 2° 41' 30" East) 208.81 feet; thence South 4° 37' West, 3.03 feet; thence on an 86.81 foot radius curve left (the long chord of which bears South 51° 29' 45" East) 170.04 feet; thence North 72° 23' 30" East, 18.52 feet; thence on a 266.49 foot radius curve right (the long chord of which bears North 83° 16' 15" East) 101.20 feet; thence South 85° 51' East, 2.01 feet; thence on a 124.56 foot radius curve left (the long chord of which bears North 71° 50' 30" East) 96.99 feet; thence North 49° 32' East, 216.57 feet to P. I. Station 45+88.18, said center line crosses the North and East lines of said Southwest quarter (SW¼) approximately at Stations 27+04 and 45+55, respectively.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.68 acre.

2. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of the above described interest in real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

3. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "L-24" (Cont.)

4. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May, 1959, as Condemnation Resolution No. 1197.

EXHIBIT "L-25"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "L-25" (Cont.)

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein;

EXHIBIT "L-25" (Cont.)

that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May , 1959, as Condemnation Resolution No. 1198 .

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1198, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31708

EXHIBIT "L-26"

Minutes of May 28 and 29, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted. it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May 1959, as Condemnation Resolution No. 1199.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1199, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L-27"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "L-27" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May, 1959, as Condemnation Resolution No. 1200.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1200, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31714

EXHIBIT "L-28"

Minutes of May 28 and 29, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Tunnel-Namorf Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled, as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the bests interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening part, relocation in part, construction, improvement and maintenance of the said Tunnel-Namorf Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real

property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of May , 1959, as Condemnation Resolution No. 1201 .

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1201, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 44

PART II

PART II

OF

VOLUME XLIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 1, 1959

TO

SEPTEMBER 30, 1959

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1959	Subject
1	July 2	COMMISSION MEETING MET at 10:00 a.m.
	/31717/	WASHO MEETING. Billings, Montana. June meeting. W. C. Williams, President. Mr. McIver complimented Mr. Williams for fine job.
		COMMISSION MEETING MINUTES APPROVED for May 28-29, 1959.
		PARKS SUPT. reported on following matters:
		Power agreement with Idaho Power Company approved for:
		Baker County. Farewell Bend.
		Malheur County. Owyhee Lake.
		Baker County. Unity Reservoir.
		Laurelhurst State Park. Jackson County. Overnight camping area.
		Power line agreement extension with COPCO approved.
		East Devil's Lake State Park. Lincoln County. Pacific Power & Light Company power line agreement. Extension approved.
2	31718	Jessie M. Honeyman State Park. Lane County. PUD power line agreement. Amendment approved.
		Latourell Falls. Multnomah County. Bennett property. Purchase of property approved.
		Wasco-Sherman Counties. Deschutes River mouth. Report on study of proposed park site. Referred to Park Advisory Committee.
		Hug Point area. Clatsop County. Foster property. Exchange of property discussed. Referred to Parks Advisory Committee.
3	31719	REAL PROPERTY. Acquisition approved. EX. "A".
		Jackson County. Pacific Hwy. Grants Pass-Rock Point Section. Gail property. Option approved.
		OPTIONS SECURED for which authority had not been previously granted on 4 parcels of property.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
4	31720	SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-7".
5	31721	INTERSTATE HWY. SYSTEM. Restriction of advertising signs clause to be included in future deeds on sales of property.
		Lane County. Pacific Hwy. Goshen-Creswell Section. Ziniker property sale to Goettling Sign Co. case in point.
		DIRECT SALE OF EXCESS PROPERTY approved.
6	31722	ACCESS CHANGES on four properties approved.
		ACCESS CONTROL provided for:
		Douglas County. Pacific Hwy. Garden Valley Road Interchange. Verrell property.
7	31723	CONDEMNATION OF REAL PROPERTY approved. EXS. "H-1" - "H-17 ".
		CONDEMNATION CASES tried. Counsel's report accepted.
9	31725	CONDEMNATION CASES settled. Counsel's report accepted.
10	31726	COURT CASES PENDING. Counsel submits report.
		CONDEMNATION CASES. Offers for property confirmed.
14	31730	PUC MATTERS re Hwy. Commission. Counsel reports:
		PUX 150: Fixing train speeds in cities 100,000 or less on Tillamook Branch of SP Company.
		PUX 271-272-273-276: Klamath County. Green Springs Hwy.
15	31731	Weyerhaeuser Timber Company private road crossings (4).

Page	Date 1959	Subject
15	July 2 /31731/	PUX 296: Union County. Old Oregon Trail. Meacham Overcrossing. PUX 305: Umatilla County. Umatilla Mission Secdy. Hwy. RR Grade Crossing. PUX 307: Sherman County. Wasco-Heppner Secdy. Hwy. Spanish Hollow Creek RR Grade Crossing. PUX 315: Deschutes County. Fremont Hwy. Lapine area. Gilchrist Timber Company Grade Crossing. PUX 320: Jackson County. Medford north. Elk St. RR Grade Crossing. PUX 323: Benton County. Corvallis-Newport Hwy. Corvallis RR Overcrossing. LEGAL DIVISION. Annual pay increases for Legal Staff approved.
16	31732	CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Cape Sebastian Section. Bedingfield property. Water source easement approved.
17	31733	W. J. SCHAMONI ESTATE. Gift of $350,000 from estate accepted for campgrounds construction. AWARD OF CONTRACTS. Engineer reports awards.
19	31735	CONSTRUCTION SPEED ZONES established as follows: Umatilla County. Weston-Elgin Secdy. Hwy. MP 2.68 - MP 6.47. Douglas County. Pacific Hwy. Booth Ranch Truck Scale Site. Coos County. Oregon Coast Hwy. Davis Slough Section. Multnomah County. Sunset Hwy. Highlands Interchange Section. LOAD LIMIT REMOVED on: Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. UMATILLA COUNTY. Havana-Helix Secdy. Hwy. 0.9-mile-southerly Section. Reclassified to Group I. UNFINISHED BUSINESS MATTERS discussed: WINNEMUCCA-TO-THE-SEA ROUTE. Adel-Nevada State Line. Letter to Lake County Court re State taking over route.
20	31736	SEA LION CAVES. Lane County. Appraisals being made for acquisition. Report not ready. WASCO-SHERMAN COUNTIES. Deschutes River mouth. Proposed park development. No report. POLK COUNTY. Proposed exchange of Dolph Corner-Dallas Secdy. Hwy. for Dallas-Polk Station Road. Action deferred. CROOK COUNTY. Crooked River Hwy. construction. Transfer of funds from Paulina Secdy. Hwy. denied.
21	31737	SURVEYS ADOPTED for the following: Umatilla County. Umatilla-Mission Secdy. Hwy. Oregon-Washington Hwy.-Old Oregon Trail Section. EX. "G-1". Lincoln County. Siletz Secdy. Hwy. Cedar Creek-Chitwood Creek Section. EX. "G-1". Benton County. Pacific Hwy. West. Camp Adair-Lewisburg Section. EX. "G-2". DOUGLAS COUNTY. Pacific Hwy. (old). Myrtle Creek Hwy. Jct. Flashing beacon approved. CLATSOP COUNTY. Improvement of lighting systems denied for: Arch Cape Tunnel. Oregon Coast Hwy. Sunset Tunnel. Sunset Hwy.

Page	Date 1959	Subject
22	July 2 /31738/	MULTNOMAH COUNTY. Canyon Road. Highland Interchange. $130,000 for stabilization of cut slope project authorized.
		COMMISSION MEETING RECESSED at 12 noon to reconvene at 1:30 p.m.
		BIDS RECEIVED June 16 and July 1 discussed.
		TRUCK TAXES REVENUE. 15% higher for first 5 months of 1959 regardless of piggy-back haul of trucks by RR.
		FAS COUNTY ROAD ADDITIONS approved for Clackamas-Union Counties.
23	31739	FAS COUNTY ROAD PROJECTS approved for Polk-Union Counties.
		EXTENSION OF TIME denied for contract #5213.
24	31740	CONTRACTS completed and accepted. EX. "C".
		TRAVEL - OUT OF STATE approved for five employees.
		HOOD RIVER COUNTY. Hood River Secdy. Hwy. Windmaster Corner. Traffic channelization approved.
		SPEED ZONES ESTABLISHED as follows:
25	31741	Lane County. Junction City-Eugene Secdy. Hwy. Spring Creek Drive-Ferndale Drive Section. EX. "E-1".
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Canyon Creek Bridge area. EX. "E-2".
		Clackamas County. Mt. Hood Hwy. Wildwood Section. EX. "E-3".
		Deschutes County. The Dalles-California Hwy. Redmond north. EX. "E-4".
		Umatilla County. Umatilla-Stanfield Hwy. Hermiston north. EX. "E-5".
		Umatilla County. Umatilla-Stanfield Hwy. Hermiston south. EX. "E-5".
		Multnomah County. Banfield Expressway. 102nd St.-Sundial Section. EX. "E-6".
26	31742	NO PARKING ZONES ESTABLISHED as follows:
		Multnomah County. Swift Secdy. Hwy. EX. "F- 1 ".
		Yamhill County. Pacific Hwy. West. McMinnville NE. State Hwy.-State Police offices. EX. "F- 2 ".
		Multnomah County. Crown Point Secdy. Hwy. Springdale. EX. "F- 3 ".
		POLK COUNTY. Salmon River Hwy. (old). Valley Jct.-Wallace Bridge Section. Supplemental abandonment agreement approved.
		DESCHUTES COUNTY. Santiam Hwy. Camp Sherman County Road Jct. US Forest Service directional sign installation approved.
27	31743	CENTENNIAL SIGNS INSTALLATION approved:
		Josephine County. Redwood Hwy. MP 29.28.
		Clatsop County. Sunset Hwy. - MP 31.28; Oregon Coast Hwy. - MP 36.98; Columbia River Hwy. - MP 70.78.
		HISTORICAL MARKERS approved:
		Clatsop County. Columbia River Hwy. - MP 76.34; Oregon Coast Hwy. - MP 22.06; Sunset Hwy. - MP 20.50.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Transfer of 12-acre tract to County for park purposes approved conditionally.
		OSEA PAYROLL DEDUCTIONS. Blue Cross Medical-Hospital coverage. Request for payroll deductions approved.

Page	Date 1959	Subject
28	July 2 /31744/	TILLAMOOK COUNTY. Oregon Coast Hwy. East Beaver Creek Stockpile Site. Supplementary agreement with US Forest Service approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for August 13-14, or August 13 only - regular; September 24-25, 1959, - tentative.
		TRANSPORTATION PERMITS. Changes in permit forms to be incorporated into two resolutions. EXS. "D-1" - "D-2".
		JOSEPHINE COUNTY. Redwood Hwy. Applegate River Section. State does not want old bridge. County to dispose of it.
29	31745	COOS COUNTY. Coos River Secdy. Hwy. Log hauling as follows: MP 14.15 - MP 14.80. Prohibition removed.
		WASCO COUNTY. Columbia River Hwy. Celilo. Agreement with U of O re archeological materials at Indian site approved.
		MULTNOMAH COUNTY. East Bank Freeway. Portland. Marquam Bridge. Application to US Corps of Engineers for permit authorized.
		LANE COUNTY. McKenzie Hwy. Springfield. SPRR Crossing. Signal installation approved.
		SHERMAN COUNTY. Biggs. Columbia River Bridge. Washington Toll Bridge Authority to be informed Oregon will construct south approach.
30	31746	DELEGATION PROBLEMS discussed.
		MULTNOMAH COUNTY. Lady Island. Columbia River Bridge (proposed). Inquiry re construction plans for bridge.
		CONSTRUCTION PROGRAM. Contracts underway. Status report given by Engineer.
		CONTRACTS. Award of contracts publicly announced.
34	31750	PARKS DIVISION. State Parks Advisory Committee. Parks Supt. reports plans for meeting July 23-24-25 in northeastern Oregon.
		STATUS OF PROJECTS for bid letting July 21, 1959. Discussed.
		AGREEMENTS and other papers signed.
		COMMISSION MEETING ADJOURNED at 3:20 p.m.
	July 3	COMMISSION MEETING RECONVENED at 10:00 a.m.
		DELEGATIONS:
		BENTON COUNTY. Alsea Hwy. Alsea Mt. Grade. Grade reduction to be considered in next programming.
35	31751	HOOD RIVER COUNTY. Mt. Hood Hwy. Parkdale-Hood River Section. Requested improvements to be considered this fall.
36	31752	CLACKAMAS-MARION COUNTIES. Pacific Hwy. East. New Era-Salem Section. Request for 4-lane hwy. considered.
37	31753	CROOK COUNTY.. Paulina Secdy. Hwy. Hwy. improvements urged. Protest transfer of funds from hwy.
38	31754	CLATSOP COUNTY. Hug Point south. Johnson property. Owner's offer to exchange property to be studied.
		MORROW COUNTY. Heppner area. Improvement of hwys. in area urged.
39	31755	EQUIPMENT BUDGET. Purchase of 3 new road rollers from Surplus Properties Division of US Government authorized.
		LANE COUNTY. Knox property settlement. Deferred pending result of rezoning this property.

Page	Date 1959	Subject
39	July 3 /31755/	MULTNOMAH COUNTY. West Portland. Requests for meetings re freeway routes prior to hearings to be referred to proper authorities.
40	31756	MULTNOMAH COUNTY. West Portland. Stadium Route (proposed). R/W cannot be acquired before two years.
		MULTNOMAH COUNTY. West Portland. Columbia-Clay (Foothills) Freeway Route. Hearing postponed until entire route surveyed.
41	31757	COMMISSION MEETING ADJOURNED at 12:25 p.m.

31758	EXHIBIT "A". Real property acquisition.
31759	EXHIBITS "B-1"- "B-7". Sale of excess property.
31769	EXHIBIT "C". Contracts completed and accepted.
31773	EXHIBITS "D-1" - "D-2". Transportation permits.
31830	EXHIBITS "E-1" - "E-6". Speed zones established.
31842	EXHIBITS "F-1" - "F-3". No parking zones established.
31846	EXHIBITS "G-1" - "G-2". Surveys adopted.
31850	EXHIBITS "H-1" - "H-17". Condemnations.

Page	Date 1959	Subject
1	Aug. 13	COMMISSION MEETING CONVENED at 9:00 a.m.
	/31897/	LEGAL DEPARTMENT. Hood River County. Cascade Locks. Garbage dump replacement. Purchase of property approved. Signs at east entrance questioned.
		COMMISSION MEETING MINUTES approved for July 2-3, 1959.
		PARKS SUPT. reported on following matters:
		Silver Falls State Park. Marion County. Road easement granted BLM.
2	31898	Benson State Park west. Multnomah County. Agreement with State Fish Commission re use of 20 acres for salmon-rearing pond.
		Devils Lake State Park. Lincoln County. Overnight Camping Area sewage disposal. Agreement renewed for 1 year.
		Ona Beach State Park. Lincoln County. Power line agreement for additional minimum power charge approved.
		Rooster Rock State Park. Multnomah County. Revised closing hour on trial basis for August, 1959, approved. EX. "K".
		Recreation Director for Parks Department. Employment of Clayton E. Anderson approved.
3	31899	Nehalem Bay State Park area. Tillamook County. Donation of 3 lots by County accepted.
		Hug Point area. Clatsop County. Johnson property. Parks Advisory Committee advised against exchange of property.
		REAL PROPERTY. Acquisition approved. EX. "A".
		OPTIONS SECURED for which authority had not been previously granted on 1 parcel of property.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Section. Acquisition of r/w discussion. No change in policy.
4	31900	SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Hay Canyon-Wasco Section. Powell property. Agreement being worked out with owner.
		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		MULTNOMAH COUNTY. Sunset Hwy. Highland Section. Rosenfeld-Preble properties to be offered for public sale.
		SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-6".
5	31901	DIRECT SALE OF EXCESS PROPERTY approved. EX. "C".
6	31902	KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls West Side By-pass. Easement with Bureau of Reclamation approved.
		COOS COUNTY. Oregon Coast Hwy. Forest Boundary Section. Sale of land to the Lentz. Sale price corrected deed approved.
		ACCESS CHANGES on seven properties.approved.
7	31903	ACCESS GRANTED. Clatsop County. Oregon Coast Hwy. Seaside. Roosevelt Drive Section. Dehner property.
		LINCOLN COUNTY. Oregon Coast Hwy. Agate Beach Section. Smith property. Quitclaim Deed approved.
		ACCESS GRANTED. Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley Section. Marolf property.
		BAKER COUNTY. Old Oregon Trail. Baker. Leven's Addition. Excess property sale 5/4/59. Payment of $812.50 lien approved.

Page	Date 1959	Subject
8	Aug. 13	CONDEMNATION OF REAL PROPERTY approved. EXS. "D-1" - "D-12".
	31904	CONDEMNATION CASES TRIED. Counsel's report accepted.
10	31906	CONDEMNATION CASES SETTLED. Counsel's report accepted.
13	31909	CONDEMNATION CASES. Offers for property confirmed.
15	31911	PUC MATTERS RE Hwy. Commission. Counsel's report accepted.
		LEGAL DEPARTMENT. New salary plan for Attorneys approved.
16	31912	ST. PAUL FIRE & MARINE INSURANCE COMPANY. Contract #4648. Jack Robinson, contractor. "Release and Subrogation" form approved.
		LINN COUNTY. Santiam Hwy. Little Creek-Lebanon Section. Settlement of 7 flood damage cases against Hwy. Commission approved.
17	31913	PORTLAND DEVELOPMENT COMMISSION. Agreement approved re reimbursing Commission for property purchased for urban development.
		JOSEPHINE COUNTY. Pacific Hwy. Smith claim for crop damage-pasture rental. Payment approved.
		MULTNOMAH COUNTY. Portland. NE 58th Avenue. NE Glisan St.-UPRR Section. Vacation of street approved.
		BEND MAINTENANCE HEADQUARTERS. Deschutes Reclamation & Irrigation Company. Acquisition of 13 shares of stock for increased water supply approved.
		CLATSOP COUNTY. Columbia River. Astoria-Megler Ferry. Proceedings started for federal waterway designation.
18	31914	AWARD OF CONTRACTS. Engineer reports awards.
19	31915	CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Gearhart Section. Alternate routes for hwy. relocation discussed. Deferred.
		HARNEY COUNTY. Central Oregon Hwy. Burns. No hearing to be scheduled until local authorities agree on hwy. relocation.
		CONSTRUCTION SPEED ZONES established as follows:
		Washington County. Pacific Hwy. West. Middleton-Yamhill County Line Section.
		Lincoln County. Corvallis-Newport Hwy. Pioneer Mt. Section.
		Wasco County. Columbia River Hwy. Rowena-Chenoweth Section.
		Josephine County. Redwood Hwy. Rough and Ready Creek Bridge Section.
		Umatilla County. Old Oregon Trail. Emigrant Springs Park area.
		Wasco County. Mosier-The Dalles Secdy. Hwy. Rowena.
20	31916	LOG HAULING. Klamath County. East Diamond Lake Secdy. Hwy. Temporary log hauling permit granted Mr. Wampler.
		UNFINISHED BUSINESS MATTERS discussed:
		WASCO-SHERMAN COUNTIES. Deschutes River mouth. Proposed park development depends on more info re hwy. rebuilding.
		CLATSOP COUNTY. Hug Point. Johnson property. Reported on earlier.
		PAYROLL DEDUCTIONS. Policy established. No additional deductions allowable unless required by State Legislature.
		MULTNOMAH COUNTY. West Portland. Clay-Market (Foothills) Freeway Route. Hearing deferred until after January 1, 1960.
21	31917	MALHEUR COUNTY. Old Oregon Trail. Ontario. SW 4th Ave.-SW 4th St. Traffic signals denied. Overhead "School Crossing" sign approved.
		MULTNOMAH COUNTY. Portland. NE Grand Ave.-Hoyt St. Jct. Traffic signal on 50-50 basis approved. Agreement.
		LANE COUNTY. Eugene. Traffic signals installation at 4 intersections approved on 50-50 basis. Agreement.

Page	Date 1959	Subject
21	Aug. 13	UMATILLA COUNTY. Pendleton-John Day Hwy. Pilot Rock. NE Alder St.-NE Cherry St. Jct. Flashing beacon approved. Agreement.
22	/31917/ 31918	INCREASE IN PROJECT AUTHORIZATION for contract #5025 approved.
		MULTNOMAH COUNTY. Portland. Freeway System r/w acquired by Development Commission. Reimbursement by State. Agreement approved.
		STATE TAX STREET FUND. First half of 1959. Plans approved. EX. "E".
		HIGHWAY RESEARCH CORRELATION SERVICE. Payment of annual dues approved.
		DOUGLAS COUNTY. Oregon Coast Hwy. Gardiner slide area. Allocation of $110,000 State funds for slide correction confirmed.
		FAS COUNTY ROAD ADDITIONS approved for Douglas-Malheur Counties.
23	31919	DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Canyonville north. Hwy. extension of 2.4 miles approved. EX. "I".
		FAS COUNTY ROAD PROJECTS approved for Crook-Marion Counties.
24	31920	SHERMAN-GILLIAM COUNTIES. Interstate Hwy. 80N. Rufus-Arlington Section. Extension agreement with Corps of Engineers approved.
		LANE COUNTY. Oregon Coast Hwy. Cape Creek Tunnel concrete lining. Contract #5486. Bond forfeited by contractor. To be readvertised.
		DOUGLAS COUNTY. Roseburg Headquarters. Lois Hill property. Acquisition of property approved.
		MULTNOMAH COUNTY. Portland. NE 60th St.-Columbia Blvd. Jct. Cooperative drainage agreement on 50-50 basis approved.
25	31921	CLACKAMAS COUNTY. Milwaukie Division Headquarters. Payment of sewer assessment approved.
		LINN COUNTY. Mehama-Mill City Secdy. Hwy. Lyons. Request for hwy. improvement on 50-50 basis approved.
		EXTENSIONS OF TIME approved for contracts #5380-#5443.
26	31922	CONTRACTS completed and accepted. EX. "F".
		MAINTENANCE EXPENSE. Monthly rental rate paid to Secretary of State. Increase in rate approved as of August 1, 1959.
		FOREST HIGHWAY ROUTES. Bureau of Public Roads. Cooperative agreement re study-design-construction-maintenance approved. 10-Year Forest Hwy. Program discussed.
		SPEED ZONES ESTABLISHED as follows:
		Umatilla County. Pendleton-John Day Hwy. Pendleton. EX. "I-1".
		Jackson County. Green Springs Hwy. Ashland area. EX. "I-2".
		Umatilla County. Hermiston Secdy. Hwy. EX. "I-3".
27	31923	Douglas County. Coos Bay-Roseburg Hwy. EX. "I-4".
		Washington County. Tualatin Valley Hwy. West Slope-Beaverton Section. EX. "I-5".
		Lane County. Siuslaw Hwy. Tide area. EX. "I-6".
28	31924	Clatsop County. Oregon Coast Hwy. Seaside. EX. "I-7".
		NO SHOULDER PARKING ZONES ESTABLISHED as follows:
		Polk County. Dallas-Rickreall Secdy. Hwy. Dallas east. EX."J-1". Speed zone established. EX. "J-2".
		Yamhill County. Salem-Dayton Secdy. Hwy. Maud Williamson State Park area. EX. "J-3".
29	31925	Lincoln County. Oregon Coast Hwy. Newport area. EX. "J-4".

Page	Date 1959	Subject
29	Aug. 13 /31925/	"EMERGENCY PARKING ONLY" SIGNS approved as follows: Linn County. Pacific Hwy. Battle Creek-North Albany Interchange Section. EX. "J-5".
		SIGNS: Washington County. Sunset Hwy. Cornelius Pass Jct. area. Permit granted Oregon Baptist Convention to install 3 centennial signs.
30	31926	Wallowa County. Wallowa Lake Hwy. Enterprise area. Permit granted to install rustic sign advertising Wallowa County. Douglas County. Pacific Hwy. Roseburg area. Permit granted to install 4 centennial signs. Sherman County. Permit granted to install 5 signs on Sherman Hwy. and Sherars Bridge Secdy. Hwy. Yamhill County. Pacific Hwy. W. Newberg area. Permit granted to install rustic sign.
		COOS COUNTY. Bennett Butte Radio Station. Oregon State Board of Forestry. 50-year lease approved for use of land for radio station.
		TRAVEL - OUT OF STATE approved for 12 hwy. personnel.
32	31928	WASHINGTON STATE. Wind River Bridge. US Bureau of Public Roads requests inspector for bridge painting. Agreement.
		COLUMBIA COUNTY. Columbia River Hwy. Warren. Installation of public telephone booth approved.
		OREGON MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. Request for modification approved.
		GRANT COUNTY. Pendleton-John Day Hwy. Long Creek-South Forest Boundary Section. Abandonment resolution adopted. EX. "G".
		POLK COUNTY. Salmon River Hwy. Fort Hill area. Permit granted for construction of truck scaling station and use of approaches.
33	31929	SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES set for September 24-25 - regular; November 5-6, 1959, - tentative.
		DESCHUTES COUNTY. Central Oregon Hwy. Butzien property. Cooperative fencing agreement with owner approved.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Eugene. Resolution adopted re hwy. rerouting. EX. "H-1".
		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Resolution adopted re hwy. rerouting. EX. "H-2".
34	31930	COMMISSION MEETING RECESSED at 11:15 a.m. to reconvene at 1:00 p.m.
		LAKE COUNTY. Winnemucca-Lakeview Cut-off. Request that State take over a part of route. Adherence to terms outlined in 7/6/59 letter.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin-Oretown Section. Criticism of hwy. condition.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Eastbank Freeway Section. Suggestion of name for section denied due to Federal regulations.
		SPEED ZONE ESTABLISHED. Deschutes County. The Dalles-California Hwy. Bend north. US 20 Jct. EX. "I-8".
35	31931	FEDERAL INTERSTATE FUNDS. Bids to be called in September for critical projects including county-city jobs.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Carver east. Request for State to transfer 12 acres to County for park purposes denied.

Page	Date 1959	Subject
35	Aug. 13	LANE-DOUGLAS COUNTIES. Oregon Coast. Sand Dune area. Federal hearing to be held re national park development.
/31931/		JACKSON COUNTY. Laurelhurst State Park. Request for additional r/w for bridge relocation on county road approved conditionally.
36	31932	JOSEPHINE COUNTY. Rogue River. Grants Pass east. White property. Acquisition of land for park purposes appears favorable.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Russell St.-Curry St. Section. Close property. Settlement of condemnation case approved.
		KLAMATH COUNTY. Klamath Falls east. Sale of land to State Board of Higher Education for Oregon Technical Institute authorized.
		AGREEMENTS and other papers signed.
		COMMISSION MEETING ADJOURNED at 1:30 p.m.

31933	EXHIBIT "A". Real property acquisition.
31934	EXHIBITS "B-1" - "B-6". Sale of excess property.
31942	EXHIBIT "C". Direct sale of excess property.
31944	EXHIBITS "D-1" - "D-12". Condemnations.
31977	EXHIBIT "E". State tax street fund.
31988	EXHIBIT "F". Contracts completed and accepted.
31992	EXHIBIT "G". Abandonment resolution.
31994	EXHIBITS "H-1" - "H-2". Hwy. rerouting resolutions.
31998	EXHIBITS "I-1" - "I-8". Speed zones established.
32014	EXHIBITS "J-1" - "J-5". No shoulder parking zones established.
32021	EXHIBIT "K". Multnomah County. Rooster Rock State Park. Revised closing hour.
32022	EXHIBIT "L". Douglas County. Tiller-Trail Secdy. Hwy. Canyonville north hwy. extension.

TABLE OF CONTENTS

Page	Date 1959	Subject
1 /32024/	Sept.24	COMMISSION MEETING CONVENED at 9:00 a.m.
		COMMISSION MEETING MINUTES APPROVED for August 13, 1959.
		ASSISTANT PARKS SUPT. reported on following matters:
		Emigrant Springs State Park north. 10-acre timber tract. Umatilla County. Permit granted Extension Service for use of tract.
		Delake Overnight Camping Area. Lincoln County. Vacation of platted street near southern edge of area approved.
2	32025	Budget. Increase of $45,000 in budget for acquisition of land approved.
		Oregon Sand Dunes National Seashore (proposed). Florence-Reedsport. Lane-Douglas Counties. Written report presented. Parks Advisory Committee report favoring establishment of national park to be studied at later date.
		Rogue River Park. Jackson County. White property. Progress report re property acquisition presented.
3	32026	Parks Advisory Committee Meeting. Portland. September 11,1959. Report presented by Ass't. Parks Supt. accepted.
		Deschutes River Mouth park development. Parks Advisory Committee meeting scheduled for The Dalles - November 5, 1959.
		REAL PROPERTY. Acquisition approved. EX. "A".
		MULTNOMAH COUNTY. Pacific Interstate Hwy. Minnesota Section. Portland. Acquisition of r/w to start October 1, 1959.
4	32027	MISCELLANEOUS SALES AND RENTAL REPORT accepted.
		EXCESS PROPERTY PUBLIC SALE authorized. EXS. "B-1" - "B-8".
5	32028	JACKSON COUNTY. Pacific Hwy. Medford Maintenance Station site. Easement for trunk line sewer construction confirmed.
6	32029	WASCO COUNTY. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Grant of access to BPA approved.
		MULTNOMAH COUNTY. Pacific Hwy. East. Portland. Grand Ave.-Union Ave. Section. Return of slope easement to McIrvin.
		ACCESS CHANGES on two properties approved.
		DIRECT SALE OF EXCESS PROPERTY approved.
7	32030	BENTON COUNTY. Corvallis-Newport Hwy. Western Addition. Neer property. Quitclaim deed to owners on strip of land approved.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Newport-Toledo Section. Exchange of lands with Georgia Pacific & Turner properties.
		WASCO-SHERMAN COUNTIES. Columbia River Hwy. The Dalles Dam area. Transfer of old r/w to US of America approved.
8	32031	LINN COUNTY. Santiam Hwy. Noble Slough-Foster Section. Lutheran Church-Missouri Synod property. Modification of access granted.
		CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C-13".
		CONDEMNATION CASES TRIED. Counsel's report accepted.
9	32032	KLAMATH COUNTY. The Dalles-California Hwy. Chemult-Diamond Lake. State vs Arnold. Decision by Supreme Court re value of land.
10	32033	CONDEMNATION CASES TRIED. July 1, 1958 - June 30, 1959. Counsel's annual report accepted.
		CONDEMNATION CASES SETTLED. Counsel's report accepted.

Page		Date 1959	Subject
12	/32035/	Sept.24	COURT CASES PENDING. Counsel presents report. ATTORNEY'S FEES IN CONDEMNATION CASES. Elimination of fees discussed. CONDEMNATION CASES. Offers for property confirmed.
14	32037		PUC MATTERS RE HWY. COMMISSION. Counsel's report accepted. MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange. Counsel's report re Cronin slide damage claim against State accepted. PORTLAND DEVELOPMENT COMMISSION AGREEMENT with State to be revised re purchase of property.
15	32038		SHERMAN COUNTY. Rufus. "D" Street and 5th Street. Counsel's report re vacation of portions of streets accepted. DAMAGE CASES AGAINST STATE. Counsel's report accepted. MULTNOMAH COUNTY. Cascade Hwy. Airport-NE Alberta St. Section. Wagner property. Release of easement approved conditionally. FOURTH ANNUAL EDUCATIONAL SEMINAR. R/W Division and American R/W Association. Chief Counsel's paper complimented.
16	32039		CONSTRUCTION SPEED ZONES established as follows: Multnomah County. Pacific Hwy. Barbur Blvd. north. Coos County. Coos Bay-Roseburg Hwy. North Fork Coquille River-Myrtle Point Section. Josephine County. Redwood Hwy. MP 31.80 - MP 32.20. CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Gearhart hwy. relocation. Astoria City Hall. October 29, 1959. Hearing at 1:30 p.m. AASHO MEETING. Boston, Mass. October 12-16, 1959. Meeting discussed. COOS COUNTY COURT request for exchange of roads denied: Coos River Secdy. Hwy. and Chrome Plant-Beaver Lookout Connection.
17	32040		BOND SALE discussed and action deferred on following: $24,000,000 Bonds for Astoria Bridge. $4,000,000 Bonds for Hwy. 42. Press release prepared for following day.
18	32041		INCREASE IN PROJECT AUTHORIZATION for contract #5200 approved.
19	32042		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Beaverton. Lombard St. Jct. Traffic signal approved on 50-50 basis. WASHINGTON COUNTY. Sunset Hwy. Murray Road Interchange. Roadside improvement project authorized. CLACKAMAS COUNTY. Pacific Hwy. East. Oregon City. Water St. Viaduct storm sewer damage repair. $2,000 contributed by State. LINCOLN COUNTY. Oregon Coast Hwy. Newport. City streets paving projects. State to pay ½ expense on portion of paving.
20	32043		MULTNOMAH COUNTY. Mt. Hood Hwy. Portland. 26th St.-28th St. Section. Hwy. widening on cooperative basis confirmed. MULTNOMAH COUNTY. Baldock Freeway. SW Lane St. Jct. Portland. $12,645 reimbursement to City for water line changes authorized. SURVEY. Lane County. Pacific Hwy. Eugene. Ferry St. Southbound Off-ramp Section. Survey adopted. EX. "I". MULTNOMAH COUNTY. Cascade Secdy. Hwy. Portland. Airport-Alberta St. Section. Spur track salvage materials sold to Mixermobile.
21	32044		LANE COUNTY. McKenzie Hwy. Eugene-Springfield Section. Patterson Bar. Two deeds approved for sale to County and University of Oregon. EXTENSIONS OF TIME to complete contracts acted upon.

Page	Date 1959	Subject
22 /32045/	Sept.24	CONTRACTS completed and accepted. EX. "D". TRAVEL INFORMATION DIVISION. Budget - 1960. Adopted as presented on following day.
23 32046		REIMBURSEMENT VOUCHERS FOR FEDERAL FUNDS. Officials designated to sign vouchers. COMMISSION MEETING RECESSED at 12:00 noon to reconvene at 1:30 p.m. CLACKAMAS COUNTY. Mt. Hood Hwy. Government Camp Parking Area. Parking area construction approved. WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Scholls Secdy. Hwy. Jct. Fred Meyer Supermarket. Hwy. access approved cooperatively.
24 32047		SPEED ZONES ESTABLISHED as follows: Malheur County. John Day Hwy. Vale area. EX. "G-1". Curry County. Oregon Coast Hwy. Brookings area. EX. "G-2". Baker County. Baker-Homestead Hwy. Richland area. EX. "G-3". Marion County. Pacific Hwy. Salem By-pass Section. EX. "G-4". Polk County. Willamina-Salem Hwy. Derry Station. EX. "G-5".
25 32048		TRAVEL - OUT OF STATE approved for 6 hwy. personnel. MULTNOMAH COUNTY. Pacific Hwy. Portland. Steel Bridge east end. Erection of historical sign by NPRR approved. SHOULDER PARKING ZONES as follows: Marion County. Pacific Hwy. East. Brooks-Hopmere Road Jct. area. EX. "H-1". Parking prohibited.
26 32049		Multnomah County. Swift Secdy. Hwy. Centennial Exposition area. EX. "H-2". No Parking Zone rescinded. ABANDONMENT RESOLUTIONS approved for following: Josephine County. Pacific Hwy. Jumpoff Joe Creek-Louse Creek Section. EX. "E-1". Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville Airport-Dayton Jct. Section. West Unit. EX. "E-2". Jefferson County. The Dalles-California Hwy. Lyle Gap-Madras Section. South Unit. EX. "E-3". SECRETARY'S REPORT on papers signed approved. COMMISSION MEETING DATES approved for November 5-6 - regular; December 17-18, 1959, - tentative.
27 32050		SIGNS. Oregon State Fish Commission. Fish Hatcheries location. Columbia River Hwy. - 4 signs. North Santiam Secdy. Hwy. - 1 sign. McKenzie Hwy. - 1 sign. LANE COUNTY. Exchange of hwys. as follows: (EX. "F") Alsea-Deadwood Secdy. Hwy. Paris south. To County. Mapleton-Richardson County Road (Route "F"). To State. ABANDONMENT AGREEMENT. Union County. Wallowa Lake Hwy. Rhinehart Section. Approved. TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Hurliman property. Culvert-type cattle pass construction by owner approved. OREGON MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. Revisions approved. Computational error correction and center line striping.
28 32051		BAKER COUNTY. Old Oregon Trail. Baker. Replacement of 3 traffic signal controllers approved on 50-50 basis.

Page		Date 1959	Subject
28		Sept.24	FOREST HIGHWAY PROGRAM. Modifications in program. Letter to BPR approved.
	/32051/		
30	32053		FOREST HIGHWAY FUNDS - 1962 and subsequent years. Request from BPR re apportionment of funds. Commission to study.
			US HIGHWAY 12. Miles City-Helena-Missoula (Mont.)-Lewiston (Idaho)-The Dalles-Astoria Route. Recommendation to AASHO deferred.
			WASHINGTON COUNTY. Wilson River Hwy. Glenwood. RR rail to be donated to Oregon Electric Rwy. Historical Society.
			MARION COUNTY. Salem Shops. Plans-specifications for 2 storeroom buildings complete. Bids to be received November 3, 1959.
31	32054		CONTRACTS. Award of contracts publicly announced.
32	32055		DELEGATION PROBLEMS discussed.
			CURRY COUNTY. Oregon Coast Hwy. Wedderburn north. Lloyd property. 300 acres for park purposes desired. New owners to be approached.
			JOSEPHINE COUNTY. Pacific Hwy. Glendale Jct.-Wolf Creek Section. Hopper property settlement approved.
			INSPECTION TRIP. August 9, 1959. Payment of $500 to Pacific Power & Light Company for use of their plane approved.
			AGREEMENTS and other papers signed.
			COMMISSION MEETING ADJOURNED at 2:45 p.m.
33		Sept.25	COMMISSION MEETING RECONVENED at 10:00 a.m.
	/32056/		CLACKAMAS-MARION COUNTIES. Pacific Hwy. East. New Era-Salem Section. 4-laning hwy. to be considered for next program.
34	32057		YAMHILL COUNTY. Willamina-Sheridan Secdy. Hwy. Delegation urges hwy. improvements. No action.
35	32058		YAMHILL COUNTY. Pacific Hwy. West. Rex Hill-Newberg Section. Delegation urges 4-laning hwy. No action.
			CLATSOP COUNTY. Astoria-Megler Bridge (proposed). Oregon-Washington. Suitable legislation urged to expedite bridge construction.
36	32059		US HIGHWAY 12 EXTENSION. Lewiston-Boardman-Astoria. Delegation urges requesting AASHO for hwy. extension. No action.
			GRANT-WHEELER-GILLIAM COUNTIES. John Day Hwy. and Wasco-Heppner Secdy. Hwy. Needed hwy. improvements presented.
37	32060		TRAVEL ADVISORY COMMITTEE. Budget adopted as presented.
38	32061		COMMISSION MEETING ADJOURNED at 11:45 a.m.

32062	EXHIBIT "A". Real property acquisition.
32063	EXHIBITS "B-1" - "B-8". Excess property public sale.
32076	EXHIBITS "C-1" - "C-13". Condemnations.
32114	EXHIBIT "D". Contracts completed and accepted.
32119	EXHIBITS "E-1" - "E-3". Abandonment resolutions.
32126	EXHIBIT "F". Lane County. Exchange of hwys.
32128	EXHIBITS "G-1" - "G-5". Speed zones established.
32138	EXHIBITS "H-1" - "H-2". Shoulder parking zones.
32140	EXHIBIT "I". Survey.

Salem, Oregon
July 2, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418, State Highway Building, Salem. Present were:

M. K. McIver, Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. McIver complimented Mr. W. C. Williams for his very fine job as President of WASHO at the annual WASHO meeting held in June at Billings, Montana.

The Commission approved the minutes for the meeting held on May 28 and 29, 1959.

The Parks Superintendent reported on the following park matters:

Agreement with Idaho Power Company to furnish power in establishing state parks at Farewell Bend in Baker County, Owyhee Lake in Malheur County, and Unity Reservoir in Baker County: The Parks Superintendent stated that the agreement will remain in effect for ten years and the minimum annual charge for each area will be $210.00, $150.00, and $150.00, respectively. He mentioned that after 36 months the agreement provides for an adjustment should the power furnished to the State be different than estimated. Upon his favorable recommendation, the Commission approved the agreement.

Agreement with California Oregon Power Company to extend the power line for the overnight camping area into Laurelhurst State Park on the Rogue River in Jackson County: The Parks Superintendent explained that the cost to the State would be $33.50 per month for a period of five years including power used. He recommended approval of the agreement. The Commission approved his recommendation.

Agreement with Pacific Power and Light Company to extend the power line to the East Devil's Lake State Park area in Lincoln County: The Parks Superintendent stated that the extension is needed for day-use facilities at the park. The minimum annual cost to the State would be $200.00, over a five-year period, which would include the power consumed. Following his favorable recommendation, the Commission approved the agreement.

Amendment No. 3 to the general agreement with the Central Lincoln Peoples' Utility District to extend a power line into the new overnight camping area serving the Jessie M. Honeyman State Park in Lane County: The Parks Superintendent pointed out that the camp area is completed and is now ready for use. The Utility District will construct the line with no expense to the State. The Commission accepted his recommendation that the agreement be amended to provide electrical power at a minimum annual charge of $117.60.

Proposed purchase at a cost of $9,500.00 of the B. B. Bennett property at Latourell Falls on the old Columbia River Highway, adjoining Talbot State Park, in Multnomah County: The Parks Superintendent stated that the Columbia Gorge Commission has urged purchase of this property. The price of $9,500 is $1,000 higher than the appraised value, but much less than the owner's original asking price of $55,000. He recommended that it be purchased for the sum of $9,500. The Commission approved the purchase.

Report on a study of a proposed state park south of the highway at the junction of the Deschutes and the Columbia Rivers: The Parks Superintendent stated that the area involved is owned by the Columbia-Deschutes Power Company. If they construct a dam, it is the Power Company's plan at peak periods to discharge water through the generators at high rates, possibly four or five times the amount of normal average river flow in the Deschutes. Any public-use facility would have to be high enough in elevation to allow for the enlarged stream flow. The matters of greater clearance under the bridge and a boat basin are being discussed with the Public Roads Administration. Due to the uncertain price if condemnation is involved and other points mentioned, the Parks Superintendent suggested that no action be taken at this time and that the matter be referred to the Park Advisory Committee for study and recommendation. The Commission accepted the report and approved his suggestion.

Request of A. W. Johnson, through his attorney, Ernest J. Burrows, Portland, to exchange parcels of land with the State at Hug Point in Clatsop County: The Parks Superintendent reported that Mr. Johnson has an option on some land 1.4 miles north of the State Park property, known as the Foster property, 2.5 acres of which he has offered to give to the State for park purposes in exchange for a parcel of State land adjoining his property. Parking space, he continued, could be provided for approximately 86 cars by clearing the timber near the south entrance. There is ample water and some day-use facilities could be provided. The Parks Superintendent mentioned another area less than one mile south, which might be suitable for parking purposes. Parking could be provided for about the same number of cars as on the Foster property; however, the cost would be greater. The State-owned area at Hug Point is about 80 feet wide and 600 feet long, which is smaller than the other two areas mentioned but by extending the parking area beachward, approximately 140 cars could be accommodated; however, there is no room for other kind of day-use

developments. It was his opinion that the State should retain the Hug Point area but suggested that the problem be referred to the Parks Advisory Committee for study. The Commission accepted his report and suggestion.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto marked Exhibit "A", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Right of Way Engineer also presented and the Commission approved the following option: Gail property, File No. 29009, located on the Grants Pass-Rock Point Section of the Pacific Highway in Jackson County, consisting of 15.5 acres of land with houses, buildings, two water systems, etc., at a total price of $39,415, plus estimated taxes for 1959-1960 in the amount of $395.

In connection with options presented, the Right of Way Engineer pointed out that on pages 32, 41, 48, and 50, options had been secured for which authority to secure right of way had not been previously granted by the Commission. The Commission granted authority to acquire the following parcels:

(a) File No. 27020, Miller, Anthony J. and Elizabeth E.; Crater Lake Highway, Trail Creek Bridge Section. $1,117.50.

(b) File No. 30191, Abrahamson, C. E. and Fannie C.; Old Oregon Trail Highway, Division V, Maintenance and Headquarters Section. $250.

(c) File No. 28831, Ford, James L. and Shirley June; Pacific Highway, Grants Pass-Rock Point Section. $962.03.

(d) File No. 27252, Coleman Well Drilling; Pacific Highway, Grants Pass-Rock Point Section. $1,003.52.

The Property Manager's monthly report was presented by the Right of Way Engineer showing miscellaneous sales in the amount of $36,092.06 made since the last Commission meeting. He also presented a rental report for the period from May 19, 1959 to June 23, 1959, showing rental receipts in the amount of $7,120.40. The Commission accepted the reports.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of state highway property. These parcels, he stated, are all excess property no longer required for highway purposes and minimum values have been determined by appraisal. The Commission authorized public sale of the properties and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(a) 1,275 square feet of the former Johnston property, File No. 14878, on the 39th Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County, for a minimum consideration of $150, with no access to the Banfield Expressway.

(b) 10.5 acres of the former Post property, File No. 15193, on the North Corvallis Section of the Pacific Highway West in Benton County, for a minimum consideration of $1,600, with no access to the Pacific Highway. See Exhibit "B-1".

(c) 0.7 acre of the former Early property, File No. 9860, on the Dee-Parkdale Section of the Hood River Highway in Hood River County, for a minimum consideration of $125.

(d) 20.05 acres of the former Keil property, File No. 3221-A, on the Butteville Road-Hubbard Section of the Wilsonville-Hubbard Highway in Marion County, for a minimum consideration of $7,100. See Exhibit "B-2".

(e) 1.06 acres of the former Carmichael property, File No. 21542-L-2172, on the Euchre Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County. Payment of $5,000 to be spread over eight years. Chairman McIver inquired if earlier payment could be secured. Withdrawn for further study.

(f) 0.35 acre (15,246 square feet), File No. 15003, on the North Eugene Section of the Pacific Highway in Lane County, for a minimum consideration of $5,000. See Exhibit "B-3".

(g) 1.7 acres, File No. 18284, on the Salem By-pass Section of the Pacific Highway in Marion County, for a minimum consideration of $750, with no access to the Pacific Highway.

(h) 0.36 acre, File No. 8863, on the Eugene Section of the Pacific Highway in Lane County, for a minimum consideration of $17,500, consisting of a down payment of $5,000 and the balance payable in monthly installments for a period of ten years, plus interest at the rate of six per cent. See Exhibit "B-4".

(i) 4.06 acres (borrow pit), File No. MS-38, located in Junction City in Lane County, for a minimum sum of $800.

(j) 0.35 acre, File No. 8862, on the Seneca Section of the Pacific Highway in Lane County, for a minimum consideration of $8,000. Two 30-foot unrestricted access points will be given to West Seventh Street in Eugene. See Exhibit "B-5".

(k) 7,920 square feet of the former Wilson property, File No. 2970, on the 17th Street-Union Avenue Section of the Pacific Highway East in Multnomah County, for a minimum consideration of $5,000. See Exhibit "B-6".

(l) 14.95 acres of the former Young property, File No. 3645, on the Tigard Junction Section of the Pacific Highway in Washington County, for a minimum consideration of $25,000, with no access to the Pacific Highway. See Exhibit "B-7".

The Right of Way Engineer recalled that the Commission at the May 28-29, 1959 meeting had authorized sale of 6.6 acres of the former Ziniker property, File No. 16054, on the Goshen-Creswell Section of the Pacific Highway in Lane County. This particular strip is 2,300 feet long and averages 100 feet in width, and is situated between the west side of the freeway and the old highway. The Goettling Sign Company of Eugene was the successful bidder on this property, in the amount of $1,000. He explained that sign use would be in conflict with federal legislation regarding the approval of advertising sign rights. The Right of Way Engineer recommended rejection of the sale and readvertisement, with a restricting clause against the use of advertising signs. The Commission approved the recommendation and instructed that a clause restricting advertising signs be inserted in future deeds on any sales of property adjoining the Interstate Highway System.

Direct sale of several parcels of property were presented by the Right of Way Engineer who explained that all of the parcels were excess property, no longer required for highway purposes. The properties have been carefully appraised and the selling prices represent current values. The Commission approved sale of the following:

(a) 1,500 square feet of land, File No. 4780, on the Coos Bay-Southport Section of the Oregon Coast Highway, Coos County, to John C. and Easter A. Noblitt, for the sum of $200, without access to the highway.

(b) 0.22 acre of the former Rawls property, File No. 4838, on the West Portland-Willamette River Section of the Pacific Highway, Multnomah County, to C. B. and Coraleone Rose, for the sum of $350, without access to the highway.

(c) 0.01 acre of the former Keeney property, File No. 24063, on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway,

Coos County, to George M. Keeney, for the sum of $10, without access to the highway.

(d) 90,000 square feet of land, File No. Q-203, at Pilot Butte Park on the Central Oregon Highway, Deschutes County, and an easement of 8,450 square feet across Pilot Butte Park, to the City of Bend, for the sum of $1.00.

(e) 0.173 acre of the former Williams property, File No. 4573, on the Bear Creek-Talent Section of the Pacific Highway, Jackson County, to George Yockel and Lois Yockel, for the sum of $100.

(f) 0.12 acre of land, File No. 171, on the Hood River Loops Section of the Columbia River Highway, Hood River County, to Hood River County, for the sum of $1.00. The County has use of this property for additional right of way and off-highway parking for the public.

Changes in location of existing points of access were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted, simply a change in location for convenience of the property owners and safety of the traveling public. Upon his favorable recommendation, the Commission approved the following indentures of access:

(a) Myers property, File No. 12554, on the Detroit-Niagara Section of the North Santiam Highway, Marion County.

(b) Wilcox & Erickson property, File No. 17400, on the Big Creek Section of the Columbia River Highway, Clatsop County.

(c) Wallace-Burdon property, File No. 26215, on the Valley Junction-Sheridan Section of the Salmon River Highway, Polk County.

(d) Duckworth property, File No. 26125, on the North Grants Pass Interchange-Savage Street Section of the Pacific Highway, Josephine County.

Verrell property, File No. 19347, on the Garden Valley Road Interchange of the Pacific Highway, Douglas County: The Commission authorized the Right of Way Engineer to prepare and have executed an instrument which would provide sufficient access control on the Verrell property to meet Interstate highway requirements, leaving to the owners full access rights on the most westerly 216 feet of the property along Garden Valley Road frontage.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted to the Commission. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "H-1" through "H-17", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated July 2 and 3, 1959 in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report was submitted by the Chief Counsel on condemnation cases which have been tried in court since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

May 28, 1959 to June 29, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3252 Phelps, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 1,750	$ 1,750	$ 1,750 Judgment
L-2881 Morrison, et al.	Clackamas	Mt. Hood	Sandy-Forest Boundary	2,176	7,000	1,71[illegible]
L-3131 Clatsop Cases et al.	Clatsop	Oregon Coast	Roosevelt Drive (Seaside)	1,500	1[illegible],00	6,500 (Stipulated Judgment)
L-3195 Wehner, et al.	Coos	Oregon Coast	D[illegible] Slough Bandon	6,150	12,000	7,000 Judgment
L-3273 Hibbard	Grant	John Day-Burns	[illegible]ryan City-Seneca	2,858	1[illegible],000	10,00[illegible]

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3265 Jonnson, et al.	Grant	John Day-Burns	Canyon City-Seneca	$ 1,200	$ 3,000	$ 2,500
L-3272 Smith	Grant	John Day-Burns	Canyon City-Seneca	1,665	12,000	4,500
L-3220 Frazier, et al.	Jose-phine	Pacific	Grants Pass-Rock Point	12,815	13,750 (at time of trial)	14,000
L-3151 Flitcraft et al	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	6,500	6,500	6,500 (Stipulated Judgment)
L-2778 Salway,	Lincoln	Oregon Coast	Siletz-Newport	2,500	24,000 (Answer)	175
L-2940 Card, et ux.	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	8,875	90,000 (Answer)	15,000
L-3062 Galloway, et al.	Multnomah	Cascade Secondary		22,500	30,000	25,000
L-2901 Roberts, et al.	Multnomah	Columbia River	Sun Dial-Rooster Rock	100	None	100 (Judgment)
L-2906 Schulte	Multnomah	Columbia River	Portland-Bonneville	800	4,000 (Answer)	1,300
L-3289 Thompson, et ux.	Multnomah	Pacific	East Bank Freeway	23,500	40,000	26,500
L-3263 Heidrich	Umatilla	Old Oregon Trail	Deadmans Pass-Meacham	150	None	150 (Judgment)
L-3101 Anderson, et ux.	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	5,010	13,820 (Answer)	10,000

(For additional details see the Chief Counsel's letter to the Commission dated June 30, 1959, on "Report of Cases Tried" in the General Files of the Highway Commission in Salem.)

July 2, 1959

The Chief Counsel also presented a written report of condemnation cases which have been settled out of court since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29305 Petrehn, et al.	Jackson	Pacific	Seven Oaks - Neil Creek	$ 565	$ 565
R-28863 Hayes	Lane	Eugene-Springfield	Coburn Rd. - Pacific Freeway Jct.	109,000	109,000
R-26971 Henkle, et al.	Sherman	Wasco-Heppner	Wasco-Hay Canyon	2,645 (without stock underpass)	450 (with stock underpass)
R-29207 Wurzer, et ux.	Umatilla	Weston-Elgin	Weston-Weston Mountain	45	44
R-27952 Smith	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	1,350	1,500
R-23516 Rackerby, Shell Oil Co., et al.	Lane	Eugene-Springfield	Ferry St. - Mohawk Br.	58,000	59,000
R-27759 R-27909 DesBouillons, et al.	Multnomah	Pacific	Harbor Dr. - Barbur Blvd.	12,000	15,500

(For additional details see the Chief Counsel's letter dated June 30, 1959, entitled "Report of Cases Settled" in the General Files of the Highway Commission in Salem.)

An oral report was made by the Chief Counsel concerning other condemnation cases which have been settled out of court since the last Commission meeting and on which there has not yet been time to prepare a formal written report. The cases that he discussed are summarized as follows:

(Summary on the following page)

(Report of Condemnation Cases Settled presented orally.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22899 Kolias, et ux.	Multnomah	Pacific	Harbor Dr. Barbur Blvd.	$ 900	$ 1,550
R-28389 Booth, et ux.	Benton	Corvallis-Newport	Corvallis City Section	2,850	2,850
R-28206 O'Neil, Payton Bag Co.	Multnomah	Pacific	East Bank Freeway	193,030	209,398.30
R-29098 Ellis, et al	Multnomah	Sunset	Washington County Line Highlands Interchange	12,500	12,500
R-27319 Dill, et ux.	Jackson	Pacific	Grants Pass-Rock Point	28,488	28,488 (If approved by BPR)
R-28579 Calhoun	Malheur	Old Oregon Trail	Ontario-Snake River		1,500

An oral report was made by the Chief Counsel concerning cases which are pending in court. This report was made for informational purposes and no action was taken.

In compliance with a resolution adopted by the Commission December 20, 1951, the Chief Counsel presented a list of offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

Washington County Line-Highlands Interchange Section of the Sunset Highway

R-29098 - Henry D. Ellis, et ux. Parcel No. 1: 2.21 acres for right of way purposes; and Parcel No. 2: 0.3 acre for slope easement. Offer of $12,500 approved by Mr. McIver June 12, 1959.

R-29100 - Dorothy Helmcke Westfall, et al. 26,200 square feet for right of way purposes. Offer of $20,450 approved by Mr. McIver June 8, 1959.

Washington County Line-Highlands Interchange Section of the Sunset Highway (Cont.)

R-29104 - Royal W. Cooke, et al. 5,396 square feet for right of way. Offer of $4,500 approved by Mr. McIver June 8, 1959.

R-29108 - Theodore B. Jensen, et ux. 10,811 square feet for right of way. Offer of $4,000 approved by Mr. McIver June 8, 1959.

R-29109 - Herbert N. Johnson, et ux. 10,598 square feet for right of way purposes. Offer of $23,500 approved by Mr. McIver June 8, 1959.

R-29110 - Sylvan Brick Co., et al. 4,800 square feet for right of way purposes. Offer of $18,500 approved by Mr. McIver June 12, 1959.

Corvallis City Section of the Corvallis-Newport Highway

R-28389 - William G. Booth, et ux. 500 square feet for right of way purposes. Offer of $2,850 approved by Mr. McIver June 12, 1959.

Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway

R-29685 - Lois Van Auken, et ux. 2,770 square feet for right of way purposes. Offer of $3,510 approved by Mr. McIver June 15, 1959.

R-29686 - Viola Smith, et vir. 3,180 square feet for right of way purposes. Offer of $600 approved by Mr. McIver June 12, 1959.

R-29691 - Frank W. Milliken et al. 2,626 square feet for right of way purposes. Offer of $8,850 approved by Mr. McIver June 16, 1959.

R-29693 - U. S. Harkson, et ux. Parcel No. 1: 16,110 square feet for right of way purposes; and Parcel No. 2: 8,050 square feet for slope easement. Offer of $975 approved by Mr. McIver June 18, 1959.

R-30219 - Tri-City Bowl, Inc. Parcel No. 1: 4,890 square feet for right of way purposes; and Parcel No. 2: 550 square feet for slope easement. Offer of $500 approved by Mr. McIver June 17, 1959.

Grants Pass-Rock Point Section of the Pacific Highway

R-27298 - Joseph D Morgan, et ux. Parcel No. 1: 0.74 acre for right of way purposes; and Parcel No. 2: 0.13 acre for excess taking. Offer of $2,130 approved by Mr. McIver June 22, 1959.

R-27307 - Yvonne Sutton, et ux. 0.46 acre for right of way purposes. Offer of $370 approved by Mr. McIver June 16, 1959.

R-27319 - Hayward W. Dill, et ux. 10.0 acres for right of way purposes. Offer of $28,488 approved by Mr. McIver June 16, 1959.

R-27321 - Harry L. White, et ux. 41.25 acres for right of way purposes. Offer of $49,115 approved by Mr. McIver June 23, 1959.

Hilgard-La Grande Section of the Old Oregon Trail Highway

R-27076 - Frank Bennett, et al. Acquisition of access rights. Offer of $1,500 approved by Mr. Fridley May 29, 1959.

East Bank Freeway Section of the Pacific Highway

R-28207 - United Grocers, Inc., et al. 53,500 square feet for right of way purposes. Offer of $36,000 approved by Mr. McIver June 4, 1959.

R-28224 - Roy K. Terry, et ux. 2,375 square feet for right of way purposes. Offer of $32,000 approved by Mr. McIver June 17, 1959.

R-28260 - Lloyd B. Franklin, et al. 7,500 square feet for right of way purposes. Offer of $28,000 approved by Mr. McIver June 16, 1959.

R-28330 - Saul Friedman, et al. 5,000 square feet for right of way purposes. Offer of $17,750 approved by Mr. McIver June 29, 1959.

R-28343 - Zelpha Van Horn, et al. 6,333 square feet for right of way purposes. Offer of $48,615 approved by Mr. McIver June 19, 1959.

R-28477 - Frank L. Buck, et al. 5,000 square feet for right of way purposes. Offer of $18,050 approved by Mr. McIver June 17, 1959.

R-28542 - Dorothy K. Richardson, et al. 5,500 square feet for right of way purposes. Offer of $70,525 approved by Mr. McIver May 28, 1959.

Cascade Locks By-Pass Section of the Columbia River Highway

R-27437 - Frank L. Clark, et al. Parcel No. 1: 7.92 acres for right of way purposes; and Parcel No. 2: 1.79 acres for stockpile site. Offer of $3,960 approved by Mr. McIver June 22, 1959.

R-27452 - A. W. Meyer, et ux. 50,000 square feet for right of way purposes. Offer of $1,415 approved by Mr. McIver June 22, 1959.

R-27477 - Ethel Nelson Lovell, et al. Parcel No. 1: 17,500 square feet for right of way purposes; Parcel No. 2: 8,650 square feet for right of way purposes; Parcel No. 3: 3,800 square feet for right of way purposes; and Parcel No. 4: 19,790 square feet for right of way purposes. Offer of $6,450 approved by Mr. McIver June 15, 1959.

Elkton-Kellogg Section of the Elkton-Sutherlin Highway

R-29457 - Stuart Keith Kesterson, et ux. 36.9 acres for right of way purposes. Offer of $7,000 approved by Mr. McIver June 26, 1959.

R-29458 - International Paper Company. 0.65 acre for right of way purposes. Offer of $140 approved by Mr. McIver June 26, 1959.

Elkton-Kellogg Section of the Elkton-Sutherlin Highway (Cont.)

R-29460 - Charles M. Minter, et al. 1.72 acres for right of way purposes. Offer of $5,900 approved by Mr. McIver June 22, 1959.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28686 - Daniel F. Bonn, et al. 0.9 acre for right of way purposes. Offer of $6,850 approved by Mr. McIver June 22, 1959.

R-29306 - Harold E. Bernier, et ux. Parcel No. 1: 9,642 square feet for right of way purposes; and Parcel No. 2: 4-foot walk and 8-foot roadway. Offer of $2,000 approved by Mr. McIver June 22, 1959.

Cascade Locks-Viento Section of the Columbia River Highway

R-19973 - Walter W. Kendrick, et al. Parcel No. 1: 0.6 acre for right of way purposes; Parcel No. 2: 2.35 acres for right of way purposes; Parcel No. 3: 3.74 acres for right of way purposes; and Parcel No. 4: 1.06 acres for right of way purposes. Offer of $1,175 approved by Mr. McIver June 4, 1959.

R-28710 - Port of Cascade Locks. Parcel No. 1: 2.15 acres for right of way purposes; Parcel No. 2: 2.07 acres for right of way purposes; and Parcel No. 3: 0.18 acre for right of way purposes. Offer of $925 approved by Mr. McIver June 3, 1959.

Albany-Judkins Point Section of the Pacific Highway

R-29416 - F. T. Glaser, et al. Parcel No. 1: 34.36 acres for right of way purposes; Parcel No. 2: 1.72 acres for right of way purposes; and Parcel No. 3: 1.68 acres for right of way purposes. Offer of $14,300 approved by Mr. McIver May 19, 1959.

R-29417 - F. T. Glaser, et al. Parcel No. 1: 36.27 acres for right of way purposes; Parcel No. 2: 0.83 acre for right of way purposes; Parcel No. 3: 0.8 acre for right of way purposes; Parcel No. 4: 3.81 acres for right of way purposes; and Parcel No. 5: 1.55 acres for right of way purposes. Offer of $15,050 approved by Mr. McIver June 2, 1959.

R-27330 (L-3045) - F. T. Glaser, et al. 14.22 acres for right of way purposes. Offer of $5,500 approved by Mr. McIver June 2, 1959. Offer of $35,785 was previously authorized by Mr. McIver May 14, 1958. This revision is due to a reduction of acreage.

Wasco-Hay Canyon Section of the Wasco-Heppner Highway

R-26971 - Eunice L. Henkle, et al. Parcel No. 1: 17.5 acres for right of way purposes; Parcel No. 2: 0.37 acre for temporary easement; and Parcel No. 3: 2,000 square feet for temporary easement. Offer of $2,645 approved by Mr. Fridley June 12, 1959.

Wasco-Hay Canyon Section of the Wasco-Heppner Highway (Cont.)

R-29001 - Fred Hennagin, et al. Parcel No. 1: 5.8 acres for right of way purposes; and Parcel No. 2: 0.95 acre for right of way purposes. Offer of $3,505 approved by Mr. Fridley June 15, 1959.

R-30138 - John Q. Robinson, et ux. 12.8 acres for a material source. Offer of $128 approved by Mr. Fridley June 8, 1959.

Hamilton-Long Creek Section of the Kimberly-Long Creek Highway

R-15774 - The Woodmen of the World Cemetery Association of Hamilton, Oregon, et al. 0.67 acre for right of way purposes. Offer of $1.00 approved by Mr. Fridley June 29, 1959.

Willamette River-42nd Avenue Section of the T.H. Banfield Expressway

R-29424 - Sam Rapheal, et ux. 772 square feet for a temporary easement for detour. Offer of $1,170 approved by Mr. McIver June 16, 1959.

A written report was presented by the Chief Counsel concerning matters which have come before the Public Utility Commissioner in which the State Highway Commission has been a party. The report is summarized as follows:

PUX 150: Fixing train speeds within the limits of incorporated cities of less than 100,000 population on the Tillamook Branch of Southern Pacific Company. The order issued involved crossings in the cities of Wheeler, Rockaway, Garibaldi, Bay City and Tillamook.

PUX 271: Weyerhaeuser Timber Company private road grade crossing on the Green Springs Highway, 9 miles east of Pinehurst, in Klamath County. The order was issued requiring at least 50 feet sight distance on each side of the crossing from points 500 feet distant on the highway.

PUX 272: Weyerhaeuser Timber Company private road grade crossing on the Green Springs Highway, 13 miles east of Pinehurst, in Klamath County. A supplemental order was issued requiring at least 50 feet sight distance on each side of the crossing from points 500 feet distant on the highway.

PUX 273: Weyerhaeuser Timber Company private road grade crossing on the Green Springs Highway, 12 miles west of Keno. A supplemental order was issued requiring that sight distance along the private road should be at least 50 feet on each side of the crossing from points 500 feet distant on the highway.

PUX 276: Weyerhaeuser Timber Company private road crossing on the Green Springs Highway, near Pinehurst, in Klamath County. A supplemental order was issued requiring that sight distance along the private road should be at least 50 feet on each side of the crossing from points 500 feet distant on the highway.

PUX 296: New Meacham Overcrossings on the Old Oregon Trail in Union County. The order issued provides that the existing overcrossing structure near Meacham is not to be removed and that the Railroad Companies are to install guard rails on the new structures for which they are to be reimbursed.

PUX 305: Umatilla Mission Secondary Highway grade crossing, Umatilla County. This matter arose upon the application of the State Highway Commission for the improvement and signalizing of a grade crossing across the tracks of the Oregon-Washington Railroad and Navigation Company, and the order appears to be in compliance with the application.

PUX 307: Spanish Hollow Creek grade crossing across the tracks and right of way of Oregon-Washington Railroad and Navigation Company on the Wasco-Heppner Secondary Highway, Sherman County. The order was issued in accordance with the application of the State Highway Commission.

PUX 315: Gilchrist Timber Company grade crossing near Lapine on the Fremont Highway. The order was issued in accordance with testimony produced on behalf of the Highway Commission and is to be effective only 30 days after date of issuance.

PUX 320: Elk Street grade crossing, north of Medford, across the tracks and right of way of Southern Pacific Railroad in Jackson County. This crossing is not on any road under the jurisdiction of the State Highway Commission and no objection was made to the issuance of the order.

PUX 323: Corvallis overcrossing project across the right of way and tracks of the Southern Pacific Company on the Corvallis-Newport Highway in Benton County. The order was issued in accordance with the application of the State Highway Commission.

Annual pay increases for members of the Highway Commission's legal staff were recommended by the Chief Counsel and approved by the Commission, as follows:

(see next page)

Name	Grade	Range	Present Salary	Recommended Salary
Chief Counsel				
L. I. Lindas	VI	34	$915	$950
Ass't Counsel				
G. E. Rohde	V	31	845	880
Chief, Trial				
Charles Peterson	V	31	810	845
Chief, Office				
Frank C. McKinney	V	31	775	810
Chief, PUC				
J. W. DeSouza	IV	28	775	No increase
Chief, Title				
James Kuhn	III	25	655	715
Title Section				
Anthony Viducich	II	22	480	525
Trial Section				
W. A. Mansfield	III	25	600	655
John C. McLean	IV	28	685	745
Robert Patterson	IV	28	685	745
Leslie Hampton	IV	28	655	715
Lester Humphreys	IV	28	655	715
Office Section				
Leo V. Nuttman	III	25	550	600
Glen Sorensen	III	25	575	625
Richard Bemis	II	22	500	550
Mitchell Crew	II	22	480	525
Ted A. Barbera	II	22	460	500

Consideration was given to an encroachment easement to Alma F. and J. B. Bedingfield, allowing them to develop a water source in the easterly part of the highway right of way between Engineer's Stations 132+00 and 133+00 on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway. The Chief Counsel explained that the option for the original settlement had been approved on the basis of granting the Bedingfields a water source on state park property adjacent to their remaining land. However, the water source originally contemplated proved unsatisfactory, and a new source was located easterly from the traveled portion of the highway and appears feasible for development. The Highway Engineer, he continued, has advised that the proposed encroachment

would not be detrimental to construction. Upon his favorable recommendation, the Commission approved the easement.

The Chief Counsel reported that Mr. W. J. Schamoni, through his attorney, Herbert C. Hardy of Portland, proposed to bequeath to the Highway Department the residue of his estate for construction of a public campground or campgrounds on a fishing lake or fishing stream. He explained that a draft of the will had been forwarded to him by Mr. Schamoni's attorney for checking. The will, he continued, requires that the campground or campgrounds shall bear in their designation the words "William J. Schamoni Campground". The Commission accepted the proposed gift from Mr. Schamoni, amounting to approximately $350,000, and instructed the Chief Counsel to thank him with an appropriate letter.

The Engineer reported that he had made awards of contracts referred to him by the Commission to award when certain conditions had been taken care of. These conditions have been resolved and he requested that the Commission confirm his award of the following contracts:

(1) Deschutes County Road Oiling Project on nine county roads, near Terrebonne, Redmond, Bend and Tumalo in Deschutes County. Bids received May 26, 1959. Contract awarded May 29, 1959 to Horton Construction, Portland, low bidder.

(2) Gilliam County Roads Oiling Project on three county roads in the vicinity of Blalock and Condon, Gilliam County. Bids received May 26, 1959. Contract awarded May 29, 1959 to Russell Olson Construction Company, Inc., Pendleton, low bidder.

(3) Grading and paving on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road, Clackamas County. Bids received May 26, 1959. Contract awarded June 2, 1959 to M. J. Brassfield Company, George E. Blaisdell & Son Construction Company, and Shirley G. Stone Company, Salem, low bidder.

(4) Grading and paving on East Unit, Weston-Weston Mountain Section of Weston-Elgin Highway, Umatilla County. Bids received May 5, 1959. Contract awarded June 3, 1959 to C. R. O'Neil, Creswell, low bidder.

(5) Stone base and paving on 10th Street in Junction City, Lane County. Bids received May 26, 1959. Contract awarded June 3, 1959 to Morse Brothers, Lebanon, low bidder.

(6) Grading and paving on North Unit, Weston-Milton-Freewater Section of Oregon-Washington Highway, Umatilla County. Bids

received May 5, 1959. Contract awarded June 4, 1959 to C. R. O'Neil, Creswell, low bidder.

(7) Grading the McKenzie River-Willamette River Section of the relocated Pacific Highway, Lane County. Bids received May 5, 1959. Contract awarded June 5, 1959 to R. A. Heintz Construction Company, Portland, low bidder.

(8) Construction of two reinforced concrete bridges to carry Pittsburg-Scappoose County Road over North Scappoose Creek, Columbia County. Bids received May 26, 1959. Contract awarded June 5, 1959 to C. J. Montag and Sons, Portland, low bidder.

(9) Grading and stone base on Netarts-Yager Creek Section of Netarts-Sand Lake County Road, Tillamook County. Bids received May 26, 1959. Contract awarded June 15, 1959 to Rex C. Ayers Construction Company, Portland, low bidder.

(10) Grading and paving on Salem-Browning Avenue Section of Liberty Road, Marion County. Bids received May 26, 1959. Contract awarded June 16, 1959 to M. J. Brassfield Company, Salem, low bidder.

(11) Grading and paving on Hilda Street-Beaver Creek Road (Oregon City) Section of Cascade Highway, Clackamas County. Bids received May 26, 1959. Contract awarded June 23, 1959 to Charles T. Parker Construction Company, Portland, low bidder.

(12) Multiplate arches and pipe crossings (Q Street Interchange) on McKenzie River-Willamette River Section of Pacific Highway, Lane County. Bids received May 26, 1959. Contract awarded June 24, 1959 to R. A. Heintz Construction Company, Portland, low bidder.

(13) Grading and paving Western and Allen Avenues in Beaverton, Washington County. Bids received May 26, 1959. Contract awarded June 24, 1959 to Porter W. Yett, Portland, low bidder.

(14) Structure, grading and paving on Washington County Line-Highlands Interchange Section of Sunset Highway, Multnomah County. Bids received May 26, 1959. Contract awarded June 24, 1959 to Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.

(15) Construction of two structures, grading and oiling on Wasco-Hay Canyon Section of Wasco-Heppner Highway, Sherman County. Bids received May 26, 1959. Contract awarded June 25, 1959 to Clarence Braden Construction Company, Walla Walla, Washington, low bidder.

(16) Grading and paving the Corvallis Section of the relocated Corvallis-Newport Highway, Benton County. Bids received May 26, 1959. Contract awarded June 25, 1959 to Miller and Hutchins Contractors, Inc., Roseburg, low bidder.

The Commission confirmed the award of the contracts.

Establishment of temporary construction speed zones was reported by the Engineer. These speed zones, he explained, were installed under authority previously granted by the Commission for the safety of the traveling public in areas where highway construction is underway. The Commission confirmed the following construction speed zones:

(1) 35 MPH on the Weston-Elgin Highway No. 330, between M. P. 2.68 and M. P. 6.47, effective 1:30 p.m., May 26, 1959.

(2) 35 MPH on the Booth Ranch Truck Scale Site on the Pacific Highway south of Roseburg, from M.P. 206.9 to M. P. 208.0, effective 8:00 a.m., June 8, 1959.

(3) 35 MPH on the Davis Slough Section of the Oregon Coast Highway, between M. P. 244.04 and M.P. 244.99, effective 4:45 p.m., June 11, 1959.

(4) 35 MPH on the Highlands Interchange Section of the Sunset Highway from M.P. 70.9 to M.P. 72.9, effective 10:10 a.m., June 12, 1959.

The Engineer reported that a reduced load limit previously placed on the Weston-Elgin Highway No. 330 March 6, 1959, had been removed at 8:00 a.m., June 8, 1959, as the condition of the highway at that time was such that normal loads could be hauled. The Commission approved removal of the reduced load limit.

Reclassification from Group III to Group I of the southerly 0.9 mile section of the Havana-Helix Secondary Highway was recommended by the Engineer. He explained that a test run conducted over this section with a 60-foot truck-trailer combination had demonstrated that the equipment could operate without encroaching upon the opposing traffic lane. The Commission accepted the recommendation.

Items of unfinished business appearing on the Secretary's Summary dated May 29, 1959 were considered, as follows:

(1) Proposal of Lake County Court that the State take over the Winnemucca-to-the-Sea Route, from Adel to the Nevada State Line, provided the County will assume jurisdiction over the Warner Secondary Highway between Adel and Plush: The Engineer pointed out that the State has no funds for additional work until a future program is prepared. Chairman McIver inquired if the estimate of $1,500,000 is still an adequate estimate of the cost to the State for the portion proposed

by the County. The Engineer replied affirmatively, provided that the County performs all construction southerly and easterly from Blizzard Gap. Commissioner Jackson commented that it was his opinion that a statement should be given to the Lake County Court as to what the Commission can and cannot do so that they can make plans accordingly. The Commission instructed the Engineer to prepare a letter to that effect for consideration in the afternoon. (After lunch the Engineer presented, and the Commission approved, a letter outlining seven things the County is asked to do, in exchange for which the Commission, in preparation of the next five-year program which would probably be in the early fall of 1960, will give earnest consideration to aiding the furtherance of the Winnemucca to Lakeview cut-off, it being understood that such aid must be limited as to scope and probably would require several years for completion.) (See letter of July 6, 1959, addressed to Lake County Court, signed by W. C. Williams, in the General Files in the Salem office.) This item is to be removed from the list of unfinished business.

(2) Proposed acquisition of Sea Lion Caves on the Oregon Coast Highway: The Parks Superintendent stated that appraisals are being made, but that his report is not yet ready. Chairman McIver suggested that in negotiating for the purchase of this property consideration be given to acquiring it on the basis of paying for the facility out of income to avoid a large, lump-sum expenditure of highway funds. He recalled that the 1959 Legislature had requested the Highway Commission to investigate the feasibility of acquiring the Caves in public ownership. Commissioner Jackson remarked that Sea Lion Caves are a natural asset, not created by any person, and it was his opinion that they should be owned by the State. After some further discussion the Commission authorized the Parks Superintendent to negotiate for purchase on a contract basis, payable from income, present the matter to the State Parks Advisory Committee, and bring back a report. The Commission ordered the item deleted from the list of unfinished business.

(3) Proposed park at the mouth of the Deschutes River on the Columbia River Highway: No report was made on this matter and the item was ordered to remain on the list of unfinished business.

(4) Proposal of Polk County Court that the State take over as a secondary highway the Dallas-Polk Station Road and that the County take over the Dolph Corner-Dallas Secondary Highway: The Engineer stated that the existing State Secondary is not a good road and he suggested that the Polk County Court be advised that due to lack of funds no action can be taken this year, but that careful consideration will be given to their proposal when the next construction program is formulated. The Commission accepted his suggestion and ordered the item deleted from the list of unfinished business.

(5) Request of Crook County Judge Harry C. Fowler for revised alignment of the Crooked River Highway because of the dam construction on the Crooked River near Bear Creek Junction, and transfer of funds from the Paulina Secondary Highway: The Engineer stated

that a letter had been received from the Prineville, Crook County, Chamber of Commerce stating that they are not in favor of transferring funds from the Paulina Highway. The proposed route, as presented by Judge Fowler, has been re-examined and he stated that it would cost about $1,500,000 to construct. No funds are available outside of the $215,000 allocated by the Bureau of Reclamation for revision of the highway as originally agreed upon by the County, the State, and the Bureau. It was his opinion that the highway should be reconstructed as per the agreement, and that funds should not be transferred from the Paulina Highway. The Commission instructed the Engineer to so advise the Crook County Court and ordered the item deleted from the list of unfinished business.

The Engineer reported that three surveys previously authorized by the Commission have been completed. He exhibited maps of the sections on which the highway relocation surveys have been completed and explained details concerning each. He also pointed out that the proposed relocations have been made with a view of providing the most adequate highway facility commensurate with the cost. He presented the following surveys:

(1) Oregon-Washington Highway-Old Oregon Trail Section of the Umatilla Mission Highway, Umatilla County.

(2) Cedar Creek-Chitwood Creek Section of the Siletz Highway in Lincoln County.

(3) Camp Adair-Lewisburg Section of the Pacific Highway West in Benton County.

The Commission approved the surveys as presented and thereupon adopted the attached resolutions relative thereto marked Exhibits "G-1" through "G- 2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Consideration was given to a request made by the Tri-City Business Men's Association for traffic improvements in the vicinity of Tri-City. The Engineer reported that an investigation had disclosed the need for a flashing beacon at the intersection of the old alignment of the Pacific Highway and the Myrtle Creek Highway at what was formerly known as Riddle Junction. The Commission accepted his recommendation that a flashing beacon be installed at an estimated cost of $1,000.

Attention was given to a request from the Seaside Chamber of Commerce for improvements to the lighting systems in the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County, and the Sunset Tunnel on the Sunset Highway in Washington County. The Engineer pointed out that the accident rating of both of these tunnels is good. The

light in the Arch Cape Tunnel, while slightly below the recommended standard, is not dangerously deficient and the cost to increase the lighting would be high. Sunset Tunnel is one of the best lighted tunnels in the State and it was his feeling that improvement is not needed. Upon his adverse recommendation, the Commission denied the request.

To stabilize the cut slope on the Highland Interchange project on Canyon Road, Multnomah County, the Engineer stated that it will be necessary to remove some unstable material and backfill with a rock blanket. Also, some minor drainage work will be necessary. The proposed work, estimated to cost $130,000, takes care of the highway problems only and does not attempt to provide a remedy for the zoo slide area. He recommended that the work be performed by contract, with bids to be received July 21, 1959. The Commission accepted his recommendation.

The meeting was recessed at 12 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer bids received on June 16 and July 1. Award of contracts is to be made at 3 p.m.

Chairman McIver inquired if the increasing amount of piggyback haul of truck units by railroads is decreasing the amount of revenue from truck taxes as reported in some news items. The Engineer stated that income from trucks on the weight-mile tax for the first five months of this year is 15 percent higher than it was at the same time a year ago. He pointed out that there is an advantage in shipping some products in truck units by rail (previously shipped in box cars) in that the products can be loaded into the unit, rolled onto the flat car at the source, rolled off at destination, and delivered with only one handling of the contents. He also pointed out that income from the weight-mile tax has doubled in the last eight years.

The Engineer presented maps and descriptions of two sections of county roads in Clackamas County and one section in Union County which the Counties desire to add to the Federal-Aid Secondary County road system. These units have been investigated and meet requirements for the system. Upon his favorable recommendation, the Commission approved addition of the following units to the County FAS system:

Clackamas County, FAS 133, 3.3 miles, from the Pacific Highway East in Milwaukie easterly to Cascade Secondary Highway.

Clackamas County, FAS 134, 6.4 miles, from the Cascade Secondary Highway easterly via Sunnyside to FAS 129 at Damascus.

Union County, FAS 883, 4.0 miles, from FAS 481 easterly to a junction south of Imbler with the Wallowa Lake Highway.

The Engineer also presented maps and project statements for projects involving highway construction on County roads in Polk and Union Counties. The Commission accepted his recommendation that the projects be approved as follows:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Polk	560	Luckiamute River Bridge. Structure only.	$ 52,000	1961
Union	883	Woodell Lane Section, 4 miles. G.S. & O.	$ 139,000	1961
		Total	$ 191,000	

SUMMARY BY FISCAL YEARS:	1960	1961	Total
*Available Funds	$4,754,000	$3,750,000	$8,504,000
Previously Approved	4,597,000**	934,000**	5,531,000
	$ 157,000	$2,816,000**	$2,973,000
Proposed Projects 6/22/59	--	191,000	191,000
	$ 157,000	$2,625,000	$2,782,000

*From "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58 less $141,000 (1960 funds) which Harney County has made available for expenditure on the Frenchglen State Highway.

**Grant County project approved for $120,000 of fiscal year 1960 funds on 3/5/59 shifted to a fiscal year 1961 fund project at request of county.

The Commission considered the following request for an extension of time within which to complete a state highway contract:

> Moyer Gravel Company, Contract 5213, for Rock Production on the Prospect-Park Boundary Section of the Crater Lake Highway in Jackson and Klamath Counties, requested an increase from 80 to 90 work days within which to complete this contract without assessment of liquidated damages.

The Commission denied the request.

FOOTNOTE: Action taken by the State Highway Commission upon the extension of time listed above was based upon the recommendation of the Engineer and his report, which considered but did not necessarily adopt, either or any of the reasons given by the contractor in his request for the extension of time. (For details, see the original of the contractor's

request and the Engineer's recommendation on file in Contract 5213 in the Secretary's office in Salem.)

The Engineer reported that contract numbers 4943, 5043, 5069, 5119, 5176, 5182, 5199, 5211, 5213, 5239, 5252, 5257, 5260, 5273, 5284, 5325, 5342, 5350, 5364, 5378, 5379, 5386, 5395, 5396, 5407, 5415, 5416, 5417, 5426, 5427, 5429, 5430, 5446, 5451, 5454, 5456 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted said contracts by adopting the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel expenses were requested by the Engineer and approved by the Commission for the following personnel. He explained that these trips are helpful in keeping highway personnel abreast of current developments in highway matters.

(1) Burton Dunn, Land Analyst, to Sacramento, California, July 13 to 17, 1959, to study land economic methods, at an estimated cost of $80.

(2) Forrest Cooper, Deputy State Highway Engineer, to attend regional meeting of AASHO Committee on Design September 23 and 24, 1959 in Denver, Colorado, at an estimated cost of $250.

(3) F. B. Crandall, Traffic Engineer; J. Al Head, Assistant Traffic Engineer; and Dennis L. Peterson, Engineer Economist, to attend a meeting of Institute of Traffic Engineers in Seattle, Washington July 29 through July 31, 1959, at an estimated cost of $80 per person.

The Engineer reported that numerous complaints had been received about a dangerous traffic situation at the Windmaster Corner on the Hood River Secondary Highway a short distance south of the City of Hood River. This matter was investigated and it was found that channelizing of traffic would reduce the accident potential. He recommended, and the Commission approved, construction of traffic channelization at an estimated cost of $1,600.

The Engineer reported that in response to requests from a number of people traffic engineering investigations had been made to determine the feasibility of reduced speed zones in various areas. He explained that in making these investigations the roadside culture, type of highway, prevailing speeds, accident rate, and other factors are given careful consideration. Based on these findings, he recommended that reduced speed zones be established at the following locations:

(speed zones listed on next page)

(1) 45 mile-per-hour speed zone on the Junction City-Eugene Highway from 0.16 mile south of Spring Creek Drive to Ferndale Drive, north of Eugene. (See Exhibit "E-1".)

(2) 35 mile-per-hour speed zone on the Woodburn-Estacada Secondary Highway north of Colton, between a point 0.11 mile west of the Canyon Creek Bridge and the Canyon Creek Bridge. (See Exhibit "E-2".)

(3) 50 mile-per-hour speed zone on the Mt. Hood Highway, through the communities of Wildwood, Wemme, and Welches, from a point 0.17 mile west of Hood Avenue and a point 0.16 mile east of Welches Road, except that from 0.10 mile west of Welches Road to a point 350 feet east of Welches Road the indicated speed shall be 20 miles per hour during hours of school crossings. (See Exhibit "E-3".)

(4) 45 mile-per-hour speed zone on The Dalles-California Highway, north of Redmond, from a point 0.27 mile north of Wilcox Road to a point 250 feet south of Wilcox Road. (See Exhibit "E-4".)

(5) 45 mile-per-hour speed zone on the Umatilla-Stanfield Highway, between a point 0.28 mile north of the Hermiston Irrigation Ditch and Elm Street, the north city limits of Hermiston.

35 mile-per-hour speed zone between East Fourth Street, south city limits of Hermiston, and a point 300 feet northwest of the Maxwell Canal. (See Exhibit "E-5".)

This action was taken to correlate reduced speed zones established by the State Speed Control Board within the City of Hermiston.

(6) 70 mile-per-hour speed zone on the Banfield Expressway Section of the Columbia River Highway, from M.P. 7.25 near 102nd Street to M.P. 14.27 near Sundial.

70 mile-per-hour speed zone on the Columbia River Highway from M.P. 14.27 near Sundial to the westerly end of the Rooster Rock Park Interchange at M.P. 22.57, and reduced speed zones on exit ramps of the Banfield Expressway as follows:

Sundial-Troutdale Interchange:
Eastbound off ramp - 40 MPH
Westbound off ramp - 35 MPH

Jordan Interchange:
Eastbound off ramp - 25 MPH
Westbound off ramp - 25 MPH

Tunnel Rock View Point:
Westbound off ramp - 30 MPH

Rooster Rock Park Interchange
Eastbound off ramp - 35 MPH
Westbound off ramp - 35 MPH

(See Exhibit "E-6".)

July 2, 1959

A potentially serious shoulder parking condition along the Swift Highway in north Portland was mentioned by the Engineer. He explained that a parking lot on the south side of the Centennial area in Portland is served by the Swift Highway and if shoulder parking is allowed it will definitely create a traffic hazard. The Commission accepted his recommendation that parking be prohibited along both sides of the Swift Highway beginning at M. P. 2.37 on the south side and M. P. 2.43 on the north side and continuing easterly on both sides of the highway to M. P. 2.92X on the Swift-Union connection, and thereupon adopted the attached resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a hazardous condition caused by trucks parking on the southerly shoulders of the Pacific Highway West, near the State Highway Department and State Police offices, northeast of McMinnville. The Engineer stated that the condition had been mentioned by the local Resident Engineer in that trucks parked in this section restrict the view of drivers attempting to enter the highway from the driveway. He recommended that shoulder parking be prohibited on the southerly side of the Pacific Highway West, between M. P. 36.12 and M. P. 36.15. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from Mr. Crosby Naylor, Gresham, for the establishment of parking regulations on the Crown Point Highway in the community of Springdale. The Engineer stated that an investigation disclosed that head-in parking in front of business establishments in this area causes a traffic hazard in that motorists cannot see properly when they are backing out of the parking stalls. He also mentioned that owners of the businesses where these conditions prevail plan to develop off-street parking facilities. To alleviate the existing condition, he recommended that parallel parking be required on the south side of the Crown Point Highway, between M.P 6.03 and M. P. 6.06, in the community of Springdale. The Commission accepted the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a supplemental agreement covering abandonment of certain sections of the old Salmon River Highway on the Valley Junction-Wallace Bridge Section. The Engineer pointed out that under the terms of the agreement, Polk County is to maintain a section of the old highway and accept title to another small section. Following his favorable recommendation, the Commission approved the agreement.

A request from the United States Forest Service to place a sign on the southerly side of the right of way of the Santiam Highway at a

junction with the county road to Camp Sherman at M. P. 90.93 was considered. The Engineer explained that the proposed sign is a standard, rustic sign indicating the Metolius River Recreation Area. The location of the sign and its context have been approved, and he recommended that a permit be granted for the sign installation. The Commission approved the recommendation.

The Engineer reported that requests had been received from the Clatsop County Centennial Committee of Astoria and the Illinois Valley of Josephine County Centennial Corporation to install Centennial information signs on state highway rights of way. The location of the signs and the sign messages, he stated, have been approved, and he recommended that permits be granted for their installation, with a provision that they be removed by January 15, 1960. The Commission approved installation of signs at the following locations:

Redwood Highway at M. P. 29.28, for the Illinois Valley sign.

Sunset Highway at M. P. 31.28; Oregon Coast Highway at M. P. 36.98; Columbia River Highway at M. P. 70.78; these being welcome signs requested by the Clatsop County Centennial Committee.

Historical markers for "Hunt's Mill" at M. P. 76.34 on the Lower Columbia River Highway, for the "Seaside House" at M. P. 22.06 on the Oregon Coast Highway, and the "Old Military Road" at M. P. 20.50 on the Sunset Highway were requested by the Clatsop County Centennial Committee and approved by the Commission.

Attention was given to a letter written May 7 from the Clackamas County Court requesting that the State consider transferring to the County for park purposes a tract of land along the Clackamas River and on the Clackamas Highway, a few miles east of Carver. The Engineer recalled that seventeen acres had been purchased in 1956, at a cost of $6,500, to provide a waste disposal area for a slide. Recent investigation indicates that the State will need approximately five acres of the tract for highway purposes, leaving approximately twelve acres that may be disposed of. He recommended that the twelve-acre section be offered to the County at cost, $4,584, with the stipulation that it be used for public purposes only. The Commission accepted his recommendation.

The Engineer stated that a request had been received from the Oregon State Employees Association that payroll deductions be allowed under an Association contract for Blue Cross Medical and Hospital coverage, available to Association members. He explained briefly that in March, 1955, the Commission had authorized payroll deductions for medical and hospital coverage available to Association members through Oregon Physicians' Service. However, the Employees Association has advised that their agreement with Oregon Physicians' Service has been cancelled, effective August 1, 1959. He offered no objection to making the requested payroll deductions, but pointed out

that fifteen deductions are now allowed on the payroll and if additional deductions are authorized, it will be necessary to add expensive equipment to take care of them. Chairman McIver expressed concern over the number of requests that have been received for payroll deductions, and it was his opinion that some sort of rule or policy should be established which would be fair to State employees and provide a means of reducing the State's bookkeeping procedure. After some further discussion the Commission approved the Employees Association's request for the Blue Cross payroll deduction and instructed the Auditor to investigate carefully the over-all matter of payroll deductions and submit a report.

Consideration was given to a supplementary agreement with the United States Forest Service covering their use of a state-owned stockpile site at East Beaver Creek on the Oregon Coast Highway in Tillamook County. The additional provisions, the Engineer stated, are not harmful to the State and he recommended that the supplement be approved. His recommendation was accepted.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period May 25 through June 26, 1959.

The next Commission meeting date was set for August 13 and 14, 1959, with the possibility of a one-day meeting on August 13, in the State Highway Building in Salem. A tentative date of September 24 and 25, 1959, was considered for the following meeting.

The Engineer presented for the Commission's consideration certain changes in permit forms to conform with changes in Oregon laws. He explained briefly that authority of the Permit Division to issue transportation permits is covered by six separate resolutions and three amending resolutions, plus a separate resolution adopted September 11, 1958. It was the Engineer's recommendation that changes necessary be incorporated in two separate resolutions, one of which would authorize the operation of certain types of vehicle combinations over certain highways without permit and would replace the resolution adopted September 11, 1958. The second resolution would embody all the authorization previously granted to the Permit Division in resolutions and amendments, authorizing issuance of permits for over-length and over-width equipment, and over-weight loads. The Commission approved his recommendation by adopting the attached resolutions relative thereto, marked Exhibits "D-1" and "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein. The Engineer also commented that under the revised resolutions, hauling regulations in Oregon are now basically the same as those in Washington and California.

Under the provisions of an agreement with Josephine County, dated April 14, 1955, the Engineer stated, a section of the Redwood Highway on each side of the Applegate River had been turned over to

the County with the provision that the County was to remove the old bridge across the river. The County has now inquired if the State would like to take the bridge back; if not, they wish to sell it for junk. As the bridge cannot be used on the State highway system, and as it would cost more to tear it down than could be secured for the materials, he recommended that the County be advised that the State does not want it and that they can dispose of it. The Commission accepted his recommendation.

The Engineer recalled that at the July 31-August 1, 1958 meeting the Commission had approved a recommendation to the Public Utility Commissioner to place a section of the Coos River Secondary Highway, between M. P. 14.16 and M. P. 19.15, on the list of highways over which the hauling of logs, poles, or piling is prohibited. However, a new tract of timber has been opened up with a haul road entering the highway at Marlowe Creek, M. P. 14.80. The width and alignment of the section between M. P. 14.15 and M. P. 14.80 are adequate to handle log traffic and he recommended that the prohibition be removed between these points, leaving the section between M. P. 14.80 and M. P. 19.15 on the restricted list. The recommendation was approved by the Commission.

The Commission considered an agreement with the University of Oregon concerning archeological materials at the site of the Indian Village at Celilo on the Columbia River Highway. The Bureau of Public Roads, the Engineer stated, has advised that federal participation is available for this work on a 90% Federal-10% State basis. The agreement provides that the University of Oregon perform the necessary work and that it pay the State's 10% of the total estimated cost of $1,200. Upon his favorable recommendation, the Commission approved the agreement.

The Engineer requested authority to apply to the US corps of Engineers for a permit for the Marquam Bridge over the Willamette River in Portland which will connect the East Bank Freeway with the Baldock Freeway. The Commission granted the Engineer's request for authority to make the application as prescribed by law.

The Engineer stated that during the past few months there had been considerable discussion with officials of the City of Springfield and the Southern Pacific Railroad concerning a signal at a crossing of the railroad with the McKenzie Highway. He mentioned that the McKenzie Highway is routed over a one-way couplet through the City of Springfield and a warning signal is installed at the tracks on the old route, but no signal has been installed on the new leg of the couplet. The Railroad Company and the City of Springfield, he stated, have each agreed to pay one-third of the cost of the signal, and he recommended that the Highway Department pay the other third. The Commission approved the project as presented.

The Engineer displayed a map showing the proposed location of the four-lane section of US 30 at Biggs Junction, at the intersection

of US 97 and US 30, which is also the southerly end of the proposed Biggs bridge across the Columbia River. The Washington Toll Bridge Authority, he continued, wants to know if the State Highway Department will construct the approach at the south end of the Biggs Bridge. Due to the restricted distance between the bridge and the railroad, and because of the interchange caused by the intersection of US 30 and US 97, it will be necessary that the State Highway Department perform the construction which he estimated would cost $227,000, including the necessary structures to accommodate the railroad. At the present time, it has not been resolved with the Bureau of Public Roads as to how much of this cost can be secured from Interstate funds and how much from other Federal-Aid funds. He recommended that he be authorized to advise the Washington Toll Bridge Authority that the Oregon Highway Department will perform this construction so that the Toll Bridge Authority can sell bonds for construction of the Biggs Bridge. The Commission approved the recommendation.

Problems to be presented by delegations on the following day were discussed, but no action was taken pending appearance of the delegations.

Commissioner Fridley stated that he had received an inquiry as to when the bridge across the Columbia at Lady Island in Multnomah County would be constructed. The Engineer stated that the Lady Island bridge is proposed as a toll facility and nothing definite has been determined as to construction date. There will be a new toll-free bridge constructed as a part of the Interstate system at approximately 33rd Avenue as a part of the Laurelhurst Freeway.

For purposes of information, the Engineer stated that at the present time the Highway Commission has contracts underway in the value of approximately $83,000,000 on road work and an additional $20,000,000 on structures, approximately 50 per cent of this amount having been performed. Chairman McIver inquired of the Engineer concerning late developments in Congress pertaining to the status of funds for interstate highways. The Engineer replied that a recent attempt in Congress to raise the Federal gas tax by one and one-half cent had been defeated, but a compromise measure is being worked on to provide something less than the one and one-half cent increase. The over-all picture at the present time he indicated as being rather gloomy.

At 3:00 p.m. Chairman McIver announced award of contracts for bids received June 16 and July 1 as follows:

BIDS RECEIVED IN SALEM ON JUNE 16, 1959

"Structures, grading and paving on Shingle House Slough-Davis Slough Section on Oregon Coast Highway south of Coos Bay, Coos County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $134,437.

(Bids Received in Salem on June 16, 1959, cont.)

"Grading and paving in Brookings (Pacific Avenue) Curry County. The Commission awarded the contract to the low bidder, Pelican Bay Construction Services, Inc., Smith River, California, at $32,000.

"Grading and paving on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway, southerly of Elkton, Douglas County. The Commission elects to accept the low bid of A. L. Harding, Inc., Stayton, in the sum of $422,501, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Paving slopes at ends of embankments at five existing structures on the Myrtle Creek-Ashland Section of the Pacific Highway in Douglas, Josephine and Jackson Counties. The Commission awarded the contract to the low bidder, D. Duane Amens, McMinnville, at $6,654.

"Grants Pass Office Building Grounds Landscaping Project, northeast of Grants Pass, Josephine County. The Commission rejected all bids as being too high.

"Grading and surfacing on the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake County Road, southwesterly of the town of Silver Lake, Klamath County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $139,119.

"Cottage Grove (S. River Road) Paving Project, Lane County. The Commission awarded the contract to the low bidder, Pass Creek Paving Co., Cottage Grove, at $13,359.

"Little Fall Creek Bridge, Lane County. Low bid was submitted by Hamilton & Thoms, Inc., Eugene, in the amount of $44,290. However, as this is a County project, all bids were referred to Lane County for award.

"Silk Creek Bridge in Cottage Grove, Lane County. Low bid was submitted by Inter City Sand & Gravel Co., Eugene, in the amount of $31,313. However, as this is a city project, all bids were referred to the City of Cottage Grove for award.

"Lancaster-Holland Culver-Beaver Structures on Lancaster Drive-Sublimity Gun Club Section of North Santiam Highway, southeast of Salem, Marion County. The Commission awarded the contract to the low bidder, Workman Construction Co. and George W. Irwin Construction Co., Canby, at $291,510.

"Structure, grading and paving of Undercrossing of S. W. Brier Place on Harbor Drive-Washington County Line Section, Pacific Highway (R. H. Baldock Freeway) in Portland, Multnomah County. The Commission awarded the contract to the low bidder, Kuckenberg Construction Co., Inc., Portland, at $128,372.

(Bids Received in Salem on June 16, 1959, cont.)

"Grading and paving on Academy Street-Coast Jct. (Dallas) Section of the Dallas-Rickreall Highway in Dallas, Polk County. The Commission elects to accept the low bid of Central Paving Company, Independence, in the sum of $51,751.30, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and stone base on the Buena Vista-Luckiamute River Section of the Independence-Albany County Road, south and west of Buena Vista, Polk County. The Commission elects to accept the low bid of D. F. McKenzie, Salem, in the sum of $56,411, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Polk County is received and the sum of $12,800 is deposited by the County.

"Grading and stone base on the Bethel Section of the Byerly Corner-West Salem County Road, Polk County. The Commission elects to accept the low bid of Stanton W. Payne, Eugene, in the sum of $88,333 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Polk County is received and the sum of $19,375 is deposited by the County.

"Oiling on the Grass Valley-Rutledge Section of the Grass Valley - Rutledge County Road, Sherman County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $57,191.50.

"Widening existing structures to 4-lane width on the Rowena-Chenoweth Creek Section, northwesterly of The Dalles, on the Columbia River Highway, Wasco County. The Commission awarded the contract to the low bidder, Marshall Construction Co., Hermiston, at $81,220.

BIDS RECEIVED IN SALEM ON JULY 1, 1959

"Umpqua Lighthouse State Park Overnight Camping Area, Douglas County. The Commission awarded the contract to the low bidder, Austin Construction, Junction City at $32,413.01.

"Stone base and paving on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road, north and east of Prospect, Douglas County. The Commission awarded the contract to the low bidder, F. H. McEwen, Eugene, at $255,590.

"Grading, surfacing and oiling on the West Fork, Silvies River-Wrights Point Section of the Frenchglen Highway, southeasterly of Burns, Harney County. The Commission elects to accept the low bid of Babler Bros., Inc., Portland, in the sum of $153,981, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

(Bids Received in Salem on July 1, 1959, cont.)

"Stone base and oiling in Burns (N. Birch Avenue and Riverside Drive), Harney County. Low bid was submitted by C. E. Leseberg, Nyssa, in the amount $22,300. However, as this bidder will not accept award of this project unless also awarded the West Fork, Silvies River-Wrights Point Grading and Oiling Project (which was awarded to low bidder, Babler Bros., Inc., Portland) the Commission elects to accept the second low bid of Babler Bros., Inc., Portland, in the sum of $22,800 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Burns is received and the sum of $6,600 is deposited by the City.

"Steer Creek and Spout Creek Culverts on the Siletz-Logsdon-Nashville and Burt Woods-Harlan Roads, east of Siletz and east of Harlan, Lincoln County. The Commission elects to accept the low bid of James F. Turner, Corvallis, in the sum of $20,970 and the State Highway Engineer is directed to award the contract to the said bidder as soon as approval of Lincoln County is received and the sum of $3,940 is deposited by the County.

"Six Undercrossing Structures on the Twin Buttes-McKenzie River Section, Pacific Highway, Linn and Lane Counties. The Commission awarded the contract to the low bidder, Inter City Sand and Gravel Co., Eugene, under Alternate "B" at $307,021.

"Construction of Interstate Bridge Toll Facilities at south end of bridge over Columbia River between Portland Oregon and Vancouver, Washington, Multnomah County. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Washington, at $142,600.

"Sign installation on Sundial-Rooster Rock Section, Columbia River Highway, Multnomah County. The Commission awarded the contract to the low bidder, Electrical Products Corporation of Oregon, Portland, at $32,353.41.

"Structure, grading and paving on the Walker Road-Beaverton Section on the Cedar Hills Boulevard, north of Beaverton, Washington County. The Commission elects to accept the low bid of Porter W. Yett, Portland, in the sum of $169,680.30 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Washington County is received and the sum of $40,700 is deposited by the County.

"Grading, oiling and bridge construction on the South Yamhill River (Ballston) Bridge Section of Bellevue-Ballston County Road, southeast of Sheridan, Yamhill County. The Commission elects to accept the low bid of M. J. Brassfield Co., Salem, in the sum of $176,327 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of $39,700 is deposited by the County.

The State Parks Superintendent advised the Commission that the State Parks Advisory Committee plans to meet in northeast Oregon on July 23, 24, and 25, concerning parks matters in counties in that area.

The Commission discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received July 21.

The Commission signed agreements, deeds, and other papers.

The meeting was adjourned at 3:20 p.m., to be reconvened at 10:00 a.m. on the following day.

Salem, Oregon
July 3, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. Wayne Giesy, Monroe, Benton County Highway Committee, and Mr. Bill Catlin, Corvallis, Manager of the Chamber of Commerce, appeared before the Commission regarding a reduced grade over the Alsea Mountain. Mr. Giesy presented a brochure containing letters and information in favor of an improved grade over the Alsea Mountain. At the present time, he stated, the Alsea Highway pass is 1,332 feet high, and they desire it cut down to 1,000 feet. Both the Corvallis-Newport Highway and the Triangle Lake Highway passes, he continued, have a lower elevation than the Alsea pass. Traffic has increased 25.9% during the month of April, he pointed out, and will continue to grow because of the many wood products in the area and because the Alsea Valley is not served by a railroad. He cited the use made of this highway by the several lumber companies in the area and gave as his under-

standing that there will be an annual cut of about 126,000,000 board feet of timber. Mr. Catlin commented that they have been trying since 1922 to get the Alsea Grade reduced. The benefit ratio, he pointed out, has been proved satisfactory, and he told of the large amount of timber being hauled over the mountain into the Willamette Valley. He also told of the new plywood operations starting in the area, the considerable amount of commercial truck hauling and the many passenger cars that use the Alsea Highway in going to the Coast. He concluded his presentation by requesting that a final survey be made. Mr. Giesy advised that the number one priority set up for improvement in Benton County is this Alsea Mountain grade cut, and it has the support of all of the official bodies in the area. Chairman McIver complimented the delegation for their fine presentation and stated that the Commission is well aware of the needs of the Alsea Highway. The Commission, he continued, will give consideration to their request when the new construction program is made up this fall. The Engineer advised that only a reconnaissance survey of the area has been made, but he believed the final survey could be made next year. The Commission authorized the Engineer to make this survey.

Representatives of the Hood River Chamber of Commerce appeared before the Commission regarding reconstruction of ORE 35 from Parkdale to Hood River. The following members of Highway 35 Committee, Hood River, appeared: Percy Bucklin, Chairman, Dick Scearce, Don Emery, Geo. Kreig, Arch Lester, Earl Moore, Walter Wells, and Geo. Bartch, also Manager of Hood River Chamber of Commerce. Mr. Bucklin acted as spokesman and introduced the members of the delegation. He presented a written brief on the need for reconstruction of the Mt. Hood Highway. He stated that there are seven large cold storage and fruit packing plants, two major lumber mills and a box factory located on this section of highway, and in recent years much of their shipping has been by truck, thereby increasing traffic on the highway. Many of the larger trucks, he continued, have to detour because they cannot go under the two railroad underpasses and have difficulty in traveling over the sharp curves without crossing the highway center line. No major improvement has been undertaken on Highway 35 since 1923, and the group is requesting improvement to modern standards of the highway from US 30 to Parkdale. Mr. Scearce spoke in behalf of the Apple Growers Association of Hood River and read a statement containing statistics regarding the tonnage of fruit hauled over Highway 35 from farms to packing houses, warehouses, cold storage plants and to retail markets. He also pointed out that many of the younger fruit trees are maturing which will increase the traffic load. He called attention to several hazards on the Mt. Hood Highway and advised that at the present time Highway 35 is closed above Odell to trucks that haul fresh fruits interstate. Mr. Emery, who spoke on behalf of the lumber and wood products industry, stated that this industry is the second largest in the Hood River area with much of it being concentrated along Highway 35 in the Odell vicinity. At the present time Highway 35 is used principally by the lumber industry for the hauling of logs, with several

thousand loads of logs moving over it each year, but there is now a potential market for wood chips at the Camas Paper Mill. For competitive purposes larger trucks are required on the longer hauls, so if the highway is to handle the hauling of wood products properly and safely it must be straightened, the grade improved and restricted railroad overpasses eliminated. Mr. Kreig read a letter from the Hood River County Court pointing out the many traffic hazards encountered by school buses which travel Highway 35. Mr. Bartch thanked the Commission for the opportunity of appearing, and stated that it is necessary to have a modern highway for Hood River County to derive full economic benefits. He urged the Commission to give consideration to (1) the narrow approaches to the Hood River Bridge; (2) the restricted clearance of Whiskey Creek Railroad Overpass and the blind curve there; (3) the restrictive clearance at Fike's Corner Railroad Overpass and the blind curve; (4) the dangerous intersection where Odell Road meets Highway 35; and (5) the need for realignment of Highway 35 from Odell to the new highway construction in the Mt. Hood Forest area. The County, he added, plans to reconstruct the Fike Bridge, so it was his thought that the realignment could be worked in very nicely to the advantage of both the County and the State. Chairman McIver called upon the Engineer to outline the status of improvements on this highway. The Engineer advised that $600,000 has been set up in the five-year program for the improvement requested, and it is contemplated that this project will be programmed early this fall.

A delegation representing the Oregon City Chamber of Commerce and other Clackamas County Chambers of Commerce appeared before the Commission regarding the widening of the Pacific Highway East from New Era to Salem. The following composed the group: Irwin S. Adams, Clackamas County Associated Chambers of Commerce, and Ted Loder, North Clackamas County Chamber of Commerce, both from Milwaukie; W. N. Wymore, Boring, Upper Clackamas River Chamber of Commerce; Howard C. Belton, Canby, Chamber of Commerce, Winton J. Hunt, Chamber of Commerce, Homer Wadsworth, President of Chamber of Commerce and Manager of the Bank of Oregon, and Don Haley, Director of the Chamber of Commerce, all from Woodburn; and Merle Brown, 99E Highway Association, Peter Schnell, Lynn Latourette, President of the Chamber of Commerce, and A. Lewis, 99E Highway Association and Chamber of Commerce, all from Oregon City. Also present was G. M Fox representing the North Clackamas Chamber of Commerce. Mr. Adams acted as spokesman and introduced the members of the delegation. Mr. Brown stated that the 99E Highway Association has as its major aim the improvement of US 99E so that it will be comparable to US 99 (Baldock Freeway) and allow the people along US 99E to get their share of tourist business. Mr. Hunt, who represented the Woodburn Chamber of Commerce, stated that Woodburn uses both the Baldock Freeway (US 99) and US 99E since the City lies equidistant between the two highways. Traffic, he continued, has increased on US 99E to about the same as it was before the Baldock Freeway was built and traffic speed has been reduced to 35 or 40 miles per hour because of the volume. In the interest of the valley and because of the fact that the population is increasing materially in this area,

it is their belief that US 99E should be widened to four lanes. Mr. Latourette, representing the Oregon City group, stated that the four-lane highway now ends in New Era although the heavier populated area is at Canby, Aurora and Woodburn. He spoke of the large number of trucks that operate over this highway, particularly from the Clackamas area, and of the industrial expansion in Milwaukie which will increase the truck load on US 99E. There is no good connection from the Baldock Freeway to Oregon City and Milwaukie, he added, so many of the trucks find it faster to travel US 99E. With the new extension of 82nd Avenue into the Oregon City area, he commented, an added traffic problem will be created. He concluded his presentation by requesting that serious consideration be given to four-lane construction of this highway. Mr. Wymore emphasized the recreational angle, pointing out that the Clackamas County Court has doubled its park budget and the Portland General Electric Company has provided several park areas behind their dams. In thus encouraging tourists, he felt US 99E should be widened to better enable tourists to get into the Clackamas area. Mr. Loder, representing the North Clackamas County Chamber of Commerce, stated that in their opinion widening of US 99E is the number one project in this area. He called attention to the large number of industries which have been established during the past few years, including five in the last year and about twenty in the planning stage. He also mentioned the large wholesale food distribution center which is developing east of Milwaukie. It is the opinion of their group that Clackamas County has not secured its fair share of highway funds, and he urged that 99E be widened to Salem. Mr. Belton called attention to the increase in traffic on this road and that widening should be relatively inexpensive because of the flat country. He also urged widening at an early date. Mr. Fox mentioned briefly the large number of homes being constructed in the area served by US 99E, and he too urged that the Highway be widened. Mr. Adams, representing the Chambers of Commerce in Clackamas County, stated that this group has given first priority to widening of US 99E. He also mentioned the large residential district in Multnomah and Clackamas Counties east of the Willamette River. Chairman McIver stated that the Commission appreciates the problems presented by the delegation but is hampered by lack of funds. However, he stated that careful consideration will be given to the project when funds are available.

A group of people from Prineville and Paulina came before the Commission concerning improvement of the Paulina Secondary Highway and to protest transfer of funds away from that highway. The group consisted of the following persons: LaSalle Coles, Manager of the Irrigation District, Prineville; Melvin Weberg, Crook County Commissioner, Prineville; Charles Congleton and Harry Severance, farmers, Prineville; Alvie Teater, farmer, Paulina; and Wayne Lithgow, Conroy's Chevrolet Co., . Prineville. Mr. Coles, who acted as spokesman, requested the Commission to continue its program of improving the Paulina Secondary Highway so that timber may be harvested at its easterly end, and he also requested the Commission to not transfer money from the Paulina Highway to construction of a new

highway in the vicinity of the Crooked River Dam site, south of Prineville. County Commissioner Weberg was of the opinion that the transfer of funds requested by Crook County Judge Harry C. Fowler at the May Commission meeting is not favored by a large number of people in Crook County. He called attention to the need for extending the Paulina Secondary Highway eastward in order to tap timber which it is not economical to cut until the highway is built. Mr. Teater mentioned the fact that 35 students are hauled daily to school over the Paulina Highway, while only nine families would be served by the proposed road through Roberts. It was his opinion that a bridge is not needed over the lake back of the Crooked River Dam, and that the section of road to be reconstructed by the Bureau of Reclamation will be adequate. It was also his opinion that people in Prineville would benefit more by the improvement of the Paulina Secondary Highway than by construction of the new road through Roberts. Mr. Congleton stated that he had lived in Paulina for 55 years and hoped in his lifetime to see a surfaced road to Prineville. Mr. Coles again urged early completion of the Paulina Secondary Highway. Chairman McIver informed the group that the Commission would give very careful consideration to their requests.

Mr. Ernest J. Burrows, attorney from Portland, and Mr. and Mrs. A. W. Johnson from Eugene appeared before the Commission concerning an exchange of property owned by the Johnsons for property in Hug Point State Park. Mr. Burrows stated that he represented the Johnsons as their attorney. The piece of land they wish to secure is a strip south of Hug Point near Cannon Beach which had been deeded at one time to Clatsop County for an access road to the beach. The County closed the road and the upper portion of it is used for parking. It was his understanding that the County Court subsequently had deeded the area to the Highway Commission with the reservation for the county road. Inasmuch as the Johnsons own land on both sides of this strip, it would be advantageous to them if title could be secured to it in their name. In exchange for this strip he proposed to deed to the State a parcel of land approximately one and one-fourth miles north with beach frontage of about 400 feet. This piece of land is at low elevation, is tree-covered, and has water. Mr. Johnson asked the Commission to give the proposed exchange serious consideration as he felt that the State would gain in the exchange. He also stated that if the proposal is accepted, he would like to retain water rights on the land that he now owns. Chairman McIver informed the delegation that the matter would be carefully studied and that the Parks Superintendent would advise them of the result.

A group headed by Morrow County Judge Oscar E. Peterson came before the Commission concerning improvement of highways in the Heppner area. The following people were also present: Kenneth Keeling, Heppner Pine Mills, Heppner; Gene Pierce, Manager, Bank of Eastern Oregon, Heppner; Garland Swanson, farmer, Ione; Dick Wilkinson, farmer, Heppner. Judge Peterson, who acted as spokesman, stated the group is particularly interested in construction of a cutoff section from highway Route 74 northwesterly to Arlington, and completion

of a road along Willow Creek southerly and easterly from Heppner to Ukiah. Mr. Keeling outlined on a map the proposed route from Heppner to Ukiah and commented that a considerable portion has already been constructed to reasonable standards. Mr. Swanson urged construction of the cutoff section from Morgan to Arlington to facilitate the hauling of wheat from the interior to Arlington. It was his opinion that in the near future Arlington will serve as a major port for the loading of grain on the Columbia River. Rebuilding of the old highway, he felt, would be more costly than construction of the new route and also, construction of a better road would attract tourists who do not ordinarily come into this country. Mr. Pierce pointed out that the Heppner country is handicapped in transportation facilities in that there is no bus route, no railroad, and no large planes land in the area. It was his opinion that the existing road along Willow Creek north of Heppner is not adequate for the type of traffic which uses it. Mr. Wilkinson mentioned that the John Day Dam will flood considerable land, thereby removing it from the tax rolls and construction of a modern highway would help compensate for this loss. Judge Peterson concluded the delegation's presentation by stating that they are not seeking an expensive road, but one which will serve their needs. Chairman McIver told them that the Commission would give their request careful and serious consideration.

The Engineer stated that in the equipment budget for this year there is an item for the purchase of three new road rollers for maintenance patching crews, at a cost of approximately $6,300 each. It has now been determined that the Surplus Properties Division of the United States Government has comparable rollers available for the sum of $2,200 each. The Commission granted his request to send the Equipment Supervisor to the Ogden, Utah, Depot to examine the rollers, and to have them set aside for ultimate purchase if they are satisfactory.

A proposed settlement with a Mr. Knox (File L-3170) for property in Lane County was brought up by the Chief Counsel. He explained briefly that a settlement had been arranged in the sum of $22,500. A request has now been received that Mr. Knox also wants interest in the amount of $600. Under these conditions, he stated, he could not recommend settlement. The Engineer stated that he is to attend a meeting the next Monday with the Lane County Board of County Commissioners concerning rezoning of this property, which might materially affect the settlement. The Commission deferred action on the Knox settlement.

Chairman McIver stated that he had received a letter from a Portland civic group, known as "Downtown Portland Incorporated", requesting a meeting with the Commission concerning the routes of highways through West Portland prior to the holding of hearings on the

freeway routes. Other groups, including the Portland Chamber of Commerce, have also evidenced a desire to hold similar meetings. It was the Chairman's opinion that neither the Commission nor its employees should become involved in any debate concerning the relative merits or demerits of the proposed locations. Groups who are interested in the freeway routes should be given the facts that are available without comment for or against. He felt that no good would be derived from meetings which involved debate of the merits of the various highway routes, or meetings which turned into a question and answer period. The Enginer pointed out that it has long been an established policy for the Highway Department to deal only with legally constituted authorities, which in the City of Portland would be its City Council or persons or groups appointed by the City Council. This matter was discussed further among the members of the Commission, and the Commission agreed that persons or groups who desire information on the Westside Freeway routes in downtown Portland prior to the regular public hearings on these routes should be directed to Mr. Fred Fowler, the Coordinator between the City of Portland and the State Highway Commission, or to Mr. Lloyd P. Shaw, Metropolitan Engineer in the Portland area.

Chairman McIver stated that representatives of the Multnomah Club had indicated to him that they wish to remodel Multnomah Stadium and inquired as to what plans the State has for construction of the so-called Stadium Route through West Portland. He pointed out that cost of acquiring right of way is rising rapidly in this area, and he mentioned an ice rink and a Jewish church which may be involved. The Engineer replied that construction of the Stadium Freeway is contemplated in the latter part of the 13-year Interstate program, probably six or seven years in the future. It was his opinion that it would be about two years before right of way can be acquired.

The date of a public hearing on the proposed Columbia-Clay, or Foothills, Freeway Route was also mentioned by Chairman McIver. It was his thought that the hearing date should be postponed until such time as sufficient survey information is available in order to consider the entire route rather than a portion of it. The Engineer stated that although a cut-off point could probably be set at about 14th Street, postponing the hearing to consider the whole route appeared to be an excellent idea. He mentioned that the Portland Urban Renewal Authority has been anxious to determine the properties which will be involved in this route, and may protest the delay. It was his opinion that it would require about a year to secure the necessary information for a hearing on the entire route. The Commission instructed the Engineer to contact the Portland Urban Renewal Authorities concerning delay in selecting the route, and submit a report to the Commission at the next meeting.

There being no further business to consider, Chairman McIver declared the meeting adjourned at 12:25 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

July 3, 1959

EXHIBITS "A" through "H-17"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

July 2 and 3, 1959

EXHIBIT "A"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated July 2 and 3, 1959, pages 1 through 69, as presented by the Right of Way Engineer and approved by the Highway Commission on July 2, 1959, and by this reference said right of way resolution of July 2 and 3, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the North Corvallis Section of the Pacific West Highway described as follows:

> A parcel of land lying in the H. C. Lewis DLC #47, Township 11 South, Range 5 West, W.M., Benton County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 136, Page 470 of Benton County Records of Deeds; the said parcel being that portion of said property lying Easterly of the Southern Pacific Railroad Right of Way and containing 10.5 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,600.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right-of-way of the Pacific West Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 102 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "B-2"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Butteville-Road - Hubbard Section of the Wilsonville-Hubbard Highway described as follows:

A parcel of land lying in the NE¼ of Section 2, Township 4 South, Range 1 West, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning at the Northeast corner of said Section 2, thence West along the North line of said Section 2, a distance of 616 feet; thence S 7° 08' W, 1330.4 feet; thence East 780 feet to the East line of said Section 2; thence North along said East line 1320 feet to the point of beginning.

Except that portion lying within the existing County Roads.

The parcel of land to which this description applies contains 20.05 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $7,100.00 and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq., subject to a highth elevation easement.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 103 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

31761

EXHIBIT "B-3"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the North Eugene Section of the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair D. L. C. No. 39 also in Sections 26 and 35, Township 17 South, Range 4 West, W. M., Lane County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the West line of said D. L. C. No. 39 with the Northwesterly line of a 60 foot road connection between McKinley Street and the Southbound lanes of the existing Pacific Highway, said intersection being 1069 feet North of the Southwest corner of said D. L. C. No. 39; thence North 58° 38' 30' East along said Northwesterly line 120 feet, more or less, to a line which is parallel to and 30 feet Southwesterly of the center line of a frontage road; thence Northwesterly parallel to and 30 feet Southwesterly of said frontage road centerline 265 feet, more or less, to the West line of said D. L. C. No. 39, thence South along said West line 300 feet, more or less, to the place of beginning, containing 0.35 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 104 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "B-4"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in West 7th St. - West 11th St. Section of the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair D. L. C. No. 39, also lying in Section 36, Township 17 South, Range 4 West, W. M., Lane County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 215, page 323 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning at the Northeast corner of said property, said corner being 2020 feet South 89° 19' East, and 323.1 feet North 0° 13' 30" East of the Southwest corner of the Prior F. Blair D. L. C. No. 39, said corner being 150 feet northerly of (when measured at right angles to) the center line of the 7th Avenue Connection to the Pacific Highway; thence North 89° 50' 30" West, parallel to said center line 158 feet to a line which is parallel to and 30 feet easterly of the center line of Garfield Street; thence southerly parallel to and 30 feet easterly of the center line of Garfield Street, 100 feet to a line which is parallel to and 50 feet North of the center line of said 7th Avenue Connection; thence South 89° 50' 30" East, parallel to said 7th Avenue Connection center line 158 feet to the East line of said property; thence North 0° 13' 30" East along the East line of said property 100 feet to the place of beginning.

The parcel of land to which this description applies contains 0.36 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $17,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

EXHIBIT "B-4" (Cont.)

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 105 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "B-5"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Seneca Section of the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair DLC #39, also lying in Section 36, Township 17 S, Range 4 W, W.M., Lane County, Oregon, and being a portion of that property described in that Final Judgment dated June 18, 1941 and filed in the Circuit Court of the State of Oregon for the County of Lane wherein the State of Oregon by and through its State Highway Commission was Plaintiff and Herbert Cooper Thompson et al were the defendants and bearing Case No. 27834, the said parcel being described as follows:

Beginning on the Southerly right of way line of the 7th Avenue Connection to the Pacific Highway at a point which is opposite and 50 feet Southerly of Station 668+76.71 on the center line of said 7th Avenue Connection, said Station being 160.96 feet North and 1166.88 feet East of the Southwest corner of said Blair DLC #39; thence Westerly parallel to and 50 feet Southerly of the center line of said 7th Avenue Connection 200 feet to the true place of beginning; thence continuing Westerly along said parallel line 100 feet; thence South parallel to the East line of said property 190 feet, more or less, to the North line of that certain 60 foot strip of land described in that certain relinquishment of title from the State of Oregon by and through its State Highway Commission dated August 17, 1956; thence Easterly along the Northerly line of said 60 foot strip of land 90 feet, more or less, to the Southwest corner of that certain tract conveyed by the State Highway Commission to the Carter Oil Company by that deed dated May 28, 1957; thence North along the West line of said Carter Oil Company tract 145 feet, more or less, to the true place of beginning.

The parcel of land to which this description applies contains 0.35 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $8,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-5"(Cont.)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, except there is granted the right of access from the said property to said highway right of way of a width not to exceed 30 feet at two points on 7th Street to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 106 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "B-6"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the 17th Street - Union Avenue Section of the Pacific Highway East, described as follows:

A Parcel of land lying in Lots 4, 5 and 6 of Block 5, a Subdivision of Lot 2, Riverside Homestead, and Addition to the City of Portland situated in Section 11, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southeast corner of said Lot 4; thence Westerly along the Southerly line of said Lot 4 a distance of 25 feet, more or less, to a line which is parallel to and 40 feet Easterly of the center line of the Pacific Highway East; thence Northerly along said parallel line 140 feet, more or less, to a point which is 20 feet Southerly of (when measured along said parallel line) the North line of said Lot 6; thence Northeasterly 23 feet, more or less, to the North line of said Lot 6; thence East along said North line 62 feet to the Northeast corner of said Lot 6; thence Southerly along the Easterly lines of said Lots 6, 5 and 4 a distance of 150 feet to the point of beginning, containing 7,920 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 107 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

31767

EXHIBIT "B-7"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Tigard Junction Section of the Pacific Highway, described as follows:

A parcel of land lying in the E½NE¼SE¼ of Section 36, Township 1 South, Range 1 West, W.M., Washington County, Oregon, the said parcel being that portion of said E½NE¼SE¼ lying Westerly of a line which is parallel to and 150 feet Westerly of the center line of the former West Portland-Hubbard Highway, and lying Northerly of a line which is parallel to and 50 feet Northerly of the center line of the relocated S. W. Haines Road.

The center line of the West Portland-Hubbard Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 25+00, said Station being 57.86 feet North and 306.61 feet East of the East quarter corner of said Section 36; thence on a 3183.1 foot radius curve left (the long chord of which bears S 16° 41' 17" W) 1492.66 feet to Station 39+92.66.

The center line of the relocated S. W. Haines Road herein referred to is described as follows:

Beginning at Engineer's center line Station 7+77.72 (which Station equals Station 39+10.25 on said West Portland-Hubbard Highway center line); thence N 85° 16' 05" W, 211.33 feet; thence on a 159.15 foot radius curve left (the long chord of which bears S 47° 52' 50" W) 260.29 feet to Station 12+49.34.

The parcel of land to which this description applies contains 14.95 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $25,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise

EXHIBIT "B-7" (Cont)

the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State, and waived and relinquished by the purchaser, all rights of ingress and egress, to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 108 be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "C"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4943 with Roy L. Houck & Sons and Roy L. Houck Sons' Corp., for grading the North Jefferson Jct.-SPRR Overcrossing Section on the Pacific Highway in Marion County, completed September 9, 1958.

"Contract No. 5043 with Johnston and Bryant for work on the Spring Garden Road Undercrossing on the Pacific Highway in Multnomah County, completed June 20, 1959.

"Contract No. 5069 with Central Paving Company for paving the Jumpoff Joe Creek-Louse Creek Section on the Pacific Highway in Josephine County, completed March 27, 1959.

"Contract No. 5119 with Warren Northwest, Inc., for paving the Myrtle Creek-Fords Bridge Section on the Pacific Highway in Douglas County, completed May 15, 1959.

"Contract No. 5176 with Porter W. Yett, Oreg., Ltd., for stone base and oiling on the Agency Plains Section on FAS Routes 687, 546, 688 in Jefferson County, completed June 5, 1959.

"Contract No. 5182 with Babler Bros., Inc., for oiling and structure on the Gilliam County Line-McNab Section on the Olex-McNab Road in Morrow County, completed June 8, 1959.

"Contract No. 5199 with C. J. Montag and Sons for work on NE Holladay Street Connection of the Banfield Expressway in Multnomah County, completed June 11, 1959.

"Contract No. 5211 with C. C. Meisel for grading-oiling on the Middle Unit, Hamilton-Long Creek Section on the Kimberly-Long Creek Highway in Grant County, completed June 23, 1959.

"Contract No. 5213 with Moyer Gravel Co., for furnishing crushed materials in stockpiles on the Crater Lake Highway in Jackson-Klamath Counties, completed June 16, 1959.

"Contract No. 5239 with Durbin Bros. for grading, paving and structure of the Trail Creek Bridge Section on the Crater Lake Highway in Jackson County, completed April 25, 1959.

EXHIBIT "C" (Cont)

"Contract No. 5252 with Warren Northwest, Inc., for paving on the Oak Ranch Creek Section on the Pittsburg-Apiary Road in Columbia County, completed June 9, 1959.

"Contract No. 5257 with Porter W. Yett, Oregon., Ltd., for stone base and oiling on the Juniper Lane-Fir Lane Section on Adams Drive in Jefferson County, completed June 5, 1959.

"Contract No. 5260 with Newport Construction Co., for oiling on the Willamette Jct.-Diamond Lake Jct. Section of The Dalles-California Highway in Klamath County, completed June 9, 1959.

"Contract No. 5273 with Warren Northwest, Inc., for grading-paving on the Oregon Centennial Grounds Access Roads in Multnomah County, completed May 29, 1959.

"Contract No. 5284 with Earl L. McNutt Co., for grading on the South Fork, John Day River Section of the Paulina-Logdell Highway in Grant County, completed April 30, 1959.

"Contract No. 5325 with Sig Andersson for work on the Crook Creek and Edson Creek Bridges on the Pistol River Highway in Curry County, completed June 25, 1959.

"Contract No. 5342 with Kimsey Construction Company for work on the Sunset Bay State Park Facilities in Coos County, completed June 10, 1959.

"Contract No. 5350 with Dorman Construction Company for oiling the North Unit, Bomber Range Road Section on the Bomber Range Road in Morrow County, completed May 29, 1959.

"Contract No. 5364 with Erick Enquist for work on the Dry Creek Bridge on the Long Hollow County Road in Wasco County, completed May 28, 1959.

"Contract No. 5378 with Tom Lillebo Construction Co., for work on the Reedsport Maintenance Building on the Oregon Coast Highway in Douglas County, completed May 25, 1959.

"Contract No. 5379 with Tom Lillebo Construction Co., for work on the Calapooya Creek and Stearns Lane structures on the Pacific Highway in Douglas County, completed July 1, 1959.

"Contract No. 5386 with Stevenson Construction Company for furnishing crushed materials in stockpiles on the Alsea Section on the Alsea and Alsea-Deadwood Highways in Benton County, completed May 20, 1959.

"Contract No. 5395 with Peter Kiewit Sons' Company for work on the SPRR and Pelican City Road Overcrossing of The Dalles-California Highway in Klamath County, completed May 25, 1959.

EXHIBIT "C" (Cont)

"Contract No. 5396 with Peter Kiewit Sons' Co., for furnishing crushed materials in stockpiles on the Burnt Hill Creek-Brookings Section of the Oregon Coast Highway in Curry County, completed June 3, 1959.

"Contract No. 5407 with Cascade Electric Company for traffic signal installation on the SW Laurelwood Intersection on the Beaverton-Hillsdale Highway in Washington County, completed June 17, 1959.

"Contract No. 5415 with Babler Bros., Inc., for furnishing crushed materials in stockpiles on the Kimberly-Round Creek Section on the Kimberly-Long Creek Highway in Grant County, completed May 15, 1959.

"Contract No. 5416 with J. F. Konen Construction Co., for furnishing crushed materials in stockpiles on the Buchanan-Juntura Section of the Central Oregon Highway in Malheur County, completed May 15, 1959.

"Contract No. 5417 with J. C. Compton Co., for oiling on the Madras (4th & Pine Sts.) City Street Section in Jefferson County, completed June 18, 1959.

"Contract No. 5426 with W. D. Miller Construction Co., for furnishing crushed materials in stockpiles on the Hayden Mt.-Keno Section of the Green Springs Highway in Klamath County, completed June 23, 1959.

"Contract No. 5427 with Dolan Construction Co., for furnishing crushed materials in stockpiles on the Lenz Road-Williamson River Section of The Dalles-California Highway in Klamath County, completed June 12, 1959.

"Contract No. 5429 with Russell Olson Construction Co., Inc., for grading-paving on the Vale (Morton St.) City Street Section in Malheur County, completed June 16, 1959.

"Contract No. 5430 with E. H. Itschner Co., for grading-paving on the Elgin (Division St.) City Street Section in Union County, completed June 17, 1959.

"Contract No. 5446 with Roy L. Houck & Sons and Roy L. Houck Sons' Corporation for paving on the Albany-Orleans Jct. and Greens Bridge-Kelly Road Sections of the Albany-Oakville and Greens Bridge-Scio County Roads in Linn County, completed June 17, 1959.

"Contract No. 5451 with Cartwright Construction Co., for paving on the 10th St.-Main St. (Baker) Section on Campbell Avenue in Baker County, completed June 16, 1959.

"Contract No. 5454 with Arthur Simonsen & Co., for grading and bituminous macadam surfacing on the Prairie City (Bridge St. & Upriver Road) City Street Section in Grant County, completed June 22, 1959.

EXHIBIT "C" (Cont)

"Contract No. 5456 with C. C. Meisel for furnishing crushed materials in stockpiles on the Triangle Lake-Cheshire Section of the Siuslaw Highway in Lane County, completed May 22, 1959.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 82 shall be entered in the minutes and records of the Commission as of the 2nd day of July, 1959.

EXHIBIT "D-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, Chapter 483 of Oregon Revised Statutes, sets forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles, and the number of vehicles that may be coupled together in a combination of vehicles; and

WHEREAS, under the provisions of said law the State Highway Commission is authorized to issue permits for the operation, upon state highways, of vehicles and combinations of vehicles having a size, weight and number in combination in excess of said maximum limits; and

WHEREAS, under the provisions of ORS Section 483.525, when in the judgment of the State Highway Commission any state highway, or section thereof, is capable of carrying any combination of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in subsection (4) of ORS 483.504, the Commission is authorized to so declare by resolution and to fix the maximum gross weight and length and types and classes of combinations of vehicles which may be operated thereon. Said law further provides that after such resolution is filed with the Secretary of State no permit shall be required for the operation upon such highway, or section thereof, of any combination of vehicles not exceeding the maximum gross weight and length fixed for combinations of vehicles of that type and class; and

WHEREAS, the State Highway Engineer has made investigations and studies and has compiled information and statistics relative to the strength, stability, design and alignment of all state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the studies, investigations, information and statistics made and compiled by the State Highway Engineer, it is the judgment of this Commission that certain highways, or sections thereof, as set forth hereinafter, are capable of carrying combinations of vehicles having a combination of vehicles gross weight in excess of that authorized in subsection (3) of ORS 483.506, or an overall length in excess of that authorized in paragraph I subsection (4) of ORS 483.504 or a number of vehicles in the combination in excess of that authorized in subsection (1) of ORS 483.508.

2. That except when engaged in the transportation of logs, poles or pilings, any combination of vehicles having an overall length not in excess of 50 feet and a combination of vehicles gross weight not in excess of 68,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group II Highways",

EXHIBIT "D-1" (Cont)

which for identification is marked "Attachment A", the attached list of "Group I Highways", which for identification is marked "Attachment B", and the attached list of "Special Group I Highways", which for identification is marked "Attachment C"; provided, however, that the above maximum length provision shall not be applicable as to the types of vehicle combinations and the highways named in subsection (4) (c) of ORS 483. 504.

3. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer drawing one trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, having an overall length not in excess of 60 feet and a combination of vehicles gross weight not in excess of 76,000 pounds, may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Group I Highways", which for identification is marked "Attachment B."

4. That except when engaged in the transportation of logs, poles or piling, any combination of vehicles consisting of a truck-tractor and semitrailer having an overall length not in excess of 55 feet and a combination of vehicles gross weight not in excess of 74,000 pounds may be operated without a permit upon all those highways or sections of highways listed on the attached list of "Special Group I Highways", which for identification is marked "Attachment C."

5. That nothing contained in this resolution shall be deemed to authorize the operation of vehicles having any gross weight in excess of the applicable gross weights set forth in the tables of weights in subsection (3) and (4) of ORS 483. 524, nor any gross wheel, axle or tandem axle weight in excess of that set forth in subsection (3) of ORS 583. 506. Nothing contained in this resolution shall be deemed to authorize the operation of any combination of vehicles which is not properly licensed, or does not carry proper Oregon P. U. C. plates and certificates or, except as otherwise expressly provided herein, which does not comply in all respect with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

6. That the State Highway Engineer shall prepare, or have prepared, prints of a map to be issued to any person requesting the same, showing in contrasting colors the Group II Highways, the Group I Highways, and the Special Group I Highways referred to in paragraphs 2, 3 and 4 of this resolution. Upon completion, prints thereof shall be attached to the original and all copies of this resolution.

7. That the provisions of this resolution are subject to any order heretofore or hereafter made by this Commission pursuant to ORS 483. 532, and the posting of any highway, section of highway, or highway structure to reduce limits of weights or dimensions shall be to that extent a modification of the weights or dimensions authorized by this resolution. This resolution may be changed, amended or rescinded at any time by resolution adopted by this Commission.

EXHIBIT "D-1" (Cont)

8. That this resolution revokes and supersedes a previous resolution of September, 1958, dealing with this subject.

9. That this Miscellaneous Resolution No. 208-d be entered in the minutes of this Commission as of the 2nd day of July, 1959, that the original of this resolution be filed in the records of the Secretary of the Commission, and that a duly certified copy thereof be filed with the Secretary of State, the Public Utility Commissioner, and the Superintendent of State Police.

ATTACHMENT "A"

GROUP II HIGHWAYS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
3	Oswego	Jct. US 26 in Portland to Jct. US 99 E in Oregon City	Ore. 43
26	Mt. Hood	Odel Junction to Parkdale	Ore. 35
33	Corvallis-Newport	Burntwoods to Toledo	US 20
38	Oregon Caves	Sucker Creek Road, M. P. 11.77 to Oregon Caves	Ore. 46
102	Nehalem	Jct. US 101 at Astoria to 1.33 miles west of Jewell	Ore. 202
103	Fishhawk Falls	Jct. US 26 near Elsie to Jct. Ore. 202 at Jewell	- - -
125	Crown Point	Larch Mt. Road, M. P. 10.74 to Jct. US 30 Expressway at Dodson	US 30 Scenic
140	Hillsboro-Silverton	Jct. Ore. 8 at Hillsboro to Jct. US 99W at Newberg; Also, Mt. Angel to Jct. Ore. 213 at Silverton	Ore. 219-Ore. 214
142	Farmington	Jct. Ore. 8 at Beaverton to Jct. Ore. 219 via Farmington	Ore. 208
143	Scholls	Progress to Jct. Ore. 219 at Scholls	Ore. 210
151	Yamhill-Newberg	Jct. Ore. 47 at Yamhill to Jct. US 99W at Newberg	Ore. 240
153	Bellevue-Hopewell	Jct. Ore. 18 at Bellevue to Jct. Ore. 221 near Hopewell	- - -

EXHIBIT "D-1" (Cont)

GROUP II HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
154	Lafayette	Jct. Bellevue-Hopewell Hwy. to Jct. Amity-Dayton Highway	- - -
163	Silver Creek Falls	Jct. Ore. 22 near Shaw to Jct. Ore. 213 at Silverton	Ore. 214
180	Eddyville-Blodgett	Nashville to Eddyville via Nortons	- - -
200	Territorial	Lorane to Anlauf	- - -
230	Tiller-Trail	Tiller to Jct. Ore. 62 at Trail	Ore. 42
231	Elkton-Sutherlin	Jct. Ore. 38 at Elkton to M.P. 14.31	Ore. 225
241	Coos River	Jct. Cooston Co. Road to M.P. 19.15	- - -
242	Powers	M.P. 6.0 to Powers	- - -
250	Cape Blanco	Jct. US 101 near Sixes to Cape Blanco	- - -
251	Port Orford	Jct. US 101 at Port Orford to U.S. Coast Guard Station Boundary	- - -
270	Lake of the Woods	M.P. 15.6 to Jackson-Klamath County Line	- - -
273	Siskiyou	Jct. Ore. 66 near Ashland to Jct. US 99 at Siskiyou	- - -
282	Odell	Odell to Jct. Hood River Highway	- - -
290	Sherars Bridge	Jct. US 197 near Tygh Valley to Jct. US 97 at Grass Valley	Ore. 216
320	Lexington-Echo	Jct. Ore. 207 at M.P. 27.28 to Jct. US 30 east of Stanfield Jct. via Echo	- - -
321	Heppner-Spray	Hardman to Jct. Ore. 19 near Spray	Ore. 207

EXHIBIT "D-1" (Cont)

GROUP II HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
332	Sunnyside-Umapine	Jct. with Freewater Highway at Sunnyside to Washington State Line	- - -
340	Medical Springs	Jct. Ore. 237 at Union to Pondosa	Ore. 203
375	Redmond-Bend	Jct. US 97 at Redmond to Jct. US 20 near Tumalo	- - -
410	Sumpter Valley	Jct. Ore. 7 at Salisbury to Sumpter	Ore. 220
424	Sand Creek	Jct. Sun Mountain Highway to East Boundary Crater Lake National Park	Ore. 232
431	Warner Valley	Adel to Plush	- - -
451	Vale West	Jct. US 20 at Vale to Jct. US 20 at M.P. 238.82	- - -
452	Adrian-Parma Jct.	Ore. 201 near Adrian to Idaho State Line near Parma	- - -
453	Adrian-Arena Valley	Jct. Adrian-Caldwell Highway to Idaho State Line	- - -
454	Adrian-Caldwell	Jct. Adrian-Parma Highway to Idaho State Line near Caldwell	- - -

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ATTACHMENT "B"

GROUP I HIGHWAYS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Washington State Line to California State Line near Hilt	US 99
1E	Pacific East	Jct. US 99 north of Portland to Jct. US 99 south of Salem	US 99E-US 99 By-Pass
1W	Pacific West	Jct. US 99 Portland to Eugene	US 99W-US 99

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
2	Columbia River	Astoria to Washington State Line near Wallula via T. H. Banfield Expressway	US 30-730
4	The Dalles-California	Jct. US 30 near The Dalles to California State Line near Dorris	US 197-97
5	John Day	Jct. US 30 near Arlington to Jct. US 20 at Vale	Ore. 19-US 26
6	Old Oregon Trail	Jct. US 730 east of Boardman to Idaho State Line near Nyssa, including Ontario Spur	US 30-Ore. 201- US 26-US20
7	Central Oregon	Jct. US 97 at Bend to Jct. Ore. 201 at Cairo	US 20
8	Oregon-Washington	Jct. US 30 near Pendleton to Washington State Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria to California State Line near Brookings	US 101
10	Wallowa Lake	Jct. US 30 at LaGrande to Joseph	Ore. 82
11	Enterprise-Lewiston	Jct. Ore. 82 to Washington State Line	Ore. 3
12	Baker-Homestead	Jct. US 30 at Baker to Copperfield	Ore. 86
13	Baker-Unity	Jct. US 30 at Baker to Jct. US 26 near Unity	Ore. 7
15	McKenzie	Jct. US 99 near Eugene to Belknap Springs M. P. 56.07; Also Sisters to Redmond	US 126
16	Santiam	Jct. US 99 at Albany to Jct. US 126 east of Sisters	US 20
17	McKenzie-Bend	Jct. US 126 east of Sisters to Jct. US 97 north of Bend	US 20

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
18	Willamette	Jct. US 99 near Goshen to Jct. US 97 north of Chemult	Ore. 58
19	Fremont	Jct. US 97 south of Lapine to California State Line near New Pine Creek	Ore. 31 US 395
20	Klamath Falls-Lakeview	Jct. US 97 at Klamath Falls to Jct. US 395 at Lakeview	Ore. 66
21	Green Springs	Jct. US 99 at Ashland to Jct. US 97 near Klamath Falls	Ore. 66
22	Crater Lake	Jct. US 99 at Medford to West Crater Lake Park Boundary; also Jct. Rocky Point Road, M.P. 89.82 near Fort Klamath to Jct. US 97 south of Chiloquin	Ore. 62
23	Dairy-Bonanza	Jct. Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Jct. US 20 at Burns to Crane	Ore. 78
25	Redwood	Jct. US 99 near Grants Pass to California State Line near O'Brien	US 199
26	Mt. Hood	Jct. US 99 at Portland to Jct. Warm Springs Hwy. near Government Camp; also, Odell Jct. to Jct. with US 30 at Hood River	US 26 Ore. 35
27	Alsea	Jct. US 101 at Waldport to Jct. US 20 near Philomath	Ore. 34
28	Pendleton-John Day	Jct. US 30 at Pendleton to Jct. with Beech Creek Highway near Mt. Vernon	US 395
29	Tualatin Valley	Jct. US 26 west of Portland to Jct. US 99W near McMinnville	Ore. 8 Ore. 47
30	Willamina-Salem	Jct. Ore. 18 to Jct. US 99E at Salem	Ore. 22

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
31	Albany-Corvallis	Jct. US 99 at Albany to Jct. US 99W at Corvallis	US 20
32	Three Rivers	Jct. US 101 at Hebo to Jct. Ore. 18 at Valley Jct.	Ore. 22
33	Corvallis-Newport	Jct. US 99W at Corvallis to Burntwoods; also, Toledo to Jct. US 101 at Newport	US 20
34	Siuslaw	Jct. US 101 at Florence to Jct. US 99W south of Junction City	Ore. 36
35	Coos Bay-Roseburg	Jct. US 101 at Coquille to Jct. US 99 south of Roseburg	Ore. 42 Ore. 42N
36	Pendleton-Cold Springs	Jct. US 730 near Cold Springs to Jct. US 30 at Pendleton	US 395
37	Wilson River	Jct. US 26 near Banks to Jct. US 101 at Tillamook	Ore. 6
38	Oregon Caves	Jct. US 199 to Sucker Creek Rd. M.P. 11.77	Ore. 46
39	Salmon River	Jct. US 101 at Otis to Jct. US 99W south of McMinnville	Ore. 18
40	Beaverton-Hillsdale	Jct. Ore. 8 to Jct. US 99	Ore. 10
41	Ochoco	Jct. US 97 at Redmond to Jct. Ore. 19 north of Dayville	US 126 US 26
42	Sherman	Jct. US 30 at Biggs to Jct. US 197 south of Shaniko	US 97
43	Monmouth-Independence	Jct. US 99W at Monmouth to Independence	Ore. 51
44	Wapinitia	Jct. US 26 near Bear Springs to Jct. US 197 north of Maupin	Ore. 216
45	Umpqua	Jct. US 101 at Reedsport to Jct. US 99 at Anlauf	Ore. 38

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
46	Necanicum	Jct. US 26 at Necanicum to Jct. US 101 near Wheeler	Ore. 53
47	Sunset	Jct. US 101 north of Cannon Beach to Jct. US 99 at Portland	US 26
48	John Day-Burns	Jct. US 26 at John Day to Jct. US 20 east of Burns	US 395
49	Lakeview-Burns	Jct. US 20 near Oakerman Ranch to Jct. Ore. 31 at Valley Falls	US 395
50	Klamath Falls-Malin	Jct. US 97 at Klamath Falls to California State Line near Malin	Ore. 39
51	Wilsonville-Hubbard	Jct. US 99 to Jct. US 99E near Hubbard	- - -
52	Heppner	Jct. US 30 at Heppner Jct. to Jct. US 395 at Nye	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US 97 at Madras	US 26
54	Umatilla-Stanfield	Jct. US 730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
58	Albany-Junction City	Albany to Junction City	US 99
59	Sandy Boulevard Hwy.	Burnside Bridge, Portland to Parkrose	- - -
102	Nehalem	1.33 miles west of Jewell to Jct. Ore. 8 at Forest Grove	Ore. 202 Ore. 47
104	Fort Stevens	Entire Length	- - -
105	Warrenton	Entire Length	- - -
110	Mist Clatskanie	Entire Length	Ore. 47
120	Swift	Jct. Columbia Blvd. to Jct. Denver and Union Avenues north of Portland	- - -

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
122	Vancouver Avenue	Columbia Boulevard to Union Avenue in Portland	- - -
123	N. E. Portland	Jct. US 30 near St. Johns to Jct. US 30 near Fairview	US 30 By-Pass
124	Sun Dial	Jct. US 30 near Troutdale to the Troutdale Airport Boundary	- - -
125	Crown Point	Jct. US 30 at Troutdale to Larch Mountain Road, M. P. 10.60	US 30 Scenic
140	Hillsboro-Silverton	Newberg to Mt. Angel	Ore. 219 Ore. 214
141	Beaverton-Tualatin	Jct. Ore. 8 at Beaverton to Jct. US 99W near Tigard	Ore. 217
143	Scholls	Jct. Ore. 10 to Progress	Ore. 210
150	Salem-Dayton	Jct. Ore. 22 at West Salem to Dayton	Ore. 221
152	Three Mile Lane	McMinnville to Jct. US 99W near Lafayette	- - -
154	Lafayette	Jct. Amity-Dayton to Jct. 3 Mile Lane Hwy.	- - -
155	Amity-Dayton	Jct. US 99W near Amity to Dayton	Ore. 233
156	McMinnville	McMinnville to Jct. US 99W north of McMinnville	- - -
157	Willamina-Sheridan	Wallace Bridge to Jct. Ore. 18 near Sheridan	- - -
160	Cascade	Jct. US 30 By-Pass at Killingsworth St., Portland to Silverton	Ore. 213
161	Woodburn-Estacada	Jct. US 99E to Estacada	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US 20 including old route through Sublimity and Stayton; also State St.-Silver Creek Falls Connection	Ore. 22

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
163	Silver Creek Falls	Jct. US 99E in Salem to Jct. North Santiam Highway at M. P. 8.81	Ore. 22
164	Jefferson	Jct. US 99 to Jct. US 99 via Jefferson	- - -
170	Canby-Marquam	Jct. US 99E at Canby to Jct. Ore. 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US 99E at Milwaukie to Estacada	Ore. 212 Ore. 211
172	Eagle Creek-Sandy	Eagle Creek to Sandy	Ore. 211
180	Eddyville-Blodgett	Nashville to Blodgett	- - -
181	Siletz	Siletz to Toledo	Ore. 229
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 223
191	Kings Valley	Jct. US 20 to Dallas	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. with Dallas-Rickreall Hwy.	- - -
193	Independence	Independence to Jct. Ore. 22 near Salem	Ore. 51
200	Territorial	Monroe to Lorane	- - -
201	Alsea-Deadwood (No. Section)	Jct. Alsea Hwy. to M. P. 9.69	- - -
211	Albany-Lyons	Jct. US 20 to Lyons	Ore. 226
212	Halsey-Sweet Home	Jct. US 99 to Jct. US 20	Ore. 228
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US 99 to Jct. US 20	- - -
220	Richardson-Eugene	Jct. US 99 at Eugene to Noti	- - -
222	Springfield-Creswell	Jct. US 126 near Springfield to Jct. Ore. 58 near Pleasant Hill	- - -

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
223	Junction City-Eugene	Jct. US 99 at Junction City to Jct. US 99 at Eugene	- - -
225	McVay Highway	Jct. US 126 to Jct. US 99 north of Goshen	- - -
226	Goshen-Divide	Jct. US 99 at Goshen to Jct. US 99 at Divide	Ore. 231
230	Tiller-Trail	Jct. US 99 near Canyonville to Tiller	Ore. 42
231	Elkton-Sutherlin	M. P. 14.31 to Jct. Ore. 235 near Sutherlin via North Connection	Ore. 225
232	Crater Lake North	Jct. West Diamond Lake Hwy. M. P. 0.36 to Jct. East Diamond Lake Hwy. M. P. 3.81	Ore. 230
233	West Diamond Lake	Jct. Ore. 62 near Union Creek to Jct. Crater Lake North Highway	Ore. 230
234	Oakland-Shady	Jct. US 99 near Oakland to Jct. US 99 south of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42N to Jct. US 99	Ore. 42
236	Yoncalla	Drain to Jct. US 99 at Rice Hill, M. P. 168.19	Ore. 235
237	Myrtle Creek	Jct. US 99 north of Myrtle Creek to Jct. US 99 south	Ore. 42
240	Cape Arago	Jct. US 101 at North Bend to South Bay	- - -
241	Coos River	Jct. US 101 to Cooston County Road	- - -
242	Powers	Jct. Ore. 42 to M. P. 6.0	- - -
243	Empire-Coos Bay	Jct. US 101 to Jct. Cape Arago Hwy. at Empire	- - -
261	Williams	Jct. US 99 near Grants Pass to Munger Creek County Road	Ore. 238

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
270	Lake of the Woods	Jct. Ore. 62 to M. P. 15.6; also Klamath Falls to Lake of the Woods	- - -
271	Sams Valley	Jct. US 99 near Gold Hill to Jct. Ore. 62	Ore. 234
272	Medford-Provolt	Provolt to Medford	Ore. 238
281	Hood River	Jct. Ore. 35 at Hood River to Jct. Ore. 35 near Parkdale	- - -
282	Odell	Jct. Ore. 35 to Odell	- - -
291	Shaniko-Fossil	Shaniko to Antelope	Ore. 218
292	Mosier-The Dalles	Jct. US 30 at Mosier to Jct. US 30 near The Dalles	- - -
300	Wasco-Heppner	Wasco to M. P. 11.73; also Ajax Co. Road, M. P. 29.20, to Jct. Ore. 74 at Heppner	Ore. 206-207
301	Fulton Canyon	Jct. US 30 to M. P. 1.28 (end of State section)	- - -
320	Lexington-Echo	Jct. Ore. 74 at Lexington to Jct. Hermiston Hwy. at M. P. 27.28	Ore. 207
321	Heppner-Spray	Jct. Ore. 206 at Ruggs to Hardman	Ore. 207
330	Weston-Elgin	Jct. Ore. 11 at Weston to Jct. Ore. 82 at Elgin	Ore. 204
333	Hermiston	Jct. US 730 near Cold Springs to Jct. Lexington-Echo Hwy. at M. P. 17.92	Ore. 207
334	Athena-Holdman	Jct. Ore. 11 at Athena to Jct. US 395 near Holdman	- - -
335	Havana-Helix	Jct. Ore. 8 to Helix	- - -

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
339	Freewater	Jct. Ore. 11 near Milton to Washington State Line	- - -
340	Medical Springs	Jct. Ore. 86 to Pondosa	Ore. 203
341	Ukiah-Hilgard	Jct. US 30 near Five Points to Starkey	- - -
342	Cove	Island City to Union	- - -
343	LaGrande-North Powder	Jct. US 30 near LaGrande to Jct. US 30 near North Powder via Union	Ore. 203
350	Little Sheep Creek	Joseph to Imnaha	- - -
360	Madras-Prineville	Jct. US 97 near Madras to Jct. US 126 at Prineville	US 26
361	Culver	Jct. US 97 at Madras to Jct. US 97 south of Culver	- - -
370	O'Neil	Entire Length	- - -
371	Powell Butte	Jct. US 126 at Powell Butte to Jct. US 20 east of Bend	- - -
373	Cline Falls	Entire Length	- - -
374	Tumalo-Deschutes	Jct. US 20 at Tumalo to Jct. US 97 at Deschutes	- - -
380	Paulina	Entire Length	- - -
401	Beech Creek	Jct. Pendleton-John Day Hwy. to Jct. US 26 at Mt. Vernon	US 395
402	Kimberly-Long Creek	Jct. US 395 to Jct. Ore. 19 at Kimberly	- - -
413	Halfway-Cornucopia	Halfway to M. P. 5.82	- - -
414	Pine Creek	Halfway to Jct. Baker-Homestead Hwy.	- - -

EXHIBIT "D-1" (Cont)

GROUP I HIGHWAYS (Cont)

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
420	Midland	Jct. Ore. 66 near Klamath Falls to Jct. US 97 near Midland	- - -
422	Chiloquin	Entire Length	- - -
423	Lower Klamath Lake	Jct. US 97 near Midland to Jct. Ore. 39	- - -
425	East Diamond Lake	Jct. Crater Lake North Hwy. to Jct. US 97	Ore. 230
426	Hatfield	Jct. Ore. 39 near Merrill to California State Line	- - -
427	Modoc Point	Entire Length	- - -
428	Sun Mountain	Jct. US 97 to Jct. Ore. 62 near Fort Klamath	Ore. 232
431	Warner Valley	Jct. US 395 to Adel	- - -
440	Frenchglen	Jct. Ore. 78 near Burns to Frenchglen	Ore. 205
441	Diamond	Jct. Ore. 78 near Princeton to M. P. 25.32 north of Diamond	- - -
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. near Crane to Jct. US 95 near Scotts Butte	Ore. 78
450	Nyssa-Adrian	Jct. US 26-20 at Nyssa to Idaho State Line near Homedale	Ore. 201
455	Olds Ferry-Ontario	Jct. US 30 near Olds Ferry to Jct. US 30 near Ontario, including Weiser and Payette Spurs	US 30N Ore. 201 Ore. 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermit (except from M. P. 14.93 to M. P. 21.84)	US 95
458	Jordan Valley	Entire Length	- - -

EXHIBIT "D-1" (Cont)

ATTACHMENT "C"

SPECIAL GROUP I HIGHWAYS

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
1	Pacific	Washington State Line to California State Line near Hilt	US 99
1E	Pacific East	Jct. US 99 north of Portland to Jct. US 99 south of Salem	US 99E US 99 By-Pass
1W	Pacific West	Jct. US 99 Portland to Eugene	US 99 - 99W
2	Columbia River	Astoria to Tongue Point Naval Base; also Rainier to Washington Line near Wallula	US 30 US 730
4	The Dalles-California	Jct. Ore. 216 near Maupin to California Line near Dorris	US 197 - 97
5	John Day	Arlington to Condon; also Ochoco Jct. to Vale	Ore. 19 US 26
6	Old Oregon Trail	Jct. US 730 east of Boardman to Idaho State Line near Nyssa including Ontario Spur	US 30 Ore. 201 US 26-20
7	Central Oregon	Jct. US 97 at Bend to Jct. Ore. 201 at Cairo	US 20
8	Oregon-Washington	Jct. US 30 near Pendleton to Washington State Line near Walla Walla	Ore. 11
9	Oregon Coast	Astoria to Webb Ave. Arch Cape, M. P. 35.57; also Wheeler to Hebo; also Otis to Hunters Creek; also Brookings to Calif. State Line	US 101
10	Wallowa Lake	Jct. US 30 at LaGrande to Joseph	Ore. 82
11	Enterprise-Lewiston	Entire Length	Ore. 3

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
12	Baker-Homestead	Baker to Copperfield	Ore. 86
13	Baker-Unity	Entire Length	Ore. 7
15	McKenzie	Jct. US 99 at Eugene to McKenzie Bridge; also Sisters to Redmond	US 126
16	Santiam	Jct. US 99 at Albany to Jct. US 126 east of Sisters	US 20
17	McKenzie-Bend	Jct. US 126 east of Sisters to Jct. US 97 north of Bend	US 20
18	Willamette	Jct. US 99 near Goshen to Jct. US 97 north of Chemult	Ore. 58
19	Fremont	Jct. US 97 south of Lapine to California State Line near New Pine Creek	Ore. 31 US 395
20	Klamath Falls-Lakeview	Jct. US 97 at Klamath Falls to Jct. US 395 at Lakeview	Ore. 66
21	Green Springs	M. P. 21.21 (Lincoln) to Jct. US 97	Ore. 66
22	Crater Lake	Jct. with US 99 at Medford to Shady Cove; also Rocky Point Road M. P. 89.82 to Jct. US 97	Ore. 62
23	Dairy-Bonanza	Jct. with Ore. 66 at Dairy to Bonanza	Ore. 70
24	Burns-Crane	Burns to Crane	Ore. 78
25	Redwood	Jct. US 99 near Grants Pass to California State Line near O'Brien	US 199
26	Mt. Hood	Jct. US 99 in Portland to Jct. Warm Springs Highway near Government Camp; also Odell Jct. to Jct. US 30 at Hood River	US 26 Ore. 35

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
27	Alsea	Jct. US 101 at Waldport to Jct. US 20 at Philomath	Ore. 34
28	Pendleton-John Day	Jct. US 30 at Pendleton to Jct. Beech Creek Hwy.	US 395
29	Tualatin Valley	Jct. US 26 west of Portland to Scoggins Valley, via Forest Grove; also Carlton to Jct. US 99W	Ore. 8 Ore. 47
30	Willamina-Salem	Jct. Ore. 18 to Jct. US 99E at Salem	Ore. 22
31	Albany-Corvallis	Jct. US 99 at Albany to Jct. US 99W at Corvallis	US 20
33	Corvallis-Newport	Newport to Toledo; also Burntwoods to Corvallis	US 20
34	Siuslaw	Jct. US 99 to High Pass Road, M. P. 45.90; also Florence to Mapleton	Ore. 36
35	Coos Bay-Roseburg	Jct. US 101 to Spruce & 8th Sts., Myrtle Point; also Camas Valley to Jct. US 99	Ore. 42 Ore. 42N
36	Pendleton-Cold Springs	Jct. US 30 to Jct. Athena-Holdman Hwy.	US 395
37	Wilson River	Jct. US 26 near Banks to Jct. US 101 at Tillamook	Ore. 6
39	Salmon River	Jct. US 99W near McMinnville to Otis	Ore. 18
40	Beaverton-Hillsdale	Entire Length	Ore. 10
41	Ochoco	Jct. US 97 at Redmond to Jct. Ore. 19	US 126-26
42	Sherman	Jct. US 30 at Biggs to Jct. US 197 south of Shaniko	US 97

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
44	Wapinitia	Jct. US 26 near Bear Springs to Jct. US 197 north of Maupin	Ore. 216
45	Umpqua	Jct. US 101 at Reedsport to Jct. US 99 at Anlauf	Ore. 38
47	Sunset	Jct. US 101 near Cannon Beach to Jct. US 99 at Portland	US 26
48	John Day-Burns	John Day to Jct. US 20 near Burns	US 395
49	Lakeview-Burns	Jct. US 20 near Oakerman Ranch to Valley Falls	US 395
50	Klamath Falls-Malin	Jct. US 97 at Klamath Falls to California State Line near Malin	Ore. 39
51	Wilsonville-Hubbard	Jct. US 99 to Jct. US 99E near Hubbard	- - -
52	Heppner	Nye Jct. to Vinson; also Jct. US 30 to Lounsberry Ck., M. P. 56.71, east of Heppner	Ore. 74
53	Warm Springs	Jct. Ore. 35 near Government Camp to Jct. US 97 at Madras	US 26
54	Umatilla-Stanfield	Jct. US 730 east of Umatilla to Jct. Old Oregon Trail near Stanfield	Ore. 32
58	Albany-Junction City	Albany to Junction City	US 99
59	Sandy Boulevard	Burnside Bridge to Parkrose	- - -
102	Nehalem	Jct. Ore. 8 at Forest Grove to Jct. Apiary County Road, M. P. 51.80	Ore. 47
120	Swift	Jct. US 99 at Denver & Union Aves. to Columbia Boulevard, Portland	- - -

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)

HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
123	N. E. Portland	Jct. US 30 at St. Johns Bridge to Jct. US 30 near Fairview	US 30 Alt.
140	Hillsboro-Silverton	Jct. US 99W to Jct. US 99	Ore. 219-214
150	Salem-Dayton	Jct. Ore. 22 at West Salem to Dayton	Ore. 221
152	Three Mile Lane	McMinnville to Jct. US 99W near Lafayette	- - -
155	Amity-Dayton	Jct. US 99W near Amity to Dayton	Ore. 233
157	Willamina-Sheridan	Wallace Bridge to Jct. Ore. 18 near Sheridan	- - -
160	Cascade	Jct. US 30 By-Pass (Killingsworth St., Portland) to Gladstone	Ore. 213
154	Lafayette	Jct. Amity-Dayton Hwy. to Jct. 3 Mile Lane Hwy.	- - -
161	Woodburn-Estacada	Jct. US 99E to 2 miles east of Molalla	Ore. 211
162	North Santiam	Jct. Ore. 214 to Jct. US 20 including old route through Sublimity and Stayton; also State St. -Silver Creek Falls Connection	Ore. 22
163	Silver Creek Falls	Jct. US 99E at Salem to Jct. North Santiam Highway at M. P. 8.81	Ore. 22
164	Jefferson	Jct. US 99 to Jct. US 99 via Jefferson	- - -
170	Canby-Marquam	Canby to Jct. with Ore. 211 at Hamrick's Corner	- - -
171	Clackamas	Jct. US 99E at Milwaukie to Estacada	Ore. 212 Ore. 211

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
172	Eagle Creek-Sandy	Eagle Creek to Sandy	Ore. 211
189	Dallas-Rickreall	Dallas to Rickreall	Ore. 223
191	Kings Valley	Dallas to Jct. US 20	Ore. 223
192	Dolph Corner-Dallas	Dolph Corner to Jct. Dallas-Rickreall Hwy.	- - -
200	Territorial	Monroe to Crow	- - -
211	Albany-Lyons	Jct. with US 20 to Intersection of Main and Water Sts. in Scio	Ore. 226
212	Halsey-Sweet Home	Halsey to Sweet Home	Ore. 228
213	Mehama-Mill City	Jct. Ore. 22 at Mehama to Jct. Ore. 22 at Mill City via Lyons	- - -
214	Albany Airport	Jct. US 99 to Jct. US 20	- - -
222	Springfield-Creswell	Jct. Ore. 58 to M.P. 5.11, Jasper-Lowell County Road	- - -
223	Junction City-Eugene	Junction City to Maxwell Road, M.P. 10.70	- - -
225	McVay Highway	Jct. US 126 to Jct. US 99 north of Goshen	- - -
226	Goshen-Divide	Jct. US 99 at Goshen to Jct. US 99 at Divide	Ore. 231
230	Tiller-Trail	Jct. US 99 to Tiller	Ore. 42
234	Oakland-Shady	Jct. US 99 at Oakland to Jct. US 99 south of Roseburg	Ore. 235
235	Dillard	Jct. Ore. 42N to Jct. US 99	Ore. 42
236	Yoncalla	Drain to Jct. US 99 at Rice Hill, M.P. 168.19	Ore. 235
237	Myrtle Creek	Jct. US 99 north of Myrtle Creek to Jct. US 99 south	Ore. 42

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY. NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
240	Cape Arago	Jct. US 101 to Charleston	- - -
241	Coos River	Jct. US 101 to M. P. 1.13, Eastside	- - -
261	Williams	Jct. US 199 to Provolt	Ore. 238
271	Sams Valley	Jct. US 99 near Gold Hill to Jct. Ore. 62	Ore. 234
272	Medford-Provolt	Entire Length	Ore. 238
281	Hood River	Jct. Ore. 35 in Hood River to Jct. Ore. 35 near Parkdale	- - -
270	Lake of the Woods	Klamath Falls to Lake of the Woods	- - -
282	Odell	Jct. Ore. 35 to Odell	- - -
292	Mosier-The Dalles	Jct. US 30 at Mosier to Jct. US 30 near The Dalles	- - -
300	Wasco-Heppner	Ajax County Road, M. P. 29.20 to Heppner	Ore. 206 Ore. 207
320	Lexington-Echo	Lexington to Jct. Hermiston Hwy. at M. P. 27.28	Ore. 207
321	Heppner-Spray	Jct. Ore. 206 at Ruggs to Hardman	Ore. 207
333	Hermiston	Jct. US 730 near Cold Springs to Jct. Lexington-Echo Hwy. at M. P. 17.92	Ore. 207
334	Athena-Holdman	Jct. US 395 to Jct. Ore. 11 at Athena	- - -
335	Havana-Helix	Jct. Ore. 8 to Helix	- - -
339	Freewater	Jct. Ore. 11 near Milton to Washington State Line	- - -
342	Cove	Island City to Cove	Ore. 237

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
343	LaGrande-North Powder	Jct. US 30 near LaGrande to Jct. US 30 near North Powder via Union	Ore. 203
350	Little Sheep Creek	Joseph to Tucker Downs County Road, M.P. 5.34	- - -
360	Madras-Prineville	Jct. US 97 near Madras to Jct. US 126 at Prineville	US 26
361	Culver	Entire length	- - -
370	O'Neil	Entire length	- - -
371	Powell Butte	Jct. US 126 at Powell Butte to Jct. US 20	- - -
373	Cline Falls	Entire Length	- - -
374	Tumalo-Deschutes	Jct. US 20 at Tumalo to Jct. US 97 at Deschutes	- - -
401	Beech Creek	Entire Length	US 395
413	Halfway-Cornucopia	Halfway to M.P. 5.82	- - -
414	Pine Creek	Halfway to Jct. Baker-Homestead Hwy.	- - -
422	Chiloquin	Entire Length	- - -
423	Lower Klamath Lake	Entire Length	- - -
426	Hatfield	Jct. Ore. 39 near Merrill to California State Line	- - -
427	Modoc Point	Entire Length	- - -
442	Crane-Scotts Butte	Jct. Burns-Crane Hwy. to Jct. I.O.N. Hwy. US 95	Ore. 78
450	Nyssa-Adrian	Nyssa to Idaho State Line near Homedale	- - -

EXHIBIT "D-1" (Cont)

SPECIAL GROUP I HIGHWAYS (Cont)
HIGHWAYS APPROVED FOR 55' TRACTOR-SEMITRAILER COMBINATIONS

HWY NO.	HIGHWAY NAME	SECTION	VIA ROUTE NUMBER
455	Olds Ferry-Ontario	Jct. US 30 near Olds Ferry to Jct. US 20 near Ontario including Weiser and Payette Spurs	US 30N Ore. 201 Ore. 52
456	Idaho-Oregon-Nevada	Idaho State Line near Malloy Ranch to Nevada State Line near McDermitt (except from M. P. 14.93 to M. P. 21.84)	US 95
458	Jordan Valley	Entire Length	- - -

issued pursuant to resolution adopted by State
Highway Commission on July 2-3, 1959

31797

under authority of ORS 483.525

THE FOLLOWING EXCERPTS FROM THE STATUTES ARE APPLICABLE TO COMBINATIONS OF VEHICLES OPERATING OVER STATE HIGHWAY ROUTE NO. 86 FROM BAKER TO HOMESTEAD, OREGON AND OVER STATE HIGHWAY NO. 242 (POWERS SECONDARY HIGHWAY, COOS COUNTY).

O.R.S. 483.504. RESTRICTION ON WIDTH, HEIGHT AND LENGTH OF VEHICLES.

• • •

(4) No vehicle operated singly or as a unit in a combination of vehicles shall exceed a length of 35 feet, inclusive of front and rear bumpers, and no combination of vehicles, including any load thereon, shall exceed a total length of 50 feet, except that:

• • •

(c) When operating on State Highway Route Number 86 and State Highway Number 242, a combination of vehicles consisting of a truck tractor and semitrailer drawing one trailer, or a truck tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel or a motor truck and a trailer other than a house trailer may exceed a total length of 50 feet but shall not exceed a total length of 60 feet.

[Notwithstanding the provisions of the resolution adopted by the Highway Commission pursuant to O.R.S. 483.525, a maximum gross weight of 76,000 pounds for such combinations is permitted on the Group III section (uncolored) of Oregon 86 and on the Group II section of State Highway Number 242 shown in green.]

NOTE: Material in brackets [ ] is added for the information of the industry and to clarify route descriptions.

SUGGESTED TRUCK WEIGHING PROCEDURE AT OREGON STATE HIGHWAY SCALES

For the convenience of the industry as well as the scale operator it is suggested that weights be obtained in the following sequence:

(1) Weight of steering axle
(2) Entire weight of truck or tractor
(3) Entire weight of trailer (last vehicle or unit)
(4) Last axle(s) if a full trailer

Double Header combinations (trains) are to be weighed in the following sequence:

(1) Steering axle
(2) Tractor unit
(3) Drive axle(s) and last axle(s) of semitrailer
(4) Full trailer (last unit)
(5) Last axle(s) of full trailer

To aid the truck operators in spotting the axles on a scale platform, the green signal light present at most scale installations will be used as follows:

(1) After weighing the steering axle the driver should proceed upon appearance of a continuous green light and should again stop when the light is turned off. This procedure would continue at each position of weighing.

(2) When the weighing is completed two flashes of the light would signify to the driver that he could proceed if desired.

If the above procedures are followed, the time element in weighing would be reduced and the driver's concentration on the proper placement of the equipment on the scale platform would be greatly relieved.

7-59

EXHIBIT "D-2"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, ORS 483.502 through ORS 483.508 set forth maximum limits with respect to the size and weight of vehicles or combinations of vehicles which may be operated over state highways, and the number of vehicles which may be coupled together in a combination of vehicles, hereafter referred to as "basic statutory limits"; and

WHEREAS, under the provisions of ORS 483.525, the State Highway Commission is authorized to declare and fix by resolution maximum gross weights and lengths in excess of the aforesaid basic statutory limits, but not in excess of the limits provided in ORS 483.524; and

WHEREAS, pursuant to such authority, it is the policy of the Commission to adopt from time to time a resolution listing highways previously classified as Group II, Group I or Special Group I highways and authorizing operation thereover, without permit, of certain types and classes of combinations of vehicles; and

WHEREAS, under the provisions of ORS 483.520 to ORS 483.524 and ORS 483.528 the State Highway Commission is also authorized to issue permits for the operation, over state highways, of vehicles and combinations of vehicles having a size, gross weight and number in combination in excess of the aforesaid basic statutory limits; and

WHEREAS, the Oregon Legislature, under the provisions of ORS 366.185(1), has authorized the State Highway Commission to delegate to the State Highway Engineer authority to issue the types of permits referred to herein;

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission, all of the members being present and voting affirmatively, as follows:

SECTION A. SCOPE & EFFECT

Except for any resolution adopted pursuant to ORS 483.525, this resolution shall cancel and supersede all prior resolutions relating to any of the provisions contained herein, specifically:

Special Matters Resolution No. 40 dated 7-16-51
Miscellaneous Resolution No. 111 dated 5-11-54
Miscellaneous Resolution No. 127 dated 12-7-54
Miscellaneous Resolution No. 95a dated 11-8-56
Miscellaneous Resolution No. 111a dated 11-8-56
Special Matters Resolution No. 40a dated 2-28-57
Miscellaneous Resolution No. 99a dated 2-28-57
Miscellaneous Resolution No. 111b dated 2-28-57
Special Matters Resolution No. 40b dated 6-27-57

EXHIBIT "D-2" (Cont)

SECTION B. CLASSIFICATION OF HIGHWAYS

(1) Definitions:

Group I Highways:

Authorized to accommodate truck-trailer or train combinations, having a maximum overall length of 60 feet and a maximum gross weight of 76,000 pounds.

Special Group I Highways:

Authorized to accommodate truck-tractor and 35-foot semi combinations, having a maximum overall length of 55 feet and a maximum gross weight of 74,000 pounds.

Group II Highways:

Authorized to accommodate any combination of vehicles, having a maximum overall length of 50 feet and a maximum gross weight of 68,000 pounds.

Group III Highways:

Authorized to accommodate any combination of vehicles, having a maximum overall length of 50 feet and a maximum gross weight of 60,000 pounds.

(2) When the State Highway Engineer, upon careful and proper investigation, finds that any Group III highway, or section thereof, is adequate to accommodate combinations of vehicles, having a gross weight in excess of the basic statutory limit, then said Engineer is hereby authorized and directed to reclassify said highway, or section thereof, as a Group II highway, and thereafter to report such action to the Commission for approval and entry in the Commission's records.

(3) When the State Highway Engineer, upon careful and proper investigation (including the observation of test runs as required by ORS 483.524), finds that any Group III or any Group II highway, or section thereof, is adequate and of such character and design as to safely accommodate the movement of combinations of vehicles, having a gross weight or length in excess of the basic statutory limits, then said Engineer is hereby authorized and directed to reclassify said highway or section of highway as a Group I highway, and thereafter to report such action to the Commission for approval and entry in the Commission's records.

EXHIBIT "D-2" (Cont)

SECTION C. CONTINUOUS OPERATION PERMIT - OVERWEIGHT & OVERLENGTH VEHICLES

(1) The issuance of permits pursuant to the provisions of ORS 483.520, ORS 483.522 and ORS 483.524 is hereby authorized on the forms attached hereto, marked Exhibits "A" and "B", and by this reference made a part hereof. Said forms are hereby approved and adopted as to form and as to all provisions and regulations contained therein.

(a) Exhibit "A"--Transportation Permit for Continuous Operation of Overlength or Overweight Vehicles--Group I or II highways--Permit Form E-271. This permit authorizes movement over such highways as may be specified therein of combinations of vehicles, including any load thereon, having a description and length as specified therein, but in no event to exceed 65 feet, and having a gross weight of any wheel, axle or tandem axles not in excess of that authorized by subsections (1) and (3), ORS 483.506, and having a gross weight of a group of axles not in excess of that authorized in subsection (3), ORS 483.524, or a combination of vehicles, having a gross weight in excess of that authorized in subsection (4), ORS 483.524, or the sum of the permissible axle and tandem axle weights, whichever is less. The principal purpose of this permit shall be to authorize movement of overlength and overweight combinations of vehicles over highways reclassified or approved subsequent to the adoption by the Highway Commission of a resolution pursuant to ORS 483.525, or to authorize the use of other types of vehicle combinations not specifically provided for in such resolution.

(b) Permits issued on the form identified as Exhibit "A" may be issued by and for the State Highway Commission within the meaning, purpose and intent of ORS 483.520 and 483.524 and of this resolution and order; and shall be valid when bearing the facsimile signature of the State Hignway Engineer and signed by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

(1) Any permit issued on the form marked Exhibit "A" and signed as provided above shall be in full force and effect until the date of expiration specified therein, which said date shall not extend beyond one year from the date of issuance of the permit.

(c) Permits upon the form marked Exhibit "A" may also be issued from field offices, provided that the issuance of such permit has first been approved by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

EXHIBIT "D-2" (Cont)

(1) Provided further, that any permit issued on the form marked Exhibit "A", when issued by field offices as provided above, shall be valid for a period not to exceed 30 days.

(2) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, the Resident Engineer, or, in his absence, the Officeman in the Resident Engineer's Office at Brookings, Gold Beach, Newport and Medford, Oregon; the Permit Clerk at the office of the Public Utility Commissioner at Ontario, Oregon; and the Maintenance Superintendents of the following districts and, in their absence, District Maintenance Officemen in the districts, are hereby authorized to sign and issue permits on the forms marked Exhibit "A":

2-A Astoria	4-B Redmond
2-C Corvallis	4-C Klamath Falls
2-D Tillamook	4-D Bend
3-A Eugene	5-A John Day
3-B Coquille	5-B Pendleton
3-C Grants Pass	5-C Baker
4-A The Dalles	5-D Burns

(3) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, Division Engineers, Acting Division Engineers and, in their absence, Assistant Division Engineers and, in their absence, Division Office Engineers, in the following divisions, are hereby authorized to sign and issue permits on the forms marked Exhibit "A":

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, La Grande, Oregon

(4) In addition to the persons above authorized to sign and issue permits, the State Highway Engineer is authorized to designate field office personnel, recommended to him by the Director of Permits, as qualified to sign and issue permits pursuant to the provisions of ORS 483.520 and ORS 483.524 and of this resolution.

(5) The Director of Permits shall furnish to the Superintendent of the State Police and the Public Utility Commissioner a current list of all State Highway Department officials and employees who are authorized to sign and issue permits pursuant to this section of this resolution.

(6) Exhibit "B"--Transportation Permit for Excess Length and/or Weight--Logs, Poles, Piling or Structural Timbers--Form E-322. This permit authorizes the movement over such highways as may be specified therein of vehicles or combinations of vehicles, engaged in the transportation of logs, poles, piling or structural timbers having an overall length, including the load thereon, as specified therein and having a gross weight of any wheel,

EXHIBIT "D-2" (Cont)

axle, tandem axles or group of axles not in excess of that authorized by subsections (1), (2) and (3), ORS 483.506, and having a gross weight of a combination of vehicles not in excess of that specified in the permit or that authorized by subsections (4) and (5), ORS 483.524, whichever is less.

(7) Permits issued on the form identified as Exhibit "B" may be issued by and for the State Highway Commission within the meaning, purpose and intent of ORS 483.520 and 483.524 and of this resolution and order; and shall be valid when bearing the facsimile signature of the State Highway Engineer and signed by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

(a) Any permit issued on the form marked Exhibit "B" and signed as provided above shall be in full force and effect until the date of expiration specified therein, which said date shall not extend beyond one year from the date of issuance of the permit.

EXHIBIT "D-2" (Cont)

SECTION D. CONTINUOUS OPERATION PERMIT - OVERHEIGHT VEHICLES

(1) Subject to such actions as the Commission may hereafter deem to be in the public interest, the issuance of permits for the operation over state highways of vehicles or combinations of vehicles, including any load thereon, having a height in excess of twelve and one-half feet, but not in excess of thirteen and one-half feet, pursuant to the provisions of subsection (4), ORS 483.520, is hereby authorized in the form marked Exhibit "C"--Transportation Permit for Continuous Operation of Overheight Vehicles--Form E-347, which is attached hereto and by this reference made a part hereof. Said form is hereby approved and adopted by this Commission.

(2) The State Highway Engineer is directed to determine the state highways upon which there is located any tunnel or overhead structure having a vertical clearance of less than fourteen feet above any point on the roadway surface, if the effective roadway width is less than twenty feet, or within ten feet from the centerline of the highway, if the effective roadway width is more than twenty feet. A list of such highways, or sections thereof, shall be attached to or incorporated into each permit issued pursuant to this section of this resolution. No such permit shall be issued or valid for the operation of any vehicle or combination of vehicles having a height in excess of twelve and one-half feet over any highway or section of highway set forth on said list.

(3) No permit shall be issued pursuant to this section of this resolution for the operation of any vehicle or combination of vehicles engaged in transporting lumber or logs, except that permits may be issued for the operation of a vehicle or combination of vehicles engaged in the transportation of loads consisting of one log only.

(4) Permits issued on the form identified as Exhibit "C" may be issued by and for the State Highway Commission within the meaning, purpose and intent of ORS 483.520 and of this resolution and order; and shall be valid when bearing the facsimile signature of the State Highway Engineer and signed by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

(a) Any permit issued on the form marked Exhibit "C" and signed as provided above shall be in full force and effect until the date of expiration specified on the permit, which said date shall not extend beyond one year from the date of issuance of the permit.

(5) Permits upon the form marked Exhibit "C" may also be issued from field offices, provided that the issuance of such permit has first been approved by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

EXHIBIT "D-2" (Cont)

(a) Provided further, that any permit issued on the form marked Exhibit "C", when issued by field offices as provided above, shall be valid for a period not to exceed 30 days.

(6) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, the Resident Engineer, or, in his absence, the Officeman in the Resident Engineer's Office at Brookings, Gold Beach, Newport and Medford, Oregon; the Permit Clerk at the office of the Public Utility Commissioner at Ontario, Oregon; and the Maintenance Superintendents of the following districts, and, in their absence, District Maintenance Officemen in the districts, are hereby authorized to sign and issue permits on the forms marked Exhibit "C".

2-A Astoria	4-B Redmond
2-C Corvallis	4-C Klamath Falls
2-D Tillamook	4-D Bend
3-A Eugene	5-A John Day
3-B Coquille	5-B Pendleton
3-C Grants Pass	5-C Baker
4-A The Dalles	5-D Burns

(7) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, Division Engineers, Acting Division Engineers and, in their absence, Assistant Division Engineers and, in their absence, Division Office Engineers, in the following divisions, are hereby authorized to sign and issue permits on the forms marked Exhibit "C":

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, LaGrande, Oregon

(8) In addition to the persons above authorized to sign and issue permits, the State Highway Engineer is authorized to designate field office personnel, recommended to him by the Director of Permits, as qualified to sign and issue permits pursuant to the provisions of ORS 483.520 and of this resolution.

(9) The Director of Permits shall furnish to the Superintendent of the State Police and the Public Utility Commissioner a current list of all State Highway Department officials and employees who are authorized to sign and issue permits pursuant to this section of this resolution.

EXHIBIT "D-2" (Cont)

SECTION E. CONTINUOUS OPERATION PERMIT - OVER WIDTH LOADS

(1) Subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits pursuant to the provisions of subsection (2) ORS 483.520, is hereby authorized on the form attached hereto, marked Exhibit "D"--Transportation Permit for Continuous Operation of Overwidth Loads-Forest Products--Form E-327, and by this reference made a part hereof, which said form of permit is hereby approved and adopted by this Commission as to all provisions and regulations contained herein.

(2) That permits on said permit form marked Exhibit "D" may be issued within the meaning, purpose and intent of subsection (2), ORS 483.520 and of this resolution and order; and shall be valid when bearing the facsimile signature of the State Highway Engineer and signed by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits or the Transportation Permit Supervisor.

(3) Any permit issued upon said permit form marked Exhibit "D" shall be in force and effect for a period of not more than one year from the date of its issuance, or shall expire upon the expiration date of the insurance required in paragraph (4) below, whichever occurs first.

(4) No permit shall be issued under the authority of subsection (2), ORS 483.520, and of this section of this resolution unless and until the permittee shall have furnished evidence satisfactory to the Director of Permits that he has procured and has in full force and effect, covering the proposed operation of the vehicle or vehicles pursuant to the permit issued, a policy or policies of public liability and property damage insurance on the same forms and in the same manner as provided in paragraph (8), Section F of this resolution, except that the required limits of liability shall be not less than $10,000/20,000 bodily injury and $10,000 property damage.

EXHIBIT "D-2" (Cont)

SECTION F. SINGLE TRIP PERMITS

(1) No permit shall be issued under the provisions of ORS 483.528 unless and until there is delivered to a proper person authorized to issue permits a written application for permit in the form marked Exhibit "E"--Application for Special Permit--Form E-283, attached hereto and by this reference made a part hereof.

(2) Any permit issued pursuant to the provisions of ORS 483.528 shall be in the form attached hereto, marked Exhibit "F"--Transportation Permit for Single Trip Oversize or Overweight Load--Form E-250, and by this reference made a part hereof, and which is hereby approved and adopted as to all provisions and regulations contained therein. Said permit may include such special provisions as are, in the opinion of the person issuing it pursuant to the authority herein contained, necessary and required to protect the motoring public and to effect the movement without damage to highways and highway facilities.

(3) Except for permits issued pursuant to subsection (6), ORS 483.528, only one permit shall be issued to any permittee for the purpose of facilitating any one movement of a particular vehicle, combination of vehicles, article, property or thing, whether such movement will be in excess of any or all statutory limitations as to width, height, length or gross weight, or in excess of the limitations of any permit issued pursuant to the provisions of ORS 483.520 or any resolution adopted pursuant to ORS 483.525.

(4) (a) When any of the personnel designated in paragraph (14) of this section find that the proposed movement is to be made over a highway classified as either a Group I or Group II highway, as defined in paragraph (1) of Section B of this resolution, and as set forth in any resolution adopted by the Commission pursuant to the provisions of ORS 483.525, he is authorized to issue a permit for such movement, subject to the limitations hereinafter stated, provided that the gross weights are not in excess of the following, to-wit:

Maximum gross weight of any vehicle or combination of vehicles, 84,000 pounds.

Maximum gross weight of any axle, 600 pounds per inch of the total tire width of the wheels of the axle or 19,000 pounds, whichever is less.

Maximum gross weight of any tandem axles, 38,000 pounds.

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart shall be determined by the formula $W = 1000 \times (L + 40)$, wherein "L" represents the distance in feet between the first and last axles.

EXHIBIT "D-2" (Cont)

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart shall be determined by the formula W = 1100 X (L + 40).

(b) Subject to the provisions of paragraph (11) of this section, when any of the personnel designated in paragraph (14) of this section find that the proposed movement is to be made over a highway classified as either a Group I or Group II highway, as defined in paragraph (1) of Section B of this resolution and as set forth in any resolution adopted pursuant to the provisions of ORS 483.525, he is authorized to issue a permit for such movement, subject to the limitations hereinafter stated, provided that the gross weights are not in excess of the following, to-wit:

Maximum gross weight of any vehicle or combination of vehicles, 96,000 pounds.

Maximum gross weight of any axle, 600 pounds per inch of the total tire width of the wheels of the axle or 21,500 pounds, whichever is less.

Maximum gross weight of any tandem axles, 43,000 pounds.

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart shall be determined by the formula W = 1000 X (L +40), wherein "L" represents the distance in feet between the first and last axles.

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula W = 1200 X (L +40).

(c) Permits may be issued for the movement of unladen vehicles or construction equipment having a maximum gross weight of any single axle exceeding 21,500 pounds when such single axle is equipped with low-pressure type tires in accordance with the following minimum tire sizes and maximum weights:

No.	Minimum Tire Width Cross Section Diameter	Maximum Axle Weight
2 4	18 inch, or 14 inch	24,000 pounds
2	21 inch	26,000 pounds
2	24 inch	34,000 pounds
2 4	27 inch, or 18 inch	36,000 pounds

EXHIBIT "D-2" (Cont)

(5) The granting of any such permit shall be conditioned upon a finding by the State Highway Engineer that the specific sections of highways, bridges or other structures are of a structural condition and design which will permit the proposed movement. In the event that the State Highway Engineer finds that a specific section of highway, bridge or other structure has developed a weakness or for some other reason will not safely accommodate the aforesaid gross weights or dimensions, he is hereby directed to reduce the maximum gross weights or dimensions provided in any permit, accordingly.

(6) On all highways other than Group II and Group I highways, as defined in paragraph (1) of Section B of this resolution and as set forth in any resolution adopted pursuant to the provisions of ORS 483.525, the maximum gross weights to be provided in any permit shall, subject to the maximum gross weights provided in paragraph (4) (a), (b) or (c) of this section of this resolution, be based upon the recommendation of the State Highway Engineer. When the State Highway Engineer finds that any gross weight involved in any proposed movement does not exceed the limitations set forth in paragraph (4) (a), (b) or (c) and that the movement can be made with safety upon highways other than Group I and Group II highways, then either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor, and only those officials, may authorize the issuance of a permit for such movement.

(7) Permits may be issued for the movement of unusual indivisible loads, having a gross weight in excess of the limitations contained in paragraphs (4) (a), (b) or (c) of this section of this resolution over any state highway, provided that investigation of the type of hauling equipment, capacity of the highway, bridges and structures indicates that the movement can be made with complete safety. Additional indemnity insurance or bond may be required as provided in paragraphs (8) and (9) of this section. The State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor, and only those officials, may authorize the issuance of a permit for such movement.

(8) Insurance--No permit shall be issued unless and until the applicant shall have furnished evidence satisfactory to the Director of Permits that he has procured and has in full force and effect, covering the proposed movement, a policy or policies of public liability and property damage insurance issued by an insurance company duly qualified and licensed to do business in the State of Oregon in amounts not less than those hereinafter set forth:

(a) If the applicant is a contract (for hire) hauler; a private hauler (hauling for himself), other than a rancher or a farmer; or an operator of log or lumber carriers, or moving vans, the public liability insurance shall be not

EXHIBIT "D-2" (Cont)

less than $50,000/100,000 and the property damage insurance shall be not less than $25,000.

(b) If the applicant is a rancher or farmer transporting his own equipment, the public liability insurance shall be not less than $10,000/20,000 and the property damage insurance shall be not less than $10,000.

(c) If the applicant is operating a motor vehicle towing a trailer coach having a width not in excess of 8 feet, the public liability insurance shall be not less than $50,000/100,000 and the property damage insurance shall be not less than $10,000.

(d) If the applicant is operating a motor vehicle towing a trailer coach having a width in excess of 8 feet but not in excess of 10 feet, the public liability insurance shall be not less than $100,000/300,000 and the property damage insurance shall be not less than $50,000.

(e) The evidence of insurance shall be submitted on the form attached hereto, marked Exhibit "G"--Bodily Injury Liability and Property Damage Liability Certificate of Insurance for Oversize-Overweight Vehicle Permits--Form E-352, and by this reference made a part hereof, and which is hereby adopted by the Commission as standard for this purpose. An endorsement shall be executed and attached to the policy in the form attached hereto, marked Exhibit "H"--Endorsement for Oversize--Overweight Permits--Form E-351, and by this reference made a part hereof, and which is hereby adopted by the Commission as standard for this purpose.

(9) Indemnity Insurance or Bond--When, in the opinion of either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor, and only those officials, the proposed movement is of such a highly unusual or extraordinarily hazardous nature that added financial protection for the State or the public is necessary, the permittee shall be required to furnish either indemnity insurance or an indemnity bond, as provided in ORS 483.528, or, in lieu of such bond, a certified check or cash in the amount of the indemnity insurance or penal sum of the bond, as follows:

(a) Contract haulers; private haulers, other than ranchers or farmers; log and lumber carriers, and moving vans--$10,000.

(b) Ranchers or farmers--$1,000.

EXHIBIT "D-2" (Cont)

If the movement warrants, however, the above-mentioned officials may require an amount of indemnity insurance or penal sum of an indemnity bond in excess of these limits and commensurate with the degree of damage which may result from said movement. If an indemnity bond is required, it shall be executed in the form attached hereto marked Exhibit "I"--Special Transportation Permit Bond, and by this reference made a part hereof and hereby adopted as standard for this purpose.

(10) The maximum gross weight and dimensions which may be authorized by field office personnel designated in paragraph (14) of this section are as follows:

(a) Weight: Maximum weights shall be subject to the limitations set forth in paragraph (4) (a) in this section of this resolution.

(b) Overheight: No permit shall be issued in excess of the clearance limits allowable for all structures as shown on "Vertical Clearance Map" of the State Highway System; provided, however, that no permit shall be issued for a height in excess of six (6) inches less than the maximum vertical clearance available on the route over which the movement is to be made.

(c) Overwidth: No permit shall be issued allowing a width in excess of eleven (11) feet six (6) inches.

(d) Overlength: No permit shall be issued allowing a movement having an overall length of more than sixty (60) feet on Group I highways, or more than fifty-five (55) feet on Group II highways.

(11) The field office personnel designated in paragraph (14) of this section are hereby authorized to issue permits, but only after having received prior approval from the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor, for the movement of a vehicle, combination of vehicles, article, property or thing, having dimensions in excess of those set forth in paragraph (10) above and for movements extending beyond the boundaries of their respective district or division.

(12) If at any time, or under any conditions, either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, the Transportation Permit Supervisor, any Division Engineer, any Acting Division Engineer, any Assistant Division Engineer, any District Maintenance Superintendent or any Staff Engineer of the Highway Department shall be of the opinion that any movement being made pursuant to any permit issued under authority of this section of this resolution is unduly hazardous to the motoring public; is not being

made according to the terms and conditions of the permit governing the movement or cannot be made with safety to highway facilities and structures, they are each hereby directed and authorized to stop such movement forthwith and take necessary, proper and reasonable action to correct the conditions and minimize or eliminate the hazard to the motoring public and to state highway facilities and structures.

(13) The persons designated in paragraph (14) (a) of this section shall, in determining whether or not a particular permit should be issued and in determining any special provisions to be included in such permit, take into consideration the manner in which the permittee has conducted movements under prior permits and the nature and extent of any violations of provisions contained in permits issued to the permittee in the past.

(14) Persons authorized to issue single trip permits:

(a) Permits issued on the form identified as Exhibit "F" may be issued by and for the State Highway Commission, within the meaning, purpose and intent of ORS 483.528 and of this resolution and order; and shall be valid when bearing the facsimile signature of the State Highway Engineer and signed by either the State Highway Engineer, any Assistant State Highway Engineer, the Director of Permits, the Assistant Director of Permits, or the Transportation Permit Supervisor.

(b) Permits issued upon the form marked Exhibit "F" may be issued from field offices, but only in accordance with the provisions of paragraphs (10) and (11) of this section and resolution.

(c) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, the Resident Engineer, or, in his absence, the Officeman in the Resident Engineer's Office at Brookings, Gold Beach, Newport and Medford, Oregon; the Permit Clerk at the office of the Public Utility Commissioner at Ontario, Oregon; and the Maintenance Superintendents of the following districts, and in their absence, District Maintenance Officemen in the districts, are hereby authorized to sign and issue permits on the form marked Exhibit "F":

2-A Astoria
2-C Corvallis
2-D Tillamook
3-A Eugene
3-B Coquille
3-C Grants Pass
4-A The Dalles
4-B Redmond
4-C Klamath Falls
4-D Bend
5-A John Day
5-B Pendleton
5-C Baker
5-D Burns

EXHIBIT "D-2" (Cont)

(d) Under the direction of the State Highway Engineer, and subject to the conditions set forth in this resolution, Division Engineers, Acting Division Engineers, and in their absence, Assistant Division Engineers, and in their absence, Division Office Engineers, in the following divisions are hereby authorized to sign and issue permits on the form marked Exhibit "F":

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, LaGrande, Oregon

(e) In addition to the persons above authorized to sign and issue permits, the State Highway Engineer is authorized to designate field office personnel, recommended to him by the Director of Permits, as qualified to sign and issue permits pursuant to the provisions of ORS 483.528 and of this resolution.

(f) The Director of Permits shall furnish to the Superintendent of the State Police and the Public Utility Commissioner a current list of all State Highway Department officials and employees who are authorized to sign and issue permits pursuant to this section of this resolution.

EXHIBIT "D-2" (Cont)

SECTION G. PERMITS REVOCABLE

Any permit issued pursuant to any of the provisions of this resolution may be revoked by the Commission for non-compliance with the terms and conditions thereof or when it is deemed necessary in the furtherance of the public interest.

SECTION I

This resolution shall be entered in the minutes and records of the Commission as Loads and Hauling Resolution No. 25, dated this 2nd day of July, 1959, and a duplicate original of this resolution filed in the office of the Secretary of State, the Superintendent of the State Police, and the Public Utility Commissioner.

31815

71—1026—

OREGON
STATE HIGHWAY DEPARTMENT

....., Oregon, ..., 19.....

ransportation Permit (Temporary) for Continuous Operation of Overlength or Overweight Vehicles

Group I or II Highways

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, printed, typed or written below, and on the ide hereof, and not otherwise, the above named permittee is hereby authorized to

DESCRIPTION OF HAULING EQUIPMENT

F TRUCK OR TRACTOR	MOTOR No.	PUC PASS. or PLATE No.	LICENSE No.	FIRM No.

his permit is issued under authority of ORS 483.520, 483.522 and 483.524.

. The overall length of the combination of vehicles operated under this permit shall not exceed ..... feet, and no single vehicle shall exceed ll length of 35 feet.

. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem a vehicle shall not exceed 32,000 pounds. The gross weight on any group of axles of any vehicle or combination of vehicles, where the distance the first and the last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed licable gross weight set forth in the tables of weights on the reverse side of this permit.

. The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or ons allowed under this permit.

. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and shall con- all other respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Com- Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any f any Federal or State office, Board, or Commission having regulatory power over transportation, shall not be construed as permitting the opera- vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall h vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the y.

. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any officer and any representative of the State Highway Department or the Public Utilities Commissioner.

. This permit is of a temporary nature only and will expire on ....., provided that any time prior thereto rmit may be cancelled by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of ghway Commission, public interest requires cancellation of this permit.

OREGON STATE HIGHWAY COMMISSION

By W. C. WILLIAMS, State Highway Engineer

EXHIBIT A

Countersigned by .....

Title .....

(OVER)

TABLES OF PERMISSIBLE WEIGHTS

9. a. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

b. The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	37	65,450
19	47,200	38	66,300
20	48,000	39	67,150
21	48,800	40	68,000
22	49,600	41	68,000
23	50,400	42	68,000
24	51,200	43	68,000
25	55,250	44	68,000
26	56,100	45	68,000
27	56,950	46	68,800
28	57,800	47	69,600
29	58,650	48	70,400
30	59,500	49	71,200
31	60,350	50	72,000
32	61,200	51	72,800
33	62,050	52	73,600
34	62,900	53	74,400
35	63,750	54	75,200
36	64,600	55 or over	76,000

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

State Printing

31817

-Rev. 7-59

OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

....., 19.....

TRANSPORTATION PERMIT
FOR EXCESS LENGTH OR WEIGHT
S, POLES, PILING OR STRUCTURAL TIMBERS

THIS COPY FOR

P. U. C. OFFICE ☐

☐

☐

☐

Subject to each and all of the following terms and conditions, including those on the reverse side hereof, and pursuant to the provisions of 83.524, and not otherwise, the above named permittee is hereby authorized to transport ..... on the vehicle(s) bination(s) of vehicles herein described, having an overall length, including any load thereon, not in excess of ..... feet, and an wheelbase, measured from the first axle to the last axle of the combination of vehicles, not in excess of ..... feet, over the ng state highways.

DESCRIPTION OF HAULING EQUIPMENT

ake of Equipment	Motor Number	PUC Number	Type

Posted Load Limits

7. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

Permissible Weights

8. Pursuant to subsections (1) and (2) of ORS 483.506 the gross axle or tandem axle weight of any axle or tandem axle of a vehicle shall not exceed 550 pounds per inch of the total tire width of the wheels of the axle or tandem axles.

No vehicle or combination of vehicles engaged in transporting logs, poles or piling shall have a gross weight in excess of (a) 9,500 pounds on any wheel, (b) 19,000 pounds on any axle, (c) 34,000 pounds on any tandem axles, (d) 37,000 pounds on any group of axles consisting of the rear single axle of a truck-tractor and the single axle of a pole trailer or semitrailer or consisting of the rear single axle of a motor truck and the front axle of a trailer; (e) 50,000 pounds on any group of axles consisting of the rear single axle of a truck-tractor and the tandem axles of a pole trailer or semitrailer, or consisting of the rear tandem axles of a truck-tractor and the single axle of a pole trailer or semitrailer or consisting of the rear tandem axles of a motor truck and the front axle of a trailer; (f) 66,000 pounds on any group of axles consisting of the rear tandem axles of a truck-tractor and the tandem axles of a pole trailer or semitrailer.

9. The gross weight of combinations of vehicles transporting structural timbers shall not exceed the limitations of ORS 483.506, subsection (1) and subsection (3) or the weights set forth in the tables below.

The gross weight of combinations of vehicles transporting logs, poles or piling shall not exceed the limitations of ORS 483.506, subsection (1) and subsection (2) or the weights set forth in the tables below.

The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axle of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	37	65,450
19	47,200	38	66,300
20	48,000	39	67,150
21	48,800	40	68,000
22	49,600	41	68,000
23	50,400	42	68,000
24	51,200	43	68,000
25	55,250	44	68,000
26	56,100	45	68,000
27	56,950	46	68,800
28	57,800	47	69,600
29	58,650	48	70,400
30	59,500	49	71,200
31	60,350	50	72,000
32	61,200	51	72,800
33	62,050	52	73,600
34	62,900	53	74,400
35	63,750	54	75,200
36	64,600	55 or over	76,000

* Gross weight allowed pursuant to subsection (5) ORS 483.524 below.

* Subsection (5), ORS 483.524—The maximum gross weight of any combination of vehicles consisting of a truck-tractor with a tandem rear axle and a pole trailer with a tandem axle and having an overall wheelbase length, measured from the first axle to the last axle of the combination of vehicles, of more than 40 feet, when used in the transportation of logs, poles or piling, may be equal to but shall not exceed the maximum gross weight set forth in the table of weights above for a combination of vehicles having an overall wheelbase three feet greater in length.

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

31819

No. E-347 Rev. 2-60

OREGON
STATE HIGHWAY DEPARTMENT

----------, Oregon, ----------,19--

TRANSPORTATION PERMIT (TEMPORARY) FOR CONTINUOUS OPERATION OF OVERHEIGHT VEHICLES

THIS COPY FOR	
P.U.C OFFICE	
STATE POLICE	
WEIGHMASTER	

Under authority of ORS 483.520, the above-named permittee is hereby authorized to operate truck or truck-tractor identified herein, or a combination of vehicles employing the truck or truck-tor identified herein, having an over-all height, including load thereon, in excess of 12 feet 6 inches not in excess of 13 feet 6 inches, over all State highways except those highways or sections of highways cated on the reverse hereof.

DESCRIPTION OF HAULING EQUIPMENT

E OF TRUCK OR TRACTOR — MOTOR NO. — FIRM NO.

1. This permit is issued for and authorizes the operation of van type vehicles and equipment engaged in transportation of general commodities

EXCEPT LUMBER OR LOGS

2. The posting of any highway or structure to reduced limits of height shall be to that extent a modation of the height allowed under this permit. The provisions of this permit do not relieve the owner or driver of vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance rovided upon the highways and streets where the vehicle or combination of vehicles is being operated.

3. The owner and driver or chauffeur of any vehicle or combination of vehicles described above using the ways or bridges of this State in violation of any of the provisions of this permit shall be jointly and severally le to the State for all damage done to a highway or bridge as a result of the violation.

4. This permit is authority only for the operation of vehicles or combinations of vehicles having a ht in excess of 12 feet 6 inches but not in excess of 13 feet 6 inches, and any vehicle or combination of vehicles rated under authority of this permit must comply with the requirements of ORS 483.504, ORS 483.506, ORS 483.508, 483.520, ORS 483.522, ORS 483.524, ORS 483.525 and ORS 483.530, or permits issued pursuant thereto, with respect ize, weight, description, type of construction, etc. All equipment operating under authority of this permit shall roperly licensed, shall carry proper Oregon P.U.C. authorization, and except as modified by this or any other valid nsportation permit, shall conform with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may and shall be available for inspection by any police officer or representative of the State Highway Department or Public Utilities Commissioner.

6. This permit is of a temporary nature only and will expire on ----------, provided t at any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the ns and conditions of this permit, or when, in the judgement of the Highway Commission, public interest requires cellation of this permit.

OREGON STATE HIGHWAY COMMISSION

By W. C. WILLIAMS, State Highway Engineer

Countersigned by ----------

Title ----------

HIBIT C

31820

Hwy. No.	Name		Route
3	Oswego	West Linn to Oregon City	ORE43
7	Central Oregon	Jct. With US97. Wall St. To E. 1st St. In Bend	US20
9	Oregon Coast	Cannon Beach Jct. To Wheeler	US101
12	Baker-Homestead	Copperfield To Idaho State Line	ORE86
26	Mt. Hood	Hood River To Jct. Odell Sec. Hwy.	ORE35
102	Nehalem	Jct. US26 Near Buxton To Vernonia	ORE47
160	Cascade	Oregon City 14th St. Connection Between US99E And ORE213	ORE213
180	Eddyville-Blodgett	Jct. With US20 West of Eddyville To Nortons	- -
181	Siletz	Toledo To Siletz	ORE229
191	Kings Valley	Dallas To Jct. With US20 At Wren	ORE223
220	Richardson-Eugene	Mapleton To Elmira	- -
225	McVay Sec.	Jct. With US126 To Jct. With US99 North Of Goshen	- -
260	Rogue River Loop	Grants Pass To Jct. With US199	- -
291	Shaniko-Fossil	Entire Length	ORE218
300	Wasco-Heppner	Wasco To Condon	ORE206
452	Adrian-Parma	Adrian To Idaho State Line	- -

Rev. 1-60

31821

E-327-534 Rev. 8-59

OREGON
STATE HIGHWAY DEPARTMENT

....., Oregon, ..., 19.... .

Transportation Permit for Continuous Operation of Overwidth Loads—Forest Products

SINGLE VEHICLE

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, printed, typed or written below, and on the erse side hereof, and not otherwise, the above named permittee is hereby authorized to transport

DESCRIPTION OF HAULING EQUIPMENT

KE OF TRUCK | MOTOR No. | PUC or PLATE No. | LICENSE No. | FIRM No.

This permit is issued under authority of ORS 483.520.

1. The overall length of any vehicle, including any load thereon, operated under this permit shall not exceed 35 feet. The OVERALL WIDTH of d thereon may exceed 8 feet, but SHALL NOT EXCEED 8½ feet.

2. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and shall nform in all other respects with the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code and the mandatory regulations issued by Public Utility Commissioner governing the transportation of logs, poles or piling by motor truck, in particular paragraphs A 5, A 6 and B 5, except t on any load in excess of 8 feet in width hauled during hours of darkness there shall be displayed at each bottom corner of the load in such manner to be clearly visible to other vehicles approaching from the front and rear, amber side marker lamps, in addition to such other lighted lamps and uminating devices required to be on the equipment by statute.

3. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Com- erce Commission, and shall be subject also to the regulatory powers vested in the Public Utility Commissioner, but any such regulatory power, or any der of any Federal or State office, Board, or Commission having regulatory power over transportation, shall not be construed as permitting the opera- n of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

4. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no .ime shall y such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the ghway.

5. This permit must be carried at all times in the cab of the truck and shall be available for inspection by any police officer and any repre- ntative of the State Highway Commission or the Public Utility Commissioner.

6. This permit is of a temporary nature only and will expire on ..... provided that any time prior thereto is permit may be canceled by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment the Highway Commission, public interest requires cancellation of this permit.

OREGON STATE HIGHWAY DEPARTMENT

State Highway Engineer

Countersigned by .....

Title .....

(OVER)

EXHIBIT D

7. (a) The gross axle or tandem axles weight of any axle or tandem axles of a vehicle shall not exceed 550 pounds per inch of the total tire width of the axle or tandem axles.

(b) The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem axles of a vehicle shall not exceed 32,000 pounds except vehicles engaged in the transportation of logs or poles, including those with bark removed but otherwise unchanged in form, shall not exceed an axle weight of 19,000 pounds or tandem axles weight of 34,000 pounds. The gross weight of any vehicle shall not exceed the applicable gross weight set forth in the table of weights below or the sum of the permissible axle weights, whichever is the lesser.

8. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

TABLE OF PERMISSIBLE WEIGHTS

9. The gross weight of any vehicle where the distance between the first and last axles is 18 feet or less, shall not exceed that set forth in the following table; or the sum of the permissible axle weights, whichever is the lesser:

Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)	Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

State Printing 21850

31822

31823

OREGON STATE HIGHWAY DEPARTMENT
Permit Division—Salem

No. SP 5511

Application for Special Permit

....., ..., 19
(City) (Date)

Owner of Equipment: ..... **P. U. C. File No.**

Address of owner: ..... Phone No.

Operators' name: .....

* * *

Description of Load: .....

Origin and Destination of Load:

Starting point (city, town, etc.) .....

Ending point (city, town, etc.) .....

Describe route to be used (cities, towns) .....

.....

.....

Starting Date: ....
(Month) (Day) (Year)

Time required to complete movement: ..... days or hours

Overall Dimensions of Load and Hauling Equipment:

Width ....., ... Height ....., ... Length ....., ...
(Feet) (Inches) (Feet) (Inches) (Feet) (Inches)

Gross Weight of Load and Equipment: ..... lbs. 7. **Oregon P. U. C. Total Weight Declaration** (entire combination) lbs.

Weight distribution on individual axles or tandems (See reverse side):

W-1 ..... lbs. W-2 ..... lbs. W-3 ..... lbs. W-4 ..... lbs.

(If gross weight in excess of statutory limit, a certified weight certificate must accompany this application)

Description of Hauling Equipment:

Type No. ..... (Check type on reverse side) Log Truck and Pole Trailer? ☐

Distance between each set of axles (See reverse side)

L-1 ..... L-2 ..... L-3 ..... L-4 ..... L-5 ..... L-6 ..... L-7 .....

* * *

Make of Equipment	Motor No.	P. U. C. NUMBER Truck	P. U. C. NUMBER Trailer	LICENSE NUMBER Truck	LICENSE NUMBER Trailer

Applicant hereby certifies that the information submitted above is correct and understands that, if fraudulent, the permit issued pursuant hereto is void. Applicant further certifies that the equipment described herein complies in all other respects to the Oregon Motor Vehicle Laws and the Motor Transportation Code.

Application Approved by:

....., Salem

....., (date)

..... (Applicant)

By .....

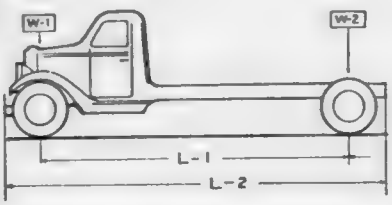
IMPORTANT ☞ Please give full and complete information so as to avoid delay in issuing your permit.

EXHIBIT E

State Printing

CHART OF HAULING EQUIPMENT TYPES

TYPE No. 1



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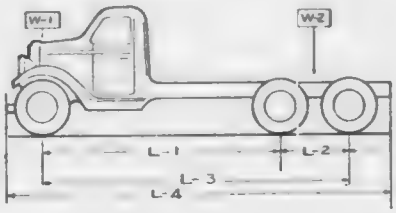

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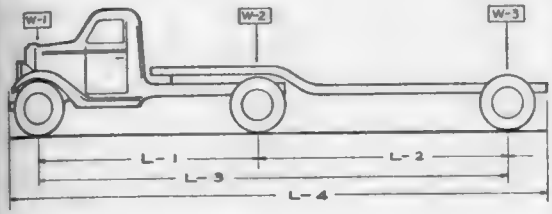

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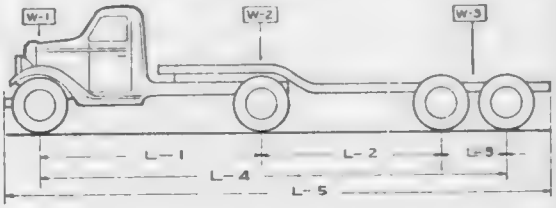

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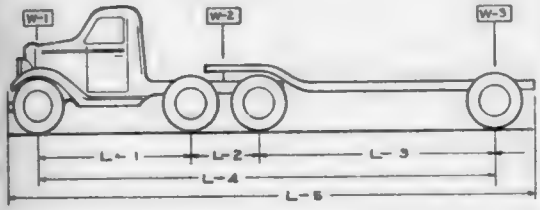

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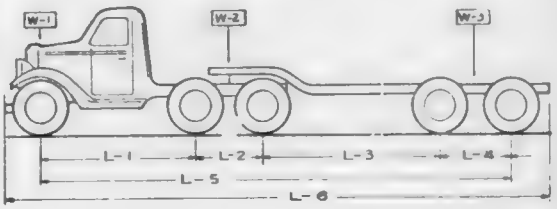

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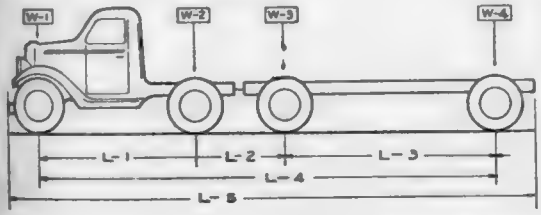

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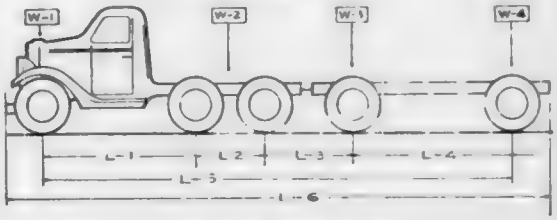

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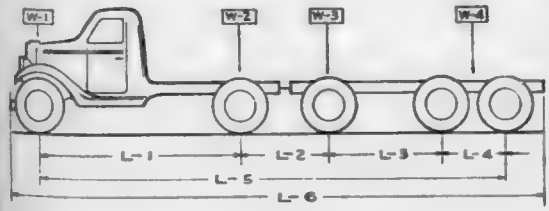

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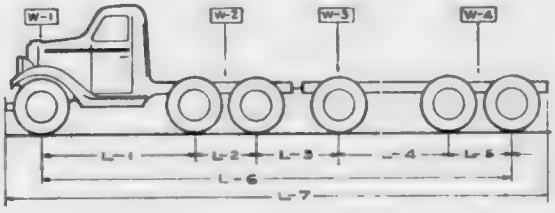

31825

Permit No. SP

OREGON STATE HIGHWAY DEPARTMENT

OREGON

Transportation Permit for Single Trip ernize or Overweight Load

Date ____, 19__

Hour ____ A. M. P. M.

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

PLEASE READ CAREFULLY

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of ORS 483.388, and not otherwise, the permittee is hereby authorized to move the commodity or vehicle or combination of vehicles and load of the description, overall size and weight hereinafter stated over state highways named [illegible] from

Highway route:

COMMODITY:

OVERALL WIDTH:

OVERALL HEIGHT:

OVERALL LENGTH:

GROSS WEIGHT:

DESCRIPTION OF HAULING EQUIPMENT: TYPE

MAKE [illegible] PUC No. LICENSE No. TRUCK No.

PERMITTEE SHALL PROVIDE WARNING TO OTHER HIGHWAY USERS BY FLAGMAN-ESCORT(S) AS CHECKED BELOW:

☐ One flagman-escort ☐ Two flagmen-escorts

☐ No flagman escort except as required in paragraph 5 or 7 or by additional special provisions.

Where one flagman-escort is specified the escort vehicle shall precede the movement, except on 4-lane divided highways where the escort vehicle shall follow the movement. Where two flagmen-escorts are specified one escort vehicle shall precede and the second shall follow the movement.

It shall be the duty of the flagman-escort to warn approaching or overtaking traffic, as the case may be, of the hazard occasioned by the movement by the use of approved signaling devices or flags and signs. Escort vehicles shall, on rural highways, maintain a distance ahead or behind the movement of not less than 500 feet nor more than 600 feet. In cities or congested areas where traffic is controlled by signals this distance shall be reduced to not more than 300 feet.

AN ESCORT VEHICLE MAY BE A MOTORCYCLE, AUTOMOBILE, PICK-UP OR UNLADEN TRUCK OF NOT MORE THAN 1½ TON CAPACITY (MANUFACTURERS RATING), EXCEPT THAT A MOTORCYCLE SHALL NOT BE USED AS A REAR ESCORT VEHICLE. UNDER NO CIRCUMSTANCES SHALL A COMBINATION OF VEHICLES [illegible] VEHICLE

Escort vehicles except for motorcycles, shall display, appropriately to the front or rear, standard OSHD signs No. W-1405/6 or substantially similar signs bearing the words ☐ "WIDE LOAD" or ☐ "LONG LOAD" only during the course of the movement, and such signs shall be removed at all other times. Motorcycles shall be equipped with flashing amber light, red flags on each side and operated by a uniformed rider.

1. All wheels must be equipped with tires of sufficient size that the gross axle and tandem axle weights of any axle or tandem axles of a vehicle does not exceed 600 pounds per inch of tire width.

2. The gross weight of a vehicle or combination of vehicles where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet shall not exceed that determined by the formula W = ____ × (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles.

The gross weight of any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = ____ × (L + 40).

In no case shall the gross weight of the vehicle and load or combination of vehicles and load exceed ____ pounds, nor shall the gross weight of any individual axle exceed ____ pounds, nor shall the gross weight of any tandem axles exceed ____ pounds.

The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

3. This permit is intended only to authorize movement of a commodity or vehicle or combination of vehicles and load of excess ____ and in all other respects the equipment and load covered by this permit shall conform to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code as the same may be modified by the provisions of this permit. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any police officer [illegible] of the State Highway Department or the Public Utility Commissioner.

THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON ____

OREGON STATE HIGHWAY COMMISSION

By W. C. WILLIAMS, State Highway Engineer

Countersigned by ____

Title ____

Continuing permits not valid while operating under this permit.

EXHIBIT F

SEE REVERSE SIDE FOR ADDITIONAL OREGON STATE HIGHWAY COMMISSION PROVISIONS

Road and Weather

4. This movement is not permitted when road surfaces are hazardous due to ice, snow or frost or when visibility is restricted to less than 500 feet by fog, smoke or other atmospheric conditions if the width is in excess of 8 feet, height is in excess of 13 feet 6 inches, individual vehicle unit length is in excess of 40 feet or if the overall length is in excess of 60 feet in the case of semi-trailer combinations or 65 feet in the case of truck-trailer or "doubles" combinations.

Opposite Highway Center-line and Centerline

5. The movement authorized hereby shall at all times keep to the extreme righthand side of the traveled roadway. On two-lane highways when the roadway width is such that any portion of the movement extends over, beyond or to the left of the center-line of the traveled roadway, except when overtaking or passing other vehicles or an obstruction on the highway, the permittee shall furnish a flagman-escort to precede the load and warn approaching traffic, whether or not such flagman-escort is required on the face of this permit.

Speed

6. The driver in control of this movement shall, at all times, operate at a reasonable speed, giving due consideration to existing conditions.

Clearance Impaired Clearance

7. Full responsibility for the determination of adequate clearance, both vertical and horizontal, hereby is imposed upon the permittee and the driver of the equipment for any movement involving a load of excessive width or height being transported across any highway bridge or under any overhead structure. When the vertical or horizontal clearance is impaired to the extent that full two-way traffic cannot be maintained, the permittee shall provide a flagman whose duty shall be to prevent approaching vehicles from entering the structure while it is impaired by the movement covered by this permit.

Traffic Hours and Days

8. Unless otherwise endorsed hereon movements having a height, length of load or length of a vehicle or combination of vehicles in excess of the limits provided in ORS 483.504, of any permit issued pursuant to the provisions of ORS 483.500 to ORS 483.534 or of any resolution adopted pursuant to ORS 483.525, or overall widths in excess of 8 feet are strictly prohibited during Saturday afternoons, Sundays, holidays or during the hours of darkness. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.

Road Highway Damage

9. Permittee shall be held responsible and liable for any and all injury or damage to, or destruction of any highway or any highway structure occasioned by the movement over said highways, and hereby agrees to reimburse the State Highway Department for the cost or expense of repairing or restoring any highway or highway structure so injured, damaged, or destroyed; such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Department. When requested to do so, permittee shall furnish the State either a certified check or a surety bond, in an amount to be specified by the Department, to guarantee the payment of claim for damages which may occur resulting from movements of an unusually large or heavy nature.

Insurance

10. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the movement over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, its members, officers, employees and agents, jointly and severally, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Department evidence of satisfactory public liability and property damage insurance, in amounts as may be required by the Commission, and evidence of satisfactory indemnity insurance or a satisfactory indemnity bond, indemnifying the State of Oregon and its State Highway Commission, its members, officers, employees, and agents, jointly and severally against liability in the event of any injury or accident occurring by reason of said permittee's operations on a state highway. This permit shall automatically terminate, and be of no force and effect, in the event that any insurance or bond filed under this provision is allowed to lapse.

County Roads and City Streets

11. This permit does not authorize operations over county roads or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

License and P.U.C. Permit

12. Except for exemptions provided by law the equipment described on the reverse hereof shall be properly licensed in the State of Oregon and shall carry proper Oregon P.U.C. certificate and plate or pass.

4-Lane Divided Highway

13. For purposes of this permit a "4-lane divided highway" is one in which the opposing lanes are physically separated by means of a median strip, such median being either raised or depressed and defined by means of a curb, guard rail or other separation and shall not be construed to include lane delineation by means of a painted center stripe or "jiggle bars."

Convoy Movement

14. Unless otherwise endorsed hereon the convoy movement of two or more overwidth and/or overlength vehicles and/or combinations of vehicles operating under authority of this permit is strictly prohibited.

Rear-view Mirrors

15. Vehicles or combinations of vehicles towing or transporting overwidth vehicles, machines or loads under authority of this permit shall be equipped with rear-view mirrors as required by law. Outside rear-view mirrors may exceed the width authorized herein by not more than 5 inches on either side. The mirrors shall be so mounted that the distance from the ground to the mirrors or mounting brackets (whichever is lower) is not less than 5 feet and shall be so constructed that they may be folded back, retracted or detached when not actually engaged in an overwidth movement and, except when so engaged, nothing herein authorizes any width in excess of that allowed by ORS 483.504 (1), (b).

Accumulated Traffic

16. Whenever other traffic accumulates to rear, the driver or operator in control of the movement authorized herein shall, at frequent intervals and at suitable locations, pull off the traveled portion sufficiently to allow such traffic to safely pass.

Date Printed: 3/1/67

3182b

BODILY INJURY LIABILITY AND PROPERTY DAMAGE LIABILITY

CERTIFICATE OF INSURANCE

FOR OVERSIZE-OVERWEIGHT VEHICLE PERMITS

Filed with
STATE HIGHWAY COMMISSION OF OREGON
Salem, Oregon

THIS IS TO CERTIFY, that the.....
(Name of Company)

(hereinafter called company) of.....
(Home Office Address of Company)

has issued to.....
(Name of Insured)

of.....
(Address of Insured)

the policy of automobile bodily injury liability and property damage liability insurance herein described, which by the attachment of endorsement approved by the State Highway Commission of Oregon, Form No. E351, has been amended to provide the coverage or security for the protection of the public required with respect to the operation, maintenance, ownership, or use of motor vehicles under permit issued to the named insured by the State Highway Commission of Oregon, or otherwise under ORS 483.502 through ORS 483.536, and the pertinent rules, regulations, and permit provisions of the State Highway Commission of Oregon incident to the issuance of a permit granting the insured permission to operate vehicles and transport loads which would otherwise be unlawful, on motor vehicles hereinafter described:

Make	Year Model	Motor Number

If policy covers all operated vehicles and individual description is waived—so indicate and waive description ☐

The limits of liability under said policy are as follows:

Bodily Injury Liability	Each person	$
. . . . .	Each accident	$
Property Damage Liability	Each accident	$

Whenever requested by the Commission, the company agrees to furnish to the Commission a duplicate original of said policy and all endorsements thereon.

This certificate effective from....., 19..... to....., 19.....
(12:01 A.M., standard time at the address of the named insured as stated in said policy)

Issued under policy No.....

Countersigned at.....this.....day of....., 19.....

.....
Authorized Company Representative

Form E352 Rd. 10-1-54
Printed and for Sale by Pacific Stationery Company, Portland 4, Ore. 11373

EXHIBIT G

ENDORSEMENT FOR OVERSIZE-OVERWEIGHT VEHICLE PERMITS

This endorsement is attached to the policy described below to assure compliance by the insured with appropriate provisions of ORS 483.302 through ORS 483.336, and the pertinent rules, regulations, and permit provisions of the State Highway Commission of Oregon incident to the issuance of a permit granting the insured permission to operate vehicles and transport loads which would otherwise be unlawful.

The Company hereby amends the policy described below accordingly and in accordance with all applicable Oregon Statutes, but this amendment shall apply only while the insured is operating the vehicles described below within the State of Oregon and incident to the said permit but nothing contained in the policy or any endorsements thereto shall be construed as a modification of any provisions of the permit issued, for which this endorsement is a condition precedent, such as time restrictions, terms, provisions, conditions, stipulations, rules, regulations or requirements of this permit, nor shall the provisions of the policy or of any endorsement thereon by the named insured, shall relieve the company from liability nor from the payment of any final judgment resulting therefrom.

The primary named insured agrees to reimburse the company for any payment by the company on account of any accident, claim or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy, except for the agreement contained in this endorsement.

The State of Oregon, State Highway Commission and members thereof, its officers, agents and employees are included as named insureds in the below-numbered policy, except as to claims against the private property of any of them for their persons or damage to any of its or their property.

Cancellation of this endorsement or of the policy to which it is attached may be effected by the insured giving notice thereto or by the company or the named insured giving not less than 30 days' notice in writing to the Highway Commission of Oregon at its office in Salem, Oregon, and notice to commence to run from the date such notice is received at the office of said Commission.

The limit of liability of the company for the operation of each vehicle or each motive power unit and each trailer, listed below, or other towed vehicle, whether said other towed vehicle is described below or not, are:

Bodily Injury Liability	Each person	$
. . . . .	Each accident	$
Property Damage Liability	Each accident	$

Limits provided herein are the minimum limits required by the Oregon Financial Responsibility Law and may not be considered a reduction in limits as originally provided in this policy.

Description of vehicles under Permit:

(Must include complete description of each unit and units used in combination)

Year Model	Make	Motor Number / Serial Number

(Signed additional list may be attached if insufficient space herein.)

If policy covers all operated vehicles and individual description is waived—so indicate here.

This endorsement shall be effective as of the ..... day of ....., 19..

Attached to and forming part of Policy No. ..... issued by the

.....

called company) of..... (herein

.....

Dated at..... this..... day of ....., 19..

.....

Agent

Form 18851 Ed. 10-1-56

Printed and for Sale by Pacific Stationery Company, Portland 4, Ore.

OREGON STATE HIGHWAY COMMISSION

SPECIAL TRANSPORTATION PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS: That We, _____

_____, as principal, and _____

_____,

as surety, are jointly and severally held and bound unto the State of Oregon in the sum of for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH:

THAT, WHEREAS, the said principal herein is making and will from time to time hereafter make applications to the Oregon State Highway Commission under the provisions of ORS 483.528, and as said section may hereafter be amended, for permission to transport over, upon or across a State Highway, the following described property, to wit; oversize and/or overweight loads or equipment, and

WHEREAS, said applications from time to time are granted by the Oregon State Highway Commission and licenses or permits are issued, subject to and upon certain conditions, stipulations, rules, regulations and provisions specifically set forth in said licenses or permits and specific reference is now made to each and all of said terms, provisions, specifications, rules, regulations and requirements set out, declared or provided in either or any said licenses or permits now or hereafter issued.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe each of the terms, provisions, conditions, stipulations, rules, regulations and requirements of each of said licenses or permits; shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers, agents or employees from any direct or indirect damage or injury which may be suffered by them or any of them, or from claims against them or any of them by reason of any injury to persons or property during the operation of said principal under either or any of said licenses or permits; and shall indemnify and make whole the State for any injury or damage to said highway or any part thereof, resulting from the operations of said principal, and shall in all respects faithfully keep and observe all of said requirements, conditions, provisions, rules, regulations or stipulations, then this obligation is to be void, otherwise to remain in full force and effect.

Unless definite expiration date is specified hereon, this bond shall continue in force until 30 days' written notice is given to the Oregon State Highway Commission at Salem, Oregon, whereupon this bond may be cancelled and the surety shall be relieved of all liability and obligation upon any permit or license issued after the expiration of the 30-day period and not otherwise.

WITNESS our hands and seals this _____ day of _____, 19__.

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

(SEAL)

EXHIBIT "E-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Junction City-Eugene

Highway number 223 Route number -

Location of Termini		Established Speed
M. P.	to M. P.	M. P. H.
8.40 (0.16 mile south of Spring Creek Drive)	9.35 (Ferndale Drive, north of Eugene)	45

EXHIBIT "E-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 300 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "E-2"

Minutes of July 2 and 3, 1959

RES OLU TION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Woodburn-Estacada

Highway number 161 Route number ORE 211

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
21.43 (0.11 mile west of Canyon Creek Bridge)	21.54 (Canyon Creek Bridge, north of Colton)	35

EXHIBIT "E-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 301 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "E-3"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Mt. Hood

Highway number 26 Route number US 26

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
40.10 (0.17 mile west of Hood Avenue)	41.36 (0.16 mile east of Welches Road)	50 1/

1/ except that from M.P. 41.10 (0.10 mile west of Welches Road) to M.P. 41.27 (350 feet east of Welches Road) the indicated speed shall be 20 MPH during hours of school crossings.

EXHIBIT "E-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 302 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "E-4"

Minutes of July 2 and 3, 1959

RES OLU TION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: The Dalles-California

Highway number 4 Route number US 97

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
119.76 (0.27 mile north of Wilcox Road)	120.08 (250 feet south of Wilcox Road, north of Redmond)	45

EXHIBIT "E-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 303 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "E-5"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Umatilla-Stanfield

Highway number 54 Route number ORE 32

Location of Termini		Established Speed
M.P.	to M.P.	MPH
4.31 (0.28 mile north of Hermiston Irrigation Ditch)	4.84 (Elm Street, north city limits of Hermiston) ----------	45
and		
6.04 (East Fourth Street, south city limits of Hermiston)	6.20 (300 feet northwest of Maxwell Canal) ----------	35

EXHIBIT "E-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 304 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "E-6"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Columbia River Highway

Highway number 2 Route number US 30 (I-80N)

Location of Termini		Established Speed
M.P.	to M.P.	M.P.H.
7.25 (0.10 mile east of 102nd Avenue Undercrossing)	22.57 (westerly end of Rooster Rock Park Interchange) - - - - -	70

Also

Sundial-Troutdale Interchange:
Eastbound off ramp - 40 MPH
Westbound off ramp - 35 MPH

Tunnel Rock View Point:
Westbound off ramp - 30 MPH

Jordan Interchange:
Eastbound off ramp - 25 MPH
Westbound off ramp - 25 MPH

Rooster Rock Park Interchange:
Eastbound off ramp - 35 MPH
Westbound off ramp - 35 MPH

EXHIBIT "E-6" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 305 be entered in the minutes and records of the Commission as of the 2nd day of July, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "F-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Swift Secondary Highway, No. 120, in Multnomah County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on shoulders of said highway during the Centennial activities at the Pacific International Livestock Exposition grounds in Portland; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, off-street parking has been provided at the south side of the Centennial area which will accommodate approximately 10,000 vehicles; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Swift Highway, beginning at M.P. 2.37 (Highway Engineer's Station 126+50) on the south side, and M.P. 2.43 (Highway Engineer's Station 129+00) on the north side, and continuing easterly on both sides of the highway to M.P. 2.92X on the Swift-Union connection, creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of the said Swift Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "No Parking at Any Time" signs at said termini and at such points as, in his judgment, are necessary to accomplish the

EXHIBIT "F-1" (Cont.)

purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 196 be entered in the minutes and records of the State Highway Commission as of the 2nd day of July, 1959.

EXHIBIT "F-2"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Pacific Highway West, No. 1W, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the southerly shoulders of said highway in the vicinity of the State Highway Department and the State Police offices, northeast of McMinnville; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting sight distance for drivers attempting to enter the highway; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of all vehicles be prohibited on said highway at said location.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that the parking of vehicles on the southerly side of the Pacific Highway West, between M. P. 36.12 (Highway Engineer's Station 37+80) and M. P. 36.15 (Highway Engineer's Station 39+35), creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the southerly side of the Pacific Highway West at said location be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 197 be entered in the minutes and records of the State Highway Commission as of the 2nd day of July, 1959.

EXHIBIT "F-3"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Crown Point Secondary Highway, No. 125, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that on said highway in the community of Springdale, Multnomah County, "head-in" parking is practiced; and

WHEREAS, in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit the "head-in" parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the traveling public; and

WHEREAS, "head-in" parking of vehicles in said community creates a hazard not only to through traffic on the highway but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public safety requires that "head-in" parking of vehicles be prohibited and parallel parking only be allowed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations made by and under the supervision of the State Highway Engineer, that "head-in" parking of vehicles in the community of Springdale on the south side of the section of the Crown Point Highway between M. P. 6.03 (Highway Engineer's Station 87+40) and M. P. 6.06 (Highway Engineer's Station 88+90) be prohibited and that parallel parking only on the south side of the highway be substituted therefor.

2. That the State Highway Engineer be and he hereby is instructed to erect "PARALLEL PARKING ONLY" signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be mailed to the Superintendent of the Department of State Police for his information.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 2nd day of July, 1959, as "PARALLEL PARKING" Resolution No. 8.

EXHIBIT "G-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

1. Oregon-Washington Highway-Old Oregon Trail Section of the Umatilla Mission Highway in Umatilla County,

2. Cedar Creek-Chitwood Creek Section of the Siletz Highway in Lincoln County,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Oregon-Washington Highway-Old Oregon Trail Highway Section of the Umatilla Mission Highway, beginning at Highway Engineer's Station 0+75, at the junction of the Oregon-Washington Highway, and extending in a southerly direction to Highway Engineer's Station 251+03.8, at the junction of the Old Oregon Trail Highway, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1261, and the date of May, 1959 (Right of Way Maps Nos. 8B-13-9, dated February, 1959, and 8B-14-20, dated May, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Cedar Creek-Chitwood Creek Section of the Siletz Highway, beginning at Highway Engineer's Station 445+00, approximately three-fourths mile west of Cedar Creek, and extending in an easterly direction to Highway Engineer's Station 600+00, near Chitwood Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1307, and the date of June, 1959 (Right of Way Map File No. 8B-14-22, dated May, 1959), field notes and other engineer-

EXHIBIT "G-1" (Cont)

ing data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of non-access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of July, 1959, as Survey Resolution No. 198.

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*FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 198, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-2"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Camp Adair-Lewisburg Section of the Pacific Highway West in Benton County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Camp Adair-Lewisburg Section of the Pacific Highway West, beginning at Highway Engineer's Station 0+00, south of and near the main entrance to Camp Adair, and extending in a southerly direction to Highway Engineer's Station 194+00, approximately one mile north of Lewisburg, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1309, and the date of June, 1959, (Right of Way Map No. 8B-14-13, dated May, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "G-2" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Pacific Highway West as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of July, 1959, as Survey Resolution No. 199.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 199, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "H-1" (Cont)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1167.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1167, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31853

EXHIBIT "H-2"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

EXHIBIT "H-2" (Cont)

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "H-2" (Cont)

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1168.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1168, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-3"

Minutes of July 2 and 3, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and purposes to widen, improve and maintain the Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "H-3" (Cont)

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Cascade Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compativle with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1169.

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1169, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-4"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "H-4" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "H-4" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1170.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1170, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-5"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and

EXHIBIT "H-5" (Cont)

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to aquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1171.

EXHIBIT "H-5" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1171, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-6"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels

EXHIBIT "H-6" (Cont)

of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1172.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1172, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-7"

Minutes of July 2 and 3, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and

the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels

EXHIBIT "H-7" (Cont)

of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1173.

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* FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1173, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-8"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites and headquarters sites; and

WHEREAS, under the provisions of ORS 366.340 the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites and headquarters sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for the construction and establishment of a maintenance site and headquarters site the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment and construction of the maintenance site and headquarters site for which the said real property is deemed to be necessary is required and is being taken in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcel of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1174.

EXHIBIT "H-8" (Cont)

* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1174, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-9"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ontario-Snake River Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons of interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "H-9" (Cont)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1175.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1175, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-10"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "H-10" (Cont)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "H-10" (Cont)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1176.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1176, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-11"

Minutes of July 2 and 3, 1955

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Cape Arago State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop and maintain the Cape Arago State Park for public park and recreational purposes, for the convenience of the public, the general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes in connection therewith the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Cape Arago State Park fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the real property hereinafter described, and the park and recreational purposes for which it is being acquired, is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

EXHIBIT "H-11" (Cont)

3. That the park and recreational facilities for which the real property hereinafter described is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcel of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1177.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1177, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-12"

Minutes of July 2 and 3, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "H-12" (Cont)

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "H-12" (Cont)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1178.

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* FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 117°, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31883

EXHIBIT "H-13"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the West Fork Silvies River-Wrights Point Section of the Frenchglen Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said West Fork Silvies River-Wrights Point Section of the Frenchglen Highway, certain interests in or fee simple title to certain parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "H-13" (Cont)

2. That is is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Frenchglen Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said West Fork Silvies River-Wrights Point Section of the said Frenchglen Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Commission Resolution No. 1179.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1179, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-14"

Minutes of July 2 and 3, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Middleton-Rex Hill Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the

EXHIBIT "H-14" (Cont.)

State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Middleton-Rex Hill Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1180.

FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1180, under the heading "Real Property Condemnation Resolutions" and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-15"

Minutes of July 2 and 3, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hamilton Street-Klavin Road Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "H-15" (Cont.)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "H-15" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1181.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1181, under the heading "Real Property Condemnation Resolutions", and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-16"

Minutes of July 2 and 3, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Goble-St. Helens Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "H-16" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Goble-St. Helens Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property or interest therein is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "H-16" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 2nd day of July, 1959, as Condemnation Resolution No. 1182.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1182, under the heading "Real Property Condemnation Resolutions" and said description, map and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-17"

Minutes of July 2 and 3, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "H-17" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 3rd day of July, 1959, as Condemnation Resolution No. 1203.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1203, under the heading "Real Property Condemnation Resolutions", and said description map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
August 13, 1959

The Oregon State Highway Commission met in regular session at 9:00 a.m. in Room 418, State Highway Building, Salem. Present were:

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Chief Counsel reported that the State has been negotiating for the purchase of property to replace a garbage dump for the City of Cascade Locks. Pending negotiations for the acquisition of this property, the City has held up the signing of an agreement relative to the closing of city streets in Cascade Locks. Property acceptable to the City has now been found which can be acquired for $3,500. This matter has been discussed with the Engineering Department and, considering all facts, the Chief Counsel recommended purchase of the property for $3,500. The Commission accepted his recommendation.

Commissioner Fridley inquired if signs at the east entrance to the City of Cascade Locks which read, "Crosswalk. Stop if Occupied" and "Slow Down and See" are standard signs. The Engineer stated that the State does not have jurisdiction of signs within an incorporated city.

The Commission approved the minutes for the meeting held on July 2 and 3, 1959.

The Parks Superintendent reported on the following park matters:

Request of the Bureau of Land Management for a road easement in Silver Falls State Park in Marion County: The Parks Superintendent explained that the proposed crossing at the south and west edge of the park will not harm the park and is to be used for harvesting of timber on the Bureau's land. Upon the favorable recommendation of the Parks Superintendent, the Commission approved the request for the road easement.

Request of the State Fish Commission to use 20 acres of State Highway property, immediately west of Benson State Park in Multnomah County, for a salmon-rearing pond: The Parks Superintendent stated that this area is low and covered with water most of the year, and is located between the highway and the railroad. It is proposed to raise the pond level to an elevation of 28 feet, which is considerably lower than the highway. The Fish Commission agrees to preserve all growth above the elevation of the pool and to plant a band of natural growth 10 to 15 feet wide to protect the fill on the highway side. They also agree to raise the road to the park to a height of 10 feet above the normal pool level and to pay any damages that may occur to the road or highway property. He reported that the Road Department has thoroughly examined this project and has agreed to all terms. This agreement covers a minimum of ten years, after which the State Highway may revoke it if the area or land is needed by the Road or Parks Department. He recommended approval of the agreement. The Commission accepted his recommendation.

Extension of an agreement with the City of Oceanlake to treat the sewage water from Devil's Lake overnight camping area in Lincoln County: The Parks Superintendent explained that the State has no other way of taking care of this sewage without considerable expense. He recommended that the agreement be renewed for a one-year period (for the year 1959) at the same price of 26 cents per 1,000 gallons. The Commission accepted his recommendation.

Amendment No. 4 to the General Agreement with the Central Lincoln Peoples' Utility District of Newport to extend the power line farther into the Ona Beach State Park in Lincoln County: The Commission accepted the recommendation of the Parks Superintendent that the agreement be amended to provide electrical power at a minimum additional annual charge of $12.00.

Change in the closing hour at Rooster Rock State Park on the Columbia River Highway in Multnomah County: The Parks Superintendent stated that there had been complaints that the present closing time of 10:00 p.m. is too early to allow the patrons time for swimming and relaxation in the evening. He mentioned that the park employees' hours could be shifted so that the closing hour could be changed to 12:00 midnight with no increase in cost. He recommended that the park close at 12:00 midnight on an experimental basis only during the month of August, 1959. The Commission approved the recommendation of the revised closing hour at this park and thereupon adopted the attached resolution relative thereto, marked Exhibit "K", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Appointment of a Recreation Director as part of the State Parks Department: The Parks Superintendent explained that the last Legislature provided for this position to work with county courts, towns and communities pertaining to recreation planning, programming and development, and his duties would be in an advisory capacity only. He

stated that several applicants had been interviewed for the position. After considering all candidates, he recommended Mr. Clayton E. Anderson of Springfield, Oregon, for this position at a salary of $600 per month, starting November 1, 1959. Mr. Anderson has been directing the Willamalane Park and Recreation District of Springfield since 1952 and has done an outstanding job, and he has been recommended also by the Parks Advisory Committee. The Commission approved the employment of Mr. Clayton E. Anderson.

Offer of Tillamook County Court to donate three lots to the State in the Nehalem Bay Park area in Tillamook County: The Parks Superintendent stated that these lots are in the Sunset Beach platted section and are on the County's foreclosure list. Upon his recommendation, the Commission accepted these lots from Tillamook County for park purposes.

Request of A. W. Johnson to exchange a parcel of land for park purposes at Hug Point for an area 1.4 miles north, in Clatsop County: The Parks Superintendent explained that further study revealed that the area Mr. Johnson proposes to exchange is in a slide area and would be undesirable for car parking or construction of buildings. As previously instructed, this matter was referred to the Parks Advisory Committee, and they recommended against the exchange. The Commission accepted the Parks Superintendent's recommendation that the request for exchange of land be denied.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the options presented, the Right of Way Engineer pointed out that on Page 49 an option had been secured for which authority to secure right of way had not been previously granted by the Commission. The Commission granted authority to acquire the following parcel:

(a) File No. 24079, Volpp, Paul; Utecht, Chris, et al, Sunset Highway-North Plains Wilson River Cutoff Section. Release of borrow and crop damages. $100.00

Mention was also made of the slow-down in acquiring rights of way, particularly on the East Bank Section of the Pacific Highway in Portland. Commissioner Jackson stated that people who own property required for

right of way should be advised of the State's lack of funds due to inaction of the national Congress. No change in policy was made, as it appeared at that time that Congress would take action within a few weeks. The Engineer also mentioned that an increasing number of complaints are being received from property owners along the "Minnesota" freeway section who want to sell their properties now.

Commissioner Fridley inquired as to the status of the Powell case on the Hay Canyon-Wasco Section of Highway 206. The Right of Way Engineer reported that an agreement is being worked out and that the State should have an option within the next few days. Considering property damage and the public safety aspect, it appears that a cattle pass is warranted on the property.

The Property Manager's monthly report was presented by the Right of Way Engineer, showing miscellaneous sales in the amount of $110,235.27 made since the last Commission meeting. This report, he stated, is the largest sales report made to date. He also presented a rental report for the period from June 24, 1959 to August 1, 1959, showing rental receipts in the amount of $11,868.27. The Commission accepted the reports.

The Right of Way Engineer reported on the A. B. Rosenfeld and Wilbur F. Preble properties on the Highland Section of the Sunset Highway in Multnomah County. He stated that the former owners, who are now tenants, will soon be vacating these properties. After considerable discussion, the Right of Way Engineer was instructed to offer both properties immediately for public sale, with the understanding that the State is not to be held liable in any way for further slide movement affecting the properties. In the event that an acceptable bid or bids are received, the Right of Way Engineer was further instructed to secure telephonic approval from the Commissioners before completing the transactions.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of state highway property. These parcels, he stated, are all excess property no longer required for highway purposes and minimum values have been determined by appraisal. The Commission authorized public sale of the following properties and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(a) 11,761 square feet of the former Gattucio property, File No. 22882, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $2,000, with two points of access, 25 feet in width, to the Tualatin Valley Highway, unrestricted as to use. See Exhibit "B-1".

(b) 0.94 acre, File No. 4839, on the West Portland Junction-Willamette River Section of the Pacific Highway in Washington County, for a minimum consideration of $1,150, with no access to the Pacific Highway. See Exhibit "B-2".

(c) 8,093 square feet of the former Simons property, File No. 18147, on the Salem By-pass Section of the Pacific Highway in Marion County, for a minimum consideration of $9,500. See Exhibit "B-3".

(d) 7,500 square feet of the former Scott property, File No. 17254, on the Salem By-pass Section of the Pacific Highway in Marion County, for a minimum consideration of $4,600. See Exhibit "B-4".

(e) 7,300 square feet of the former Blensley property, File No. 17253, on the Salem By-pass Section of the Pacific Highway in Marion County, for a minimum consideration of $5,900. See Exhibit "B-5".

(f) 25,460 square feet of the former McGreal property, File No. 25014, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $20,000. See Exhibit "B-6".

Direct sale of several parcels of property was presented by the Right of Way Engineer who explained that all of the parcels were excess property, no longer required for highway purposes, and could not feasibly be offered for public sale. The properties have been carefully appraised and the selling prices represent current values. The Commission approved sale of the following:

(a) 6,700 square feet of land, File No. 8866A, on the Seventh Avenue Connection of the Pacific Highway in Lane County, to Patrick C. Collins, for the sum of $100.50, with one point of access, 25 feet in width, to West Seventh Avenue, unrestricted as to use. The deed by which this property was acquired provides that if it is not needed for highway purposes, it be sold back to the original owner for the price paid.

(b) 0.52 acre, File No. 7746, stock pile site in Gold Beach, Curry County, to the Port of Gold Beach for the sum of $350. Site includes haul road easement. The State must remove materials from the site prior to January 1, 1961.

(c) 8,819 square feet of land, File No. 5952, on the Brownsville Section of the Halsey-Sweet Home Highway in Linn County, to Linn County School District No. 552C (Brownsville Elementary School), for the sum of $25. As part of the transaction, the School District has agreed to fence the property with a Cyclone Fence. The deed will contain a public-use clause.

(d) In an exchange of land parcels the State is to acquire 650 square feet of land and deed 1,500 square feet of land, File No. 18885, on the Sutherlin Interchange of the Elkton-Sutherlin and Pacific Highways in Douglas County, to Douglas W. Parazoo and others, without access to the Elkton-Sutherlin and Pacific Highways. The State will receive $200 compensation.

(e) 2.4 acres of land, File No. 9735, on the Klamath Falls (South Sixth Street) Section of the Klamath Falls-Lakeview Highway in Klamath County, to the City of Klamath Falls, for the sum of $3,600, to be used by the City for an equipment shop location. See Exhibit "C".

Consideration was given to an easement from the Bureau of Reclamation to the State permitting construction, operation and maintenance of the Klamath Falls West Side By-pass Section of The Dalles-California Highway in Klamath County, over the "A" Canal of the Klamath Irrigation District. The easement has been cleared with the Engineering Department and the Chief Counsel. Upon the favorable recommendation of the Right of Way Engineer the Commission approved the easement.

The Right of Way Engineer recalled that the Commission at its meeting of June 27-28, 1957 had approved the sale at public auction of 0.84 acre of land on the Forest Boundary Section of the Oregon Coast Highway in Coos County, for the sum of $350. This sale was made to Mr. and Mrs. Howard Lentz, Sr., File No. 18663. He explained that it was later discovered that the description covering the parcel was in error and actually described another parcel of land. The corrected description embraces an area of 0.28 acre. He recommended that the sum paid by the Lentzes be reduced in proportion to the reduction of the area and that they be refunded $200. The Commission approved the recommendation and executed a corrected deed to cover the true description of the property.

Changes in location of existing points of access were presented by the Right of way Engineer. He explained that in each instance no additional access is being granted, except on item (e) below, simply changes in location for the convenience of the property owners and safety of the traveling public. Upon his favorable recommendation, the Commission approved the following indentures of access:

(a) Chamberlain property, File No. 26030, on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

(b) Parrett property, File No. 26327 (L-3008), on the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Yamhill County.

(c) Clinton property, File No. 24744 (L-3142) on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

(d) Hotchkiss Company property, File No. 21604, on the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County.

(e) Hamar property, File No. 17522, on the West Portland-Willamette River Section of the Pacific Highway in Clackamas County. (Width of access increased from 30 feet to 40 feet.)

(f) King Construction Co., Inc. property, File No. 16049, on the Canyon Road Section of the Tualatin Valley Highway in Washington County.

(g) DeRoest property, File No. 17575, on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County.

Consideration was given to a grant of access covering the Dehner property, File No. 23377, on the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway in Clatsop County. The Right of Way Engineer explained that in the acquisition of this new section, through failure of the State and the owner, access to the Dehner property was not reserved. Under the law, the property owner has no right of access unless the State grants it. Other nearby properties were granted access and as the State has made no payment for loss of access in this case, he recommended and the Commission approved the grant of access.

The Commission gave consideration to a Quitclaim Deed to property now owned by Mr. and Mrs. Roger Smith, File No. 3041, on the Agate Beach Section of the Oregon Coast Highway in Lincoln County. The Right of Way Engineer pointed out that this deed is to correct an error in the description of property that was conveyed from the State of Oregon to the U. S. Government so that title can be cleared and title insurance issued to the present owner. Upon his favorable recommendation, the Commission approved the Quitclaim Deed.

Consideration was given to a grant of access to the Marolf property, File No. 28815, on the Tillamook-Pleasant Valley Section of the Oregon Coast Highway in Tillamook County. The Right of Way Engineer explained that as the result of State construction on this section in 1950, a slough was formed cutting off access to a tract of land of about four and one-half acres. The owners have now threatened the State with a lawsuit. He stated that it was his belief the State is responsible for the severance of the property. Nearby properties were granted access and he recommended that it be granted in this instance. The Commission approved the grant of access and instructed the Right of Way Engineer to attempt to complete a settlement of the attendant damage claim.

The Right of Way Engineer recalled that at the May 4, 1959 meeting the Commission had authorized the sale of excess property in the Leven's Addition in the City of Baker (File No. 3729) on the

Old Oregon Trail Highway in Baker County. This property was sold with the provision that the State would provide the owner with insured clear title. Since June 2, 1958 there has been outstanding against this property a street paving assessment in the amount of $812.50, plus interest at six percent. This assessment has not been paid pending determination by the Legal Section of the State's obligation. It has now been determined that the assessment against the State is just and that this lien should be satisfied. Based on the favorable recommendation of the Right of Way Engineer, the Commission approved payment of the lien.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "D-1" through "D-12", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated August 13, 1959, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report was submitted by the Chief Counsel concerning condemnation cases which have been tried in court since the last Commission meeting. The Commission accepted his report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

July 3, 1959 to August 13, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3285 Abernathy Grange, et al	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 7,880	$17,650 (answer)	$13,140
L-3358 Herrick	Clackamas	Cascade Secondary	Lake Road-Oregon City	27,100	35,000 (answer)	36,500

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2667 Weaver, et ux.	Douglas	Pacific	Myrtle Creek-Canyonville	$ 4,006	$ 9,500	$ 3,100
L-3225 Starzinger, et al.	Jackson	Pacific	Grants Pass-Rock Point	4,000	6,500	6,250
L-2817 Spooner, et al.	Klamath	The Dalles-California	Klamath Falls-West Side By-pass	8,250	29,000 (answer)	10,000
L-2503 Turner, et al.	Klamath	The Dalles-California	Klamath Falls-West Side By-pass	760	1,000	1,000 (Judgment)
L-3042 Kalisky, et al.	Lane	Pacific	Judkins Point-Goshen	1,386	2,750	1,300
L-3259 Henderson, et al.	Multnomah	Pacific	East Bank Freeway	8,000	12,000 (answer)	9,000
L-3233 Patterson, et al.	Multnomah	Pacific	East Bank Freeway	5,000	10,000	6,500
L-2533 Bester, et ux.	Tillamook	Wilson River	Tillamook-Donaldson Creek	710	3,750	5,710
L-2558 Donaldson	Tillamook	Wilson River	Tillamook-Donaldson Creek	6,500	13,206.45	17,995
L-2535 Kunzi, et ux.	Tillamook	Wilson River	Tillamook-Donaldson Creek	5,625	15,000 (answer)	11,700
L-3176 Hoover, et al.	Yamhill	Pacific	Middleton-Rex Hill	3,840	10,000 (amended answer at trial)	3,840

REPORT OF TRIAL OF OTHER CASES

Case	Plaintiff	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict or Judgment
L-3301	State of Oregon	Norman Caldwell and Harry Kelly	Douglas	Property Damage	$294.24 plus 150.00 attorney fees	Defense verdict plus costs
L-3302	State of Oregon	McNutt & Sons, Inc.	Lane	Property Damage	$767.20 plus 150.00 attorney fees	Defense verdict plus costs
L-3234	R. Elmo Shanna-han, et ux.	State of Oregon	Multno-mah	Damages for blocking of access for approx. 1 year during construction	$960.00 plus costs and disbursements	State's demurrer upheld
L-3038	State of Oregon	Robert Smutz	Union	Property Damage-Negligence	$529.00 plus costs and 150.00 attorney fees	Plaintiff $529.00 plus costs and attorney fees

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(For additional details see the Chief Counsel's letters to the Commission dated August 7, 1959 and August 12, 1959 on "Report of Cases Tried and Report of Damage Cases Tried" in the General Files of the Highway Commission in Salem.)

The Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-26017 Hewitt, et ux.	Baker	Baker-Homestead	Black Br.-Richland	$ 1,730	$ 1,730
R-28389 Booth, et ux.	Benton	Corvallis-Newport	Corvallis City	2,850	2,850

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-27319 Dill, et ux.	Jackson	Pacific	Grants Pass-Rock Point	$28,488	$28,488
R-27027 Hartsook, et al.	Jackson	Medford-Provolt	Main Street-8th Street	100	250
R-25186 Coleman, et al.	Lane	Pacific	Albany-Judkins Point	8,275	10,000
R-25307 Knox, et ux.	Lane	Pacific	Albany-Judkins Point	23,500	23,684
R-27899 Fuchs, et ux	Malheur	Old Oregon Trail	Ontario-Snake River	6,000	12,500
R-29098 Ellis, et al.	Multnomah	Sunset	Washington County Line-Highlands Interchange	12,500	12,500
R-22899 Kolias, et ux.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	900	1,250 ($300 additional for slide damage)
R-28394 McGuire Investment Co., et al.	Multnomah	Pacific	East Bank Freeway	31,500	33,000
R-28206 O'Neil-Peyton Bag Co., et al.	Multnomah	Pacific	East Bank Freeway	193,030	209,398.30
R-28277 Panhorst, et al.	Multnomah	Pacific	East Bank Freeway	25,000	26,000
R-29105 Steinmetz	Multnomah	Sunset	Washington County Line-Highlands Interchange	95,000	104,000 (includes $5,500 trade fixtures)

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29244 Overhulser, et al.	Benton	Corvallis-Newport	Corvallis City	$ 425	$ 425 (plus interest from date of possession)
R-29693 Clacka-Harkson, et al.	Clackamas	Cascade	Hilda St.-Beaver Creek Rd.	975	910
R-30219 Tri-City Bowl, Inc.	Clackamas	Cascade	Hilda St.-Beaver Creek Rd.	500	490
R-29685 Van Auken, et vir.	Clackamas	Cascade	Hilda St.-Beaver Creek Rd.	350	425
R-10835 Howard, et al.	Columbia	Columbia River	Goble-St. Helens	10,100	10,100
R-29460 Minter, et al.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	6,155	6,155
R-28176 R-28177 Moore, et al.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	1,830	2,365
R-28711 Woodward, et al.	Hood River	Columbia River	Cascade Locks - Viento	190	190
R-22572 Pyell, et ux.	Marion	North Santiam Secondary	Lancaster Dr.-Sublimity Gun Club	520	520
R-29135 Hilton, et ux.	Multnomah	Pacific	East Bank Freeway	3,500	4,000
R-28211 Oregon Investment Co., et al.	Multnomah	Pacific	East Bank Freeway	200,000	210,000 (owner to vacate premises by Dec. 1, 1959, and to pay rent if premises occupied after this date.)

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29143 Hansell, et al.	Umatilla	Oregon-Washington	Weston-Milton-Freewater	$ 2,435	$ 3,515

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendants	County	Cause of Action	Demand of Plaintiff	Settlement
L-2705	State of Oregon	Edward S. Duhon	Multnomah	Damage to Viaduct	$386.96	$140.00

(For additional details see the Chief Counsel's letters to the Commission dated August 7 and August 12, 1959 entitled "Report of Cases Settled" in the General Files of the Highway Commission in Salem.)

The Chief Counsel commented briefly concerning several cases on which trial in court is pending. His report was for informational purposes only and no action was taken by the Commission.

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented a list of offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the following offers:

East Bank Freeway Section of the Pacific Highway

R-28307 - Fred Graap, et al. 2,750 square feet for right of way. Offer of $14,700 approved by Mr. McIver July 21, 1959.

R-28279 - Ellen Lundberg, et al. 5,000 square feet for right of way purposes. Offer of $8,000 approved by Mr. McIver July 21, 1959.

R-28249 - Arthur M. Schoenfeldt, et al. 5,000 square feet for right of way purposes. Offer of $38,000 approved by Mr. McIver July 16, 1959.

R-28344 - Richard Henry Feves, et al. 6,818 square feet for right of way purposes. Offer of $154,500 approved by Mr. McIver July 21, 1959.

East Bank Freeway Section of the Pacific Highway (Cont.)

R-28500 - Lloyd Corporation, Ltd., et al. Parcel No. 1: 0.45 acre for right of way purposes; Parcel No. 2: 19,000 square feet for right of way purposes; Parcel No. 3: 38,000 square feet for right of way purposes; Parcel No. 4: 33,333 square feet for right of way purposes; and Parcel No. 5: 37,050 square feet for right of way purposes. Offer of $456,125 was approved by Mr. McIver July 28, 1959.

R-28340 & R-28297 - Haydn M. Close, et ux. Parcel No. 1: 10,000 square feet for right of way purposes; and Parcel No. 2: 4,750 square feet for right of way purposes. Offer of $29,000 approved by Mr. McIver July 28, 1959.

Cascade Locks By-pass Section of the Columbia River Highway

R-27487 - City of Cascade Locks. Parcel No. 1: 4,980.3 square feet for right of way purposes; Parcel No. 2: 1.5 acres for right of way purposes; and Parcel No. 3: 10,000 square feet for right of way purposes. Offer of $1,375 approved by Mr. McIver July 3, 1959.

R-27451 - Columbia River Bridge Company, Inc., et al. 0.64 acre for slope easement. Offer of $345 approved by Mr. McIver August 11, 1959.

R-27450 - Alta M. Laber, et al. Parcel No. 1: 4.7 acres for right of way purposes; Parcel No. 2: 4.1 acres for right of way purposes; Parcel No. 3: 3.53 acres for right of way purposes; and Parcel No. 4: 0.14 acre for excess taking. Offer of $7,200 approved by Mr. McIver August 7, 1959.

Pleasant Valley-Oxman Section of the Old Oregon Trail Highway

R-29175 - Frances M. Troy, et al. 6.3 acres for right of way purposes. Offer of $410 approved by Mr. Fridley July 10, 1959.

R-28965 - Margaret Becker, et al. Parcel No. 1: 21.0 acres for right of way purposes; Parcel No. 2: 3.2 acres for right of way purposes; Parcel No. 3: 8.7 acres for right of way purposes; Parcel No. 4: 900 square feet for channel easement; Parcel No. 5: 0.11 acre for channel easement; and Parcel No. 6: 1.4 acres for channel easement. Offer of $21,975 approved by Mr. Fridley July 10, 1959.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28745 - James S. Walters, et al. 0.19 acre for right of way purposes. Offer of $6,330 approved by Mr. McIver July 20, 1959.

R-28772 - Marie Parrish, et al. 0.14 acre for right of way purposes. Offer of $5,110 approved by Mr. McIver July 16, 1959.

Academy Street-Coast Junction Section of the Dallas-Rickreall Highway

R-29713 - Ervin A. Plett, et al. Parcel No. 1: 0.035 acre for right of way purposes; and Parcel No. 2: 0.025 acre for slope easement. Offer of $1,045 approved by Mr. McIver July 10, 1959.

Davis Slough-Bandon Section of the Oregon Coast Highway

R-26098 - E. R. Stillwell, et al. Parcel No. 1: 19.2 acres for right of way purposes; and Parcel No. 2: 4.4 acres for excess taking. Offer of $1,200 approved by Mr. McIver July 16, 1959.

Grants Pass-Rock Point Section of the Pacific Highway

R-29467 - Alfred William Kelm, et al. 0.207 acre for right of way purposes. Offer of $2,391 approved by Mr. McIver July 3, 1959. On March 10, 1959, Mr. McIver authorized an amount of $1,570. This increase in amount of offer is due to an additional taking of real property.

Hamilton Street-Slavin Road Section of the Pacific Highway West

R-23477 - William C. Ralston, et ux. 18,150 square feet for right of way purposes. Offer of $1,000 approved by Mr. McIver July 3, 1959.

Middleton-Rex Hill Section of the Pacific Highway West

R-27629 - Amelia S. Fields, et al. Parcel No. 1: 0.1 acre for right of way purposes; and Parcel No. 2: 0.1 acre for slope easement. Offer of $350 approved by Mr. McIver July 7, 1959.

West Fork Silvies River-Wrights Point Section of the Frenchglen Highway

R-30147 - J. F. McBride, et ux. 0.01 acre for right of way purposes. Offer of $25 approved by Mr. Fridley July 20, 1959.

Orders which have been issued by the Public Utilities Commissioner concerning matters in which the State Highway Commission has been a party were reported by the Chief Counsel. The Commission accepted the report. (For details see the Chief Counsel's letter dated August 10, 1959, in the General Files of the Highway Commission in Salem.)

Salary increases for the Legal staff were presented by the Chief Counsel. He explained that salary increases approved at the July 2-3, 1959 meeting represented annual increases, and subsequent to that time the Attorney General and the Civil Service Commission had worked out a new salary plan for Assistant Attorneys General, which plan had been approved by the Governor and Emergency Board. He recommended that this pay plan be approved, as follows:

(see next page)

Leonard I. Lindas, from $950 to $990
George Rohde, from $880 to $915
Charles Peterson, from $845 to $880
Frank McKinney, from $810 to $845
John Patterson, from $745 to $775
John McLean, from $745 to $775
Leslie Hampton, from $715 to $745
James B. Kuhn, from $715 to $745
William Mansfield, from $655 to $685
Leo Nuttman, from $600 to $625
Glen Sorensen, from $625 to $655
Anthony Viducich, from $525 to $550
Richard Bemis, from $550 to $575
Mitchell Crew, from $525 to $550
Ted A. Barbera, from $500 to $525

The Commission approved the salary plan.

A form of "Release and Subrogation" was presented by the Chief Counsel to relieve Saint Paul Fire and Marine Insurance Company from further obligation in connection with the performance bond furnished by them to Jack Robinson on State Highway Contract No. 4648. He recalled that the contract had been taken over and completed by the surety, and in order to do so it was necessary to readvertise the project and receive new bids. The additional cost to the State amounted to $66,113.73, which amount has been paid to the State by the surety. Upon his favorable recommendation, the Commission approved the agreement form.

A proposal for settlement of actions against the State Highway Commission for flood damage on the Little Creek-Lebanon Section of the South Santiam Highway was presented by the Chief Counsel. He explained that the seven separate settlements would probably be tried before juries, and inasmuch as the attorney representing the seven claimants has offered to settle all of their claims for the sum of $2,500, it was his opinion that it would not be financially feasible to try the cases in court as the cost of trials would probably exceed the proffered settlement. He recommended that the settlements be accepted upon conveyance of an overflow easement on the following cases:

(1) Walter M. Knutson, et ux. vs. State of Oregon, L-2847
(2) Doris Robinson vs. State of Oregon, L-2912
(3) Archie Wilson, et ux. vs. State of Oregon, L-2913
(4) Ray Travnicek, et ux. vs. State of Oregon, L-2914
(5) Ellis A. Wilson, et ux. vs. State of Oregon, L-2915
(6) J. C. Travnicek, et ux. vs. State of Oregon, L-2916
(7) Leonard Ross, et ux. vs. State of Oregon, L-2917

The Commission approved the recommended settlements.

A proposed agreement with the Portland Development Commission was presented by the Chief Counsel. He explained that the purpose of the agreement is to effect a plan in which the State will be able to reimburse the Portland Development Commission for properties purchased for urban development work that will later be required as right of way for the freeway system in Portland. He pointed out that the agreement does not obligate the State to pay any monies until the Bureau of Public Roads has agreed to pay its proportionate share thereof. Upon his favorable recommendation and that of the Highway Engineer, the Commission approved the agreement.

Consideration was given to a claim submitted by Fred Smith, Cecelia Smith and Clytus Smith in the amount of $205 for damages to a crop and rent for pasture (in Lot 3, Sec. 23, Township 36 S, R 5 W, on the Pacific Highway in Josephine County) because of failure of the State to construct a fence and install irrigation pipe as stipulated in the option under which the property was acquired. The Chief Counsel stated that the claim has been carefully investigated, is just, and should be paid. Upon his favorable recommendation the Commission approved payment of $205 on the condition that the claimants provide a complete release for all damages.

A petition was presented by the Chief Counsel in which the City of Portland requested that the Commission consent to vacation of a portion of N. E. 58th Avenue from the north line of N. E. Glisan Street to the south line of the Union Pacific Railroad right of way in the City of Portland and adjacent to the East Portland office building (Howard-Cooper Building). The vacated property will revert to the State and will be used for parking purposes as well as access to the State's property. Upon his favorable recommendation the Commission approved the vacation.

Authority was requested by the Chief Counsel to acquire thirteen shares of stock in the Deschutes Reclamation and Irrigation Company at a cost of $20 per share to cover an increased supply of water needed in expansion of the Bend Maintenance Headquarters. He also commented that the Highway Department now owns twelve shares of stock to cover present water needs. The Commission approved acquisition of the stock.

The Chief Counsel also commented that United States Senators Richard Neuberger and Wayne Morse and Congressmen Edith Green and Walter Norblad had started proceedings to designate as a federal waterway the section of the Columbia River between Astoria and Megler. He commented that if such action is successful, dredging of the waterway to sufficient depth to accommodate the ferry will be a federal obligation.

The Engineer reported that he had made awards of contracts referred to him by the Commission to award when certain conditions had been taken care of. These conditions have been resolved, he stated, and the Commission confirmed his award of the following contracts:

(1) Grading and oiling and construction of a 704' reinforced concrete bridge on South Yamhill River (Ballston) Bridge Section of Bellevue-Ballston County Road, Yamhill County. Bids received July 1, 1959. Contract awarded July 6, 1959, to M. J. Brassfield Company, Salem, low bidder.

(2) Grading and stone base on Buena Vista-Luckiamute River Section of Independence-Albany County Road, Polk County. Bids received June 16, 1959. Contract awarded July 8, 1959, to D. F. McKenzie, Salem, low bidder.

(3) Grading and stone base on Bethel Section of Byerly Corner-West Salem County Road, Polk Count Bids received June 16, 1959. Contract awarded July 8, 1959, to Stanton W. Payne, Eugene, low bidder.

(4) Construction of Steer Creek and Spout Creek Culverts on Siletz Logsdon-Nashville and Burt Woods-Harlan Roads, Lincoln County. Bids received July 1, 1959. Contract awarded July 8, 1959, to James F. Turner, Corvallis, low bidder.

(5) Burns (North Birch Avenue and Riverside Drive) Stone Base and Oiling Project, Harney County. Bids received July 1, 1959. Contract awarded July 8, 1959, to Babler Bros., Inc., Portland, low bidder.

(6) Grading and paving Smith Bridge-Kellogg Bridge Section of Elkton-Sutherlin Highway, Douglas County. Bids received June 16, 1959. Contract awarded July 14, 1959, to A. L. Harding, Inc., Stayton, low bidder.

(7) Grading and paving on Academy St.-Coast Junction Section of Dallas-Rickreall Highway, Polk County. Bids received June 16, 1959. Contract awarded July 14, 1959, to Central Paving Company, Independence, low bidder.

(8) Grading, surfacing and oiling the West Fork, Silvies River-Wrights Point Section of Frenchglen Highway, Harney County. Bids received July 1, 1959. Contract awarded July 23, 1959, to Babler Bros., Inc., Portland, low bidder.

(9) Structure, grading and paving Walker Road-Beaverton Section of Cedar Hills Boulevard, north of Beaverton, Washington County. Bids received July 1, 1959. Contract awarded July 24, 1959 to Porter W. Yett, Portland, low bidder.

The Commission discussed with the Engineer possible alternate routes for relocation of the Oregon Coast Highway between Astoria and Gearhart. Action was deferred in the matter of holding a hearing until after the Commission has viewed the routes on their inspection trip August 14 through 17.

The matter of holding a hearing in the City of Burns concerning the rerouting of US Route 20 through the City was also discussed. The Engineer recalled that an opportunity for a hearing had been offered the City about four years ago, but the matter had been dropped due to inability of the local authorities to agree on any particular location. He also commented that funds which had been allocated for the relocation had been transferred from the City, with the consent of City authorities, to improvement of US 20 east of Burns, so at the present time there are no funds available for improvement within the City. After some further discussion, the Commission indicated that they did not wish to take any initiative in the matter of holding a hearing, but that such action should be taken by the local authorities when an agreement has been reached concerning the proposed relocation.

The Engineer reported that under authority previously granted to him, he had established temporary construction speed zones on several state highway contracts in order to protect the traveling public. The Commission confirmed establishment of the following construction speed zones:

(1) 35 mile-per-hour speed zone on the Middleton-Yamhill County Line Section of the Pacific Highway West, between M. P. 16.00 and M. P. 16.20, effective 3:00 p.m., July 24, 1959.

(2) 35 mile-per-hour speed zone on the easterly portion of the Pioneer Mountain Section of the Corvallis-Newport Highway, between M. P. 13.99 and M.P. 14.49, effective 3:00 p.m., July 1, 1959.

(3) 25 mile-per-hour speed zone on the Rowena-Chenoweth Section of the Columbia River Highway, between M.P. 76.5 and M.P. 77.5, effective 1:00 p.m., July 7, 1959.

(4) 35 mile-per-hour speed zone on the Rough and Ready Creek Bridge Section of the Redwood Highway, between M. P. 34.00 and M.P. 34.40, effective 2:00 p.m., August 5, 1959.

(5) 35 mile-per-hour speed zone near Emigrant Springs Park on the Old Oregon Trail Highway, between M.P. 232.65 and M.P. 234.83, effective 3:00 p.m., August 6, 1959.

(6) 35 mile-per-hour speed zone in the community of Rowena on the Mosier-The Dalles Highway, between M.P. 9.38 and M. P. 10.41, effective 10:00 a.m., August 5, 1959.

Attention was given to a request made by Mr. William P. Wampler, a logging contractor, for permission to haul logs over the easterly eleven and one-half mile section of the East Diamond Lake Highway. The Engineer commented that hauling of logs has been prohibited over this highway because the highway was constructed to a light recreational road standard. However, departure from this policy was made in June of this year when a permit was issued to haul approximately five million board feet of blowdown and bug-infested timber. He also pointed out that other trucks hauling lumber, cement, and other products are not restricted from hauling over this road. He recommended that a limited temporary permit be granted to Mr. Wampler to haul legal loads, without excess weight tolerance, to October 15, 1959. The Commission accepted his recommendation.

The Commission considered items of unfinished business appearing on the Secretary's summary dated July 3, 1959, as follows:

(1) Proposed park at the mouth of the Deschutes River on the Columbia River Highway: The Parks Superintendent stated that more information is needed concerning plans on rebuilding of the highway to interstate standards which information may not be available for several months. The Commission ordered the item deleted from the list of unfinished business, to be considered as new business when the matter is again brought up.

(2) Request of A. W. Johnson to exchange parcels of land for park purposes near Hug Point: The Commission ordered this item removed from the list of unfinished business as the matter had been considered in the Parks Superintendent's report earlier in the day.

(3) Establishment of a policy concerning allowable payroll deductions: The Auditor stated that in his judgment all reasonable types of payroll deductions are now authorized, and he recommended that the Commission adopt a policy in which no additional payroll deductions would be approved unless required to do so by the State Legislature. He also commented that if additional payroll deductions are approved it will mean that additional equipment must be purchased at substantial cost. The Commission accepted his recommendation.

(4) Location of proposed Foothills Route or Clay-Market Route through the City of Portland and holding of a hearing: The Engineer recalled that at the meeting of July 2 and 3 the Commission had instructed that he study the feasibility of surveying the entire route before calling for a public hearing, and that he also check with the Portland Development Commission and Portland city authorities as to how such action would affect their plans. Portland city officials, he stated, were contacted and they approved deferring the hearing until after January 1, 1960. The Development Commission authorities were also contacted and it was their opinion that their plans would not be injured if a definite agreement could be arrived at. Such an agreement, he added, was presented earlier by the Chief Counsel and approved by the Commission. The Commission ordered the item deleted from the list of unfinished business.

Consideration was given to a request from the City of Ontario for protection of school children at the intersection of S. W. Fourth Avenue (ORE 201) and S. W. Fourth Street. The Engineer stated that an investigation had been made and it was found that the installation of standard traffic signals or a school crossing signal is not warranted; however, there is sufficient warrant for the installation of an overhead "School Crossing" sign with a two-way flashing amber beacon. The City, he continued, has indicated that it will maintain the sign and provide electrical energy for its operation. He recommended that the sign be installed at an estimated cost of $1,000 to be covered by an appropriate agreement. The Commission approved the installation.

The Commission also considered a request from William J. Weller, Traffic Engineer for the City of Portland, for a traffic study at N. E. Grand Avenue and Hoyt Street as to the need for the installation of a pedestrian-actuated traffic signal. A traffic engineering investigation was conducted, the Engineer stated, and it was found that the uncontrolled heavy pedestrian movement seriously blocks vehicles moving north on Grand Avenue. He recommended that the signal be installed at an estimated cost of $1,900, provided that the City of Portland will pay one-half of the cost of installation and assume all maintenance and power consumption costs. The Commission approved his recommendation with the understanding that an appropriate agreement will be prepared.

Attention was given to a request from Donald P. Allen, Director of Public Works Department, City of Eugene, for state participation in the installation of traffic signals at four intersections on state highways in the City of Eugene. A traffic engineering investigation was conducted, the Engineer reported, and the facts disclosed by the investigation indicated that traffic signals are warranted at the following intersections: (1) at Eleventh Avenue (Richardson-Eugene Highway) and Garfield Street; (2) at Seventh Avenue and Pearl Street; (3) at Seventh Avenue and Pierce Street; and (4) at Sixth Avenue and Pierce Street. The total cost of the signal installations he estimated at $17,500 and recommended that the project be approved, provided the City will agree to pay one-half the cost of the initial installation and provide for all future maintenance and power consumption. The Commission accepted his recommendation and instructed that an appropriate agreement be prepared.

Also considered was a request from the City of Pilot Rock for the installation of traffic signals at three intersections on the Pendleton-John Day Highway in the City of Pilot Rock. The Engineer stated that this request had been investigated by the Traffic Engineering Division, and it was found that the pedestrian crossing of US Highway 395 at the old grade school is adequately marked for school crossings and no further treatment is deemed necessary. At the intersection of Main and Birch Streets it was found that the majority of the accidents have involved only vehicles on the side street, and the installation of a traffic signal is not warranted according to accepted standards.

At the intersection of N. E. Alder and N. E. Cherry Streets it was found that the installation of a flashing beacon is warranted, and he recommended that a flashing beacon be installed at an estimated cost of $750 provided the City will maintain the signal and furnish the power for its operation. The Commission approved the installation to be covered by an appropriate agreement if the City agrees to the installation.

An increase in the authorization for Contract No. 5025 for grading and paving of the Highlands Interchange Section of the Sunset Highway, west of Portland, in Multnomah County, was requested by the Engineer. He explained that it appears that the project authorization will be exceeded by $68,022.56 because of heavy slides and extensive subsurface exploration. The Commission approved the increase as requested.

Brief consideration was given to an agreement with the Portland Development Commission in which the State agrees to reimburse the Development Commission for properties acquired by the Development Commission which later will be required as right of way for the freeway system in Portland. This matter was discussed earlier in the day and the agreement approved.

The Commission confirmed telephonic approval given July 22, 1959 to a resolution pertaining to allocations to cities of motor vehicle revenues accrued during the first half of the year 1959. The Commission at this time formally adopted the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Payment of annual dues to the Highway Research Correlation Service in the amount of $3,434.00 for the fiscal year July 1, 1959 to June 30, 1960 was discussed. The Engineer explained that the information furnished to the State by the Research Service eliminates duplication of research by the State, and is valuable to Legal Division personnel as well as to the Engineers. Upon his favorable recommendation, the Commission approved payment of the dues.

The Commission confirmed previous telephonic approval for the allocation of $110,000 of State funds for a revision in alignment of the Oregon Coast Highway north of the town of Gardiner to correct a slide condition. The Engineer pointed out that the Bureau of Public Roads had refused to cooperate on the basis that the slide is a maintenance operation.

The Commission considered addition of mileage to the State Federal-aid Secondary System in Douglas County and to the Federal-aid Secondary County Road System in Malheur County. Upon the Engineer's favorable recommendation, the Commission approved the following additions to the Federal-aid Secondary Systems:

(see next page)

Douglas County, FAS 234 Extension, 2.4 miles, (Tiller-Trail State Highway). To extend existing FAS 234 northerly along a newly constructed section of road to a junction with FAI Route 1 north of Canyonville.

Douglas County, FAS 254, 5.7 miles, (Myrtle Creek State Highway). This section follows the route of the Myrtle Creek State Highway, former route of the Pacific Highway, from a junction with FAI Route 1 west of Myrtle Creek southerly to FAI 1 at Riddle Road.

Malheur County, FAS 537, 14.8 miles, (Beulah-Juntura County Road). This route extends from the Agency Valley Irrigation Reservoir at Beulah southerly to FAP Route 31 (Central Oregon Highway) at Juntura.

Concerning the extension to the Tiller-Trail Highway north of Canyonville, the Commission approved designating this 2.4-mile section as an extension to the Tiller-Trail State Secondary Highway by adopting the attached resolution relative thereto, marked Exhibit "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented maps and tabulations showing projects requested on the County Federal-aid Secondary System in Crook and Marion Counties. These projects, he added, have been requested by the County Courts, and upon his favorable recommendation the Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Crook	831	West Unit, Ochoco Ranger Station Road Section, 3.5 Miles, G.S. & O.	$ 161,000	1961
Marion	159	Salem-Keizer Section, 1.7 miles, Grade and Pave.	$ 220,000	1961
		TOTAL...	$ 381,000	

SUMMARY BY FISCAL YEARS:	1960	1961	Total
*Available Funds	$4,754,000	$3,750,000	$8,504,000
Previously Approved	4,597,000**	1,125,000	5,722,000
	$ 157,000	$2,625,000	$2,782,000
Proposed Projects 7/30/59	--	381,000	381,000
Unprogrammed Balance	$ 157,000	$2,244,000	$2,401,000

*From "Status, 1960 & 1961 County FAS Funds" tabulation dated 11/5/58 less $141,000 (1960 funds) which Harney County has made available for

expenditure on the Frenchglen State Highway.

**Grant County project approved for $120,000 of fiscal year 1960 funds on 3/5/59 shifted to a fiscal year 1961 fund project at request of county.

Consideration was given to a request from the Corps of Engineers, Walla Walla District, to extend to December 31, 1959 an agreement covering the reimbursement of engineering services in connection with the relocation of Interstate Highway 80N between Rufus and Arlington. The Engineer explained that under the terms of the agreement, the Corps of Engineers reimburses the State for making engineering studies and locations. The agreement expired June 30, 1959 but the work has not yet been completed, and he recommended that the agreement be extended as requested. The Commission approved the Extension.

The Engineer reported that Teeples & Thatcher, low bidder on Contract No. 5486, for lining the Cape Creek Tunnel on the Oregon Coast Highway, had decided not to accept the award of the contract as they had discovered an error in their bid. They have submitted a check in the amount of $5,025, he continued, representing 5 percent of their bid of $100,500, which is the amount of the bond furnished with the bid. He recommended that the check be accepted, that they be released from the contract, and that the project be readvertised. The Commission approved his recommendations.

Purchase of a lot adjacent to the Roseburg Headquarters was recommended by the Engineer. He explained that the Division Headquarters occupy an entire block with the exception of this one lot at the northeast corner. Several attempts over the past years have been made to purchase the property, and the owner has now agreed to sell it for $16,000. Immediate occupancy has been requested by the Department of Motor Vehicles, and he recommended that it be acquired at the appraised value of $16,000. The Commission approved the purchase of the Lois Hill house and lot.

The matter of entering into a cooperative agreement with Multnomah County concerning drainage at N. E. 60th Street and Columbia Boulevard in Portland was brought up by the Engineer. The responsibility of the State in this area, he stated, is caused by construction of the N. E. Portland Secondary Highway which intercepted the natural drainage through the area and concentrated it at N. E. 60th Street and Columbia Boulevard. However, Multnomah County is also involved in the matter and has expressed a willingness to enter into an agreement with the State in which the cost of the project would be shared equally by the State and the County. Multnomah County, he continued, has made a survey and an estimate of the cost, amounting to $19,322.16. He recommended that the State enter into a cooperative project with Multnomah County with the understanding that the State's share of the cost shall not exceed $10,000. It was also understood that the County would agree to take care of the annual pumping charges as assessed by

Multnomah Drainage District No. 1. Upon his favorable recommendation, the Commission approved the cooperative project, details of which are to be covered by an appropriate agreement.

Payment of a sewer assessment against State Highway property at the Milwaukie Division Headquarters, south of Portland, was discussed. The Engineer recalled that in March, 1959, the Commission had approved payment of a sewer assessment against a portion of the Division Headquarters property in the amount of $1,782.00. The assessment against the remainder of the property amounts to $3,720.60, and he recommended that it be paid as the work which has been done provides the Division Headquarters with modern sewerage facilities. The Commission approved the payment.

The Engineer stated that the City of Lyons in Linn County has requested improvement of a section of the Mehama-Mill City Secondary Highway within the City of Lyons. The City has proposed a cooperative project on a six-block section and has agreed to pay a lump sum of $2,000 toward the cost of the project which the Engineer estimated would cost a total of $4,900. As the project will be of considerable benefit to the State Secondary Highway, he recommended that the project be approved. The Commission approved the project, details of which are to be covered by a written agreement.

The Commission considered the following requests for extensions of time within which to complete state highway contracts:

(1) Eugene Gardens, Contract No. 5380, for construction of overnight camp extension facilities in Honeyman State Park, Lane County, requested an extension of fifteen workdays without payment of liquidated damages. The Commission denied the request but allowed three workdays extension of time without assessment of liquidated damages.

(2) Steeck Electric Company, Contract No. 5443, for construction of traffic signals in Ashland, Jackson County, requested an extension from 80 days to 110 days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of time in the amount of 25 workdays without the assessment of liquidated damages.

FOOTNOTE: Action taken by the State Highway Commission upon the extensions of time listed above was based upon the recommendations of the Engineer and his reports which considered, but did not necessarily adopt, either or any of the reasons given by the contractors in their requests for extensions of time. (For details see the original of the contractors' requests and the Engineer's recommendations on file in the contracts mentioned in the Secretary's Office in Salem.)

The Engineer reported that contract numbers 4843, 5052, 5070, 5087, 5100, 5168, 5216, 5222, 5248, 5262, 5276, 5281, 5287, 5288, 5290, 5312, 5314, 5315, 5326, 5362, 5376, 5383, 5392, 5399, 5405, 5406, 5419, 5421, 5437, 5438, 5441, 5453, 5455, 5457, 5474, 5479, 5488 and 5491 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a letter written by Harold F. Phillippe, Assistant Secretary of State, requesting that the rental rate paid to the Secretary of State for services in the State Highway Building, Salem, be increased from seven cents to eight cents per square foot. The letter pointed out that rising costs have made the increase necessary. The Engineer stated that it would mean an increase in monthly rental charges from $6,591.37 to $7,535.28. Upon his favorable recommendation, the Commission approved the increase effective August 1, 1959.

The Commission considered and upon the favorable recommendation of the Engineer approved a cooperative agreement with the U. S. Bureau of Public Roads covering terms and conditions in the cooperative study, design, construction and maintenance of forest highway routes in Oregon. He pointed out that this is a master agreement which can be modified to fit any individual project if required.

In connection with this agreement, the Commission discussed with the Engineer the ten-year forest highway construction program required by the United States Congress. The Engineer commented that even though a ten-year program has been set up, approval of the individual projects must still be made jointly with the Bureau of Public Roads and the U. S. Forest Service, and he read from his letter of August 12, addressed to the Oregon State Highway Commission pertaining to this matter. Chairman McIver, after discussing the matter with Commissioners Fridley and Jackson, instructed that the Engineer's letter of August 12 or that part of it which points out that the program is merely a recommendation to the Congress and shall not be binding on the Highway Commission's future allocation of funds, be made a part of the book containing the ten-year forest program.

The matter of adopting reduced speed zones on highways adjoining the city limits of Pendleton, Ashland and Hermiston was presented by the Engineer. The State Speed Control Board, he stated, recently placed in effect reduced speed zones within these cities and correlating action is necessary by the State Highway Commission outside of the city limits because of the density of the roadside culture.

Upon his favorable recommendation, the Commission approved the following reduced speed zones, and adopted resolutions pertaining thereto, marked Exhibits "I-1" through "I-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(1) Pendleton-John Day Highway: 40 miles per hour between M. P. 1.87 and M. P. 2.06; 40 miles per hour between M. P. 2.26 and M. P. 2.34; 40 miles per hour between M. P. 2.53 and M. P. 2.66, except that the indicated speed shall be 20 miles per hour during the hours of school crossings from M.P. 2.53 to M.P. 2.56. See Exhibit "I-1".

(2) Green Springs Highway: 40 miles per hour between the east city limits of Ashland, M. P. 0.68, and a point 0.20 mile east of Tolman Creek Road, M. P. 1.23. See Exhibit "I-2".

(3) Hermiston Highway: 40 miles per hour between the south city limits of Hermiston at M. P. 8.96 and a point 0.14 mile south of the south city limits of Hermiston at M.P. 9.10. See Exhibit "I-3".

Consideration was given to a petition from residents of Roseburg requesting a reduced speed zone on the Coos Bay-Roseburg Highway east of Winston. This request was investigated by the Traffic Engineering Division, the Engineer stated, and it was found that a reduced speed zone is warranted. He therefore recommended that a 50 mile-per-hour speed zone be established on the Coos Bay-Roseburg Highway between the north city limits of Winston at M.P. 73.78 and a point 300 feet east of the Grant Smith Road at M. P. 76.38. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "I-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In response to a letter written by Mr. Harry W. Weinstein of Portland concerning reduction of speed on the Tualatin Valley Highway in the West Slope-Beaverton vicinity, the Engineer stated that this matter was carefully investigated and he recommended that an existing 45 mile-per-hour speed zone between M. P. 1.67 and M. P. 2.84, which lies between two 35 mile-per-hour speed zones, be rescinded, and a speed zone of 35 miles per hour be established from M. P. 1.25 to M. P. 3.18. The Commission approved the recommendation, and thereupon adopted the attached resolution relative thereto, marked Exhibit "I-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from the Department of State Police concerning the possible establishment of a reduced speed zone on the Siuslaw Highway in the community of Tide. This matter, the Engineer reported, was investigated and as a result of the facts disclosed, he

recommended that a 45 mile-per-hour speed zone be established on the Siuslaw Highway between a point 500 feet west of Cleveland Creek, M. P. 20.07, and a point 0.28 mile east of Cleveland Creek, M. P. 20.45. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "I-6", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that completion of the Roosevelt Boulevard Section of the Oregon Coast Highway within the City of Seaside had changed the physical conditions in the southerly portion of the section between the southerly limits of Gearhart and the northerly limits of Seaside. He recommended that speed zone Resolution No. 270, dated February 27, 1958, be revised to read as follows:

> 45 miles per hour between the south city limits of Gearhart, M. P. 19.11, and the north city limits of Seaside, M. P. 19.73.

The Commission approved the revision by adopting the attached resolution relative thereto, marked Exhibit "I-7", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that as a result of construction of a large bowling alley on the Dallas-Rickreall Highway immediately east of Dallas, cars have been parking on highway shoulders in this vicinity, thereby creating a traffic hazard. To protect the traveling public, he recommended that shoulder parking be prohibited on both sides of the Dallas-Rickreall Highway between a point 400 feet west of the Dallas Bowl (Engineer's Station 607+00) and a point 300 feet east of the Dallas Bowl (Engineer's Station 598+50). The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In conjunction with the problem of shoulder parking on the Dallas - Rickreall Highway immediately east of Dallas, the Engineer stated that in investigating the conditions at that location it had been determined that a 50 mile-per-hour speed zone should be established. He pointed out that in Speed Zone Resolution No. 214A, a 50 mile-per-hour speed zone had been established terminating at M. P. 2.95. He recommended that this 50 mile-per-hour speed zone be extended from M.P. 2.95 to M. P. 3.11, to include the Dallas Bowl. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "J-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Traffic hazards on the Salem-Dayton Highway near Maud Williamson State Park because of shoulder parking along the highway was

brought up by the Engineer. This matter, he stated, had been mentioned by a member of the Department of State Police. An investigation disclosed that sufficient off-the-highway parking space is available, and as cars which park on the highway shoulders constitute a hazard to the traveling public, he recommended that shoulder parking be prohibited on both sides of the Salem-Dayton Highway from the junction with the Bellevue-Hopewell Highway at M. P. 9.29 to the Wheatland Road at M. P. 9.55. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "J-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was also given to traffic hazards caused by parked vehicles along the westerly shoulder of the Oregon Coast Highway north of Beaver Creek and south of Newport. This condition, the Engineer stated, had been mentioned by the local Maintenance Superintendent. An investigation disclosed that although a new parking lot has been provided at Ona Beach, a short distance to the south, drivers still park their vehicles on the shoulder of the highway. For the safety of the traveling public, he recommended that shoulder parking be prohibited along the westerly side of the Oregon Coast Highway between M. P. 148.62 and M. P. 148.81. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "J-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of installing "EMERGENCY PARKING ONLY" signs on the Battle Creek-North Albany Interchange Section of the Pacific Highway was brought up by the Engineer. He pointed out that although there is a question as to whether these signs are of value on freeway sections, they have, however, been posted on the Barbur Boulevard-Hayesville Section of the Pacific Highway in order to study their effectiveness. A corollary study has been made on the Battle Creek-North Albany Interchange Section without the use of these signs. It is desired to continue these studies on this section with the signs in place. He therefore recommended that the Commission establish "EMERGENCY PARKING ONLY" on the north and southbound lanes of the Battle Creek-North Albany Section of the Pacific Highway from M. P. 56.44 to M. P. 73.45. The Commission approved his recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "J-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from the Oregon Baptist Convention for permission to install three Centennial signs on the right of way of the Sunset Highway near the Cornelius Pass intersection. These signs the Engineer explained, are to indicate the location of the West Union Baptist Church which was founded in 1844. The location of the signs and the sign messages have been approved, and he recommended that the installation be allowed under permit, with the understanding that the signs are to be removed at the end of the Centennial celebration. The Commission accepted his recommendation.

Consideration was also given to a request from the Enterprise Chamber of Commerce for permission to erect a sign on the southerly side of the Wallowa Lake Highway near Enterprise, at M. P. 64.11. This sign, the Engineer stated, is a rustic type advertising Wallowa County, and the location and sign message have been approved. Upon his favorable recommendation, the Commission approved installation of the sign, to be covered by a formal permit.

A request from the Douglas County Centennial Committee for permission to install four temporary signs on the Pacific Highway near Roseburg was considered. These signs, the Engineer stated, are directional signs indicating that tourist information can be obtained in Roseburg. The location of the signs and their message have been approved, and he recommended that permission be granted for installation with the understanding that they are to be removed by September 20, 1959. The Commission approved the installation of the signs, which are to be covered by a formal permit.

The Commission gave attention to a request from the Sherman County Historical Society to place signs at four different locations on the Sherman Highway in Sherman County, and on the Sherars Bridge Highway at M. P. 25.54. These signs, the Engineer stated, are of an historical nature to mark the site of The Dalles Military Road of 1869. The locations of the signs and their messages have been approved, and he recommended that a permit be granted for their installation. The Commission accepted his recommendation.

The commission also considered a request from the Newberg Chamber of Commerce to erect a rustic log sign on the westerly side of the Pacific Highway West at M. P. 22.27 near Newberg. This sign, which calls attention to the City of Newberg, has been approved as to location and message, and the Engineer recommended that a permit be granted for its installation. The Commission approved the installation.

The Commission considered and, upon the favorable recommendation of the Highway Engineer, approved a lease with the Oregon State Board of Forestry to permit the Highway Department to use a tract of land for the operation of a radio station on Bennett Butte in Coos County. The Engineer explained that the Commission at a previous meeting had approved purchase of the radio building at this site from the West Coast Telephone Company. The proposed lease is to legalize use of the land on which the radio building is located and covers a period of fifty years for consideration of One Dollar.

Out-of-state travel expenses were recommended by the Engineer for a number of highway personnel. The proposed trips, he stated, are helpful in keeping highway personnel abreast of current developments in highway work. The Commission authorized out-of-state travel for the following:

(see next page)

(1) Robert Blensly, Planning Survey Engineer, to attend conference in Washington, D. C., September 17 and 18, 1959, at an estimated cost of $350.

(2) Carl W. Jordan, Director, Travel Information Division, to attend convention of Pacific Northwest Travel Association, Coeur d'Alene, Idaho, September 9 through 13, 1959, at an estimated cost of $124.

(3) W. F. Lieske, Radio Engineer, to attend conference of National Association of State and Police Radio, in Denver, Colorado, August 2 through 5, 1959, at an estimated cost of $240. This is to confirm previous telephonic approval.

(4) P. M. Stephenson, Assistant State Highway Engineer, to attend Highway Management Conference at Aspen Meadows, Colorado, September 5 to 12, 1959, at an estimated cost of $284.

(5) R. B. Sipprell, Director of Permits, to attend Joint Meeting of Council of State Governments, Kansas City, Missouri, September 2 and 3, 1959, at an estimated cost of $250.

(6) W. C. Williams, State Highway Engineer, to attend Special Meeting of Road Test Advisory Committee in LaSalle, Illinois, September 1, 1959, at an estimated cost of $287.

(7) Confirm trip by W. C. Williams, State Highway Engineer, to Chicago, Illinois, for a meeting of Chief Highway Administrators, August 1, 1959, at a cost of $280.

(8) C. H. Armstrong, State Parks Superintendent, to attend National Conference on State Parks at Asilomar Beach, California, September 20-25, 1959, at an estimated cost of $235.

(9) G. W. Harra, Materials Engineer, to attend meeting of Committee on Materials of AASHO, in Washington, D. C., September 24-25, 1959, at an estimated cost of $370.

(10) F. B. Crandall, Traffic Engineer, and J. Al Head, Assistant Traffic Engineer, to attend national meeting of Institute of Traffic Engineers in New York City, September 14-18, 1959, at an estimated cost of $450 each.

(11) Dean Swift, Division 4 Engineer, to attend meeting of US 97 Association in Ellensburg, Washington, September 11 and 12, 1959, at an estimated cost of $75.

The Commission considered an agreement, submitted at the request of the US Bureau of Public Roads, that the State furnish an inspector from the Portland area to inspect painting of the bridge over Wind River in Washington which the Bureau is constructing. The Engineer commented that the man who ordinarily would have done the inspecting for the Bureau was injured. The agreement provides that the Bureau of Public Roads will reimburse the State for all costs incurred by the State. Upon his favorable recommendation the Commission approved the agreement.

The Commission also considered a request from the Pacific Telephone and Telegraph Company to install a public telephone booth on the westerly side of the Columbia River Highway at Warren, Columbia County. Installation of such telephones, the Engineer stated, is beneficial to the traveling public and he recommended that a permit be granted to the telephone company for the installation. The Commission accepted his recommendation.

Consideration was given to a request from the League of Oregon Cities for modification of the "Oregon Manual on Uniform Traffic Control Devices" which would allow the use of 12" by 18" signs concerning parking prohibition and regulatory signs. The Engineer explained that the Manual now prescribes a sign 18" by 24", and some difficulty is being experienced by cities in mounting and installing this size sign. It was his opinion that the change is reasonable, and he recommended that it be made to apply to parking prohibition and parking restriction signs, specifically signs R-400 through R-414 and R-450 through R-454. The Commission approved the revision as recommended.

The Engineer presented a resolution covering abandonment of a portion of the old right of way of the Long Creek-South Forest Boundary Section, Pendleton-John Day Highway, Grant County. When the right of way was purchased for this section several years ago, he stated, it was agreed with the property owner that a portion of the old right of way would be abandoned to him as a part of the consideration for the new right of way. This resolution is to comply with that agreement. The Commission thereupon adopted the attached resolution, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the Columbia River Log Scaling and Grading Bureau, Portland, for permission to construct a truck scaling station and to use the approaches to the State Highway Department truck scales along the southerly side of the Salmon River Highway near Fort Hill in Polk County was considered. The Engineer explained that in permitting the Scaling Bureau to install its scaling station adjacent to the approaches of the State truck scales only one set of approaches to and from the highway would be required, thereby reducing the hazard to the traveling public. Plans for the scaling station have been approved and he recommended that a permit be granted for the installation. The Commission accepted his recommendation.

The Commission approved the Secretary's report listing papers which he has signed on behalf of the Commission during the period June 29 through August 6, 1959.

The next regular Highway Commission meeting was set for September 24 and 25, 1959, in the conference room of the State Highway Building in Salem. A tentative date of November 5 and 6, 1959, was considered for the following meeting.

A cooperative fencing agreement with Mr. Oscar C. Butzien was presented by the Engineer for the installation of fencing along the southerly side of the Central Oregon Highway between Engineer's Stations 3066+80 and 3128+00 in Deschutes County. He explained that this is the same type of fencing agreement, which has been approved in several instances in the past, in which the land owner furnishes the wire and constructs the fence and the State stakes the right of way and furnishes the steel posts. Following his favorable recommendation, the Commission approved the agreement.

A resolution was presented by the Engineer concerning rerouting of the Richardson-Eugene Highway, No. 220, in the City of Eugene. For the best interests of the traveling public he recommended elimination from the state highway system of that part of West Eleventh Avenue from Garfield Street to Polk Street , and that part of Polk Street from West Eleventh Avenue to Sixth Avenue, and that the new route of the Richardson-Eugene Secondary Highway be designated as follows:

> Beginning at the intersection of the westerly city limits of the City of Eugene and West Eleventh Avenue; thence easterly along West Eleventh Avenue to Garfield Street; thence northerly along Garfield Street to the one-way westbound route of the Pacific Highway West at the intersection of Garfield Street and Sixth Avenue.

The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a resolution presented by the Engineer concerning rerouting of the Oregon Coast Highway in Seaside. The Engineer explained that the rerouting is a result of the completion of the Roosevelt Drive Section, which is now open to traffic. An agreement entered into with the City of Seaside on May 27, 1958 provided, among other things, that the City upon completion of Roosevelt Drive as a part of the Oregon Coast Highway, would assume jurisdiction of the old route of the highway through Seaside from 24th Street to Avenue "N". He recommended that the revised routing be formally approved as outlined in the terms of the agreement with the City of Seaside. The Commission approved his recommendation by adopting

the attached resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting was recessed at 11:15 a.m. and reconvened at 1:00 p.m. in the same room with the same persons present.

Attention was given to a letter written by Francis Landrum of Klamath Falls stating that the Lake County Court would like to have the Highway Commission accept as a part of the Oregon State Highway system the graded portion of the Adel-Denio Highway lying inside the boundary of Harney County, being a section about two miles in length. Commissioner Jackson commented that at the July 2-3, 1959 Commission meeting the Commission had directed the Engineer to send a letter to the Lake County Court outlining the Commission's position as to what they could and could not do in development of this portion of the Winnemucca-Lakeview cut-off. The matter was discussed briefly and the Commission stated that it would adhere to the terms and conditions as outlined in the Engineer's letter of July 6, 1959, to the Lake County Court.

The Engineer brought to the attention of the Commission a letter written by Mr. Arthur Kirkham, Portland, criticizing the substandard condition of the Oregon Coast Highway between Neskowin and Oretown. The Commission instructed that Mr. Kirkham be advised that there are no plans in existence at this time for improvement of this section of highway because of lack of funds.

The Commission also considered a letter from Mr. Charles E. Snell, President of the Oregon State Motor Association, suggesting that the Eastbank Freeway Section of the Pacific Highway in Portland be named in honor of Fred T. Fowler, who has been prominent in highway matters in Portland for a number of years. The Engineer pointed out that Federal regulations on interstate highways preclude the naming of any section for any individual, and also preclude the use of any other name or designation. The Commission instructed that Mr. Snell be advised of these regulations.

The Engineer brought up the matter of a recent fatal accident at the intersection of US 20 and US 97 a short distance north of Bend. Although this intersection is of fairly modern construction, he pointed out that several accidents have occurred due principally to excessive speed. To protect the traveling public he recommended that the Commission establish a 40 mile-per-hour speed zone on The Dalles-California Highway from M. P. 134.83 to M. P. 136.47. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked Exhibit "I-8", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer stated that although the national Congress has not taken action on Federal Interstate funds there are several projects, including county and city jobs, which should be advertised for contracting so that the work may be done during good weather. He also mentioned a few Federal-aid projects which should be placed under contract in order to use adjoining projects which have been constructed or are under construction. The Commission granted the Engineer authority to call bids for those projects which are deemed critical, such bids to be received in the early part of September.

Attention was given to a letter from the Clackamas County Court concerning proposed acquisition by the County of approximately twelve acres for park purposes along the Clackamas Highway, a few miles east of Carver. The County in their letter requested that the Commission transfer the land to them without charge as the County does not have funds to purchase it. The Engineer pointed out that during the last ten years the County has transferred to the State only one very small parcel of land without charge. In six other transactions, covering about seven acres of land, the State paid to the County in excess of $5,000. Commissioner McIver stated that it has been the policy of the Commission for many years to sell property at cost to other public agencies. The Commission made no change in this policy.

The Parks Superintendent stated that he had received a telegram stating that a federal hearing will be held pertaining to the creation of a national park in the Sand Dune area along the Oregon Coast in Lane and Douglas Counties. Commissioner Jackson commented that the proposed federal park appears to be a meritorious project which would be of benefit to the state, and it was his thought that the Commission should take affirmative action. The Parks Superintendent remarked that the Parks Advisory Committee favors the general idea, but is not familiar with details. Commissioner Fridley stated that in his opinion the attitude of the Parks Advisory Committee should be more definitely ascertained, particularly concerning details of development. After some further discussion the Commission authorized the Parks Superintendent and the Chief Counsel to prepare a statement stating that the Sand Dune Park project fits in with State park plans, and that the Highway Commission favors establishment of it, if the Federal Government will develop it properly, including park facilities comparable with those installed in State parks.

The Parks Superintendent stated that Jackson County had made a request for additional right of way through Laurelhurst State Park in Jackson County in order to relocate a bridge on a county road. The transfer of right of way to them, he stated, will not injure the park and he recommended that the necessary right of way be transferred to the County without charge in exchange for the existing County right of way and on condition that a connection is provided to the State's new overnight camping facilities. The Commission approved his recommendation.

Chairman McIver inquired as to what progress is being made in acquiring land along the Rogue River east of Grants Pass for park purposes. The Parks Superintendent stated that in his opinion the necessary land can be acquired from the Harry White property which would provide more than a mile of park frontage on the Rogue River.

The Chief Counsel presented a proposed settlement of a condemnation case involving property owned by Haydn M. Close, R-28297 and R-28340, on the Russell Street-Curry Street Section of the Pacific Highway in Multnomah County. The State had offered $29,000 for this property and the owners have now proposed a settlement for $30,000 which he recommended be accepted. The Commission approved the settlement.

The Engineer brought up the matter of transferring to the State Board of Higher Education a tract of land on the east side of Klamath Falls which may be used by Oregon Technical Institute for a site to construct a new school. He recommended that the 38-acre tract be sold to the Board of Higher Education if they wish to purchase it, for the same price that the State paid for it, or $7,600. In the brief discussion which followed on this matter it was pointed out that this offer is in line with the Commission's established policy and that the land at the present time is probably worth much more than that amount. The Commission authorized the sale as recommended.

The Commission signed agreements, deeds, and other papers.

There being no further business to conduct, the meeting was declared adjourned at 1:30 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

August 13, 1959

EXHIBIT "A"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated August 13, 1959, pages 1 through 52, as presented by the Right of Way Engineer and approved by the Highway Commission on August 13, 1959, and by this reference said right of way resolution of August 13, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Beaverton-Forest Grove Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Lots 11 and 12, Block 4 of Ladd and Reed Acres, situated in Section 11, Township 1 S, Range 2W, W. M., Washington County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 370, Page 113 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at the Southwest corner of said Lot 12; thence North along the West line of said Lot 12, a distance of 100 feet to the true point of beginning, said true point of beginning being the Northwest corner of said State of Oregon property; thence Easterly along the Northerly line of said State of Oregon property, 200 feet to the Northeast corner thereof; thence South along the East line of said State of Oregon property 60 feet, more or less, to a line which is parallel to and 28 feet Northerly of the center line of the West bound traffic lane of the Tualatin Valley Highway; thence N 81° 37' W, parallel to said center line 200 feet to the West line of said Lot 12; thence North along said West line 60 feet, more or less, to the true point of beginning.

The center line of said West bound traffic lane is described as follows:

Beginning at Engineer's center line Station 219+22.71, said Station being 1166.2 feet South and 2533.5 feet West of the Northeast corner of the Nathan Robertson DLC #45, Twp. 1 S, R 2 W, W. M.; thence N 81° 37' W, 1277.29 feet to Engineer's center line Station 232+00.

The parcel of land to which this description applies contains 11,761 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-1" (Cont)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Tualatin Valley Highway, except there will be two points of access from the said property to the Tualatin Valley Highway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 109 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "B-2"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the West Portland Junction-Willamette River Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 37, Tualatin Valley Homes, situated in Section 13 and in Section 24, Township 2 S, Range 1 W, W. M., Washington County, Oregon, the said parcel being that portion of said Lot 37 lying Westerly of a line which is parallel to and 100 feet Westerly of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 210+00, said Station being 1261.98 feet, N 77° 12' 48" E, of the North quarter corner of said Section 24; thence S 15° 49' 15" W, 1000 feet to center line Station 220+00.

The parcel of land to which this description applies contains 0.94 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,150.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway and shall also provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the Pacific Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 110 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "B-3"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Lots 7, 8, 9 and 10, Block 2, Thompson Addition, a Subdivision of Lot 3, Marion Gardens in Section 30, Township 7 S, Range 2 W, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning on the West line of said Lot 10, at a point which is 90 feet Northerly from the Southwest corner of said Lot 10; thence Easterly parallel with the South line of said Lot 10 and Lot 9, a distance of 87.86 feet to the Northwest corner of that tract of land described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book 435, Page 728, of Marion County Deed Records; thence N 2° 37' E, 90.09 feet to the Southwest corner of that tract of land described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book 436, Page 277, Marion County Deed Records; thence Westerly parallel with the South line of said Lots 9 and 10, a distance of 91.98 feet to the West line of said Lot 7; thence Southerly along the West line of said Lots 7 and 10, a distance of 90 feet to the place of beginning.

The parcel of land to which this description applies contains 8093 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $ 9,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 111 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "B-4"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 12, Block 2, Thompson Addition situated in Section 25, Township 7 S, Range 3 W, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission recorded in Book 431, Page 321 of Marion County Records of Deeds; the said parcel being that portion of said Lot 12 lying Easterly of a line that is parallel to and 100 feet Easterly of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 225+00, said Station being 13 feet North and 88 feet West of the Northwest corner of Lot 5, said Block 2; thence South 300 feet to Station 228+00.

The parcel of land to which this description applies contains 7500 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,600.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 112 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "B-5"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 5, Block 2, Thompson Addition, situated in Section 25, Township 7 S, Range 3 W, W. M., Marion County, Oregon, and being a portion of that tract of land described in that certain deed to State of Oregon by and through its State Highway Commission recorded in Book 429, Page 781 of Marion County Records of Deeds; the said parcel being that portion of said Lot 5 lying Easterly of a line that is parallel to and 100 feet Easterly of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 225+00, said Station being 13 feet North and 88 feet West of the Northwest corner of said Lot 5; thence South 300 feet to Station 228+00.

The parcel of land to which this description applies contains 7300 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,900.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 113 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "B-6"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the Harbor Drive-Barbur Boulevard Section of the Pacific Highway described as follows:

PARCEL 1. A parcel of land lying in Lots 18, 19 and 20, Block 9, Alder Springs, situated in the SW $\frac{1}{4}$ of Section 21, Township 1 S, Range 1 E, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southeast corner of said Lot 20; thence North along the East lines of Lots 20, 19 and 18, a distance of 120 feet; thence Southwesterly in a straight line to the North line of said Lot 19, at a point which is 60 feet West of the Northeast corner of said Lot 19; thence West along the North line of said Lot 19, 40 feet to the Northwest corner thereof; thence South along the West lines of Lots 19 and 20, a distance of 92 feet; thence Southeasterly in a straight line to the South line of said Lot 20, at a point which is 65 feet West of the Southeast corner of said Lot 20; thence East along the South line of said Lot 20, a distance of 65 feet to the point of beginning.

The parcel of land to which this description applies contains 10,460 square feet.

PARCEL 2. A parcel of land lying in Lots 1, 2, 3, and 4, Block 9, Alder Springs, situated in the SW $\frac{1}{4}$ of Section 21, Township 1 S, Range 1 E, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Lot 1; thence North along the West lines of Lots 1, 2, 3 and 4, a distance of 200 feet to the Northwest corner of said Lot 4; thence East along the North line of said Lot 4, a distance of 100 feet to the Northeast corner thereof; thence South along the East line of said Lots 4 and 3, a distance of 100 feet to the Southeast corner of said Lot 3; thence Southwesterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 15,000 square feet.

WHEREAS, after consideration, the Commission find and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent

EXHIBIT "B-6" (Cont.)

and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $20,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Property Sale Resolution No. 114 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "C"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State of Oregon by and through its State Highway Commission, is the owner of the parcel of land in the Klamath Falls (South Sixth Street) Section of the Klamath Falls-Lakeview Highway described as follows:

A parcel of land lying in the City of Klamath Falls, also lying in Section 33, Township 38 S, Range 9 E, W.M., Klamath County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 238, Page 25 of Klamath County Records of Deeds; the said parcel being described as follows:

Beginning at a point formed by the intersection of the Westerly line of the right of way of the California Northeastern Railway Company and the Southwesterly line of Sixth Street which said street is also known and designated as the County Road from Klamath Falls to Merrill, and which said street or road now now forms the Southwesterly terminal of Spring Street; thence S 0° 19' E, along the Westerly line of the said right of way a distance of 314.5 feet to the true point of beginning, said point being 12.5 feet distant from and at right angles to the center line of a spur track of the California Northeastern Railway; thence S 0° 19' E, along Westerly line of said right of way a distance of 244.5 feet to a point; thence N 55° 22' W, a distance of 571.06 feet to a point; thence N 34° 38' E, a distance of 130 feet, more or less, to the most Southerly corner of that property conveyed to the State of Oregon by and through its State Highway Commission by deed recorded in Book 281, Page 268, of Klamath County Deed Records; thence N 81° 00' E, 150 feet, more or less, to a point on the Northeasterly line of that certain last described tract in that deed to M. S. West, recorded in Book 216, Page 419, Klamath County Deed Records, said point being 12.5 feet Southwesterly of (when measured at right angles to) the center line of said spur track of the California Northeastern Railway; thence Southeasterly parallel to and 12.5 feet distant from the centerline of said spur track, a distance of 324 feet, more or less, to point of beginning.

Except that portion lying within the right of way of the California Northeastern Railway.

The parcel of land to which this description applies contains 2.4 acres.

EXHIBIT "C" (Cont.)

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,600.00, and the City of Klamath Falls is desirous of acquiring said property.

NOW, THEREFORE, BE IT RESOLVED that the above described real property be sold to the City of Klamath Falls by a direct sale for the appraised value of $3,600.00.

NOW, THEREFORE, BE IT RESOLVED that this Property Sale Resolution No. 115 be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

31944

EXHIBIT "D-1"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

EXHIBIT "D-1" (Cont.)

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "D-1" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1183.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1183, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-2"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public, and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-2" (Cont.)

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Cascade Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1184.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1184, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-3"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and

EXHIBIT "D-3" (Cont.)

the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to aquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1185.

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*FOOTNOTE:

The names of the property owners and the detailed description

EXHIBIT "D-3" (Cont.)

of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1185, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31952

EXHIBIT "D-4"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

EXHIBIT "D-4" (Cont.)

immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence

EXHIBIT "D-4" (Cont.)

and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1186.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1186, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-5"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels

EXHIBIT "D-5" (Cont.)

of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1187.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1187, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31958

EXHIBIT "D-6"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which

EXHIBIT "D-6" (Cont.)

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to at-

EXHIBIT "D-6" (Cont.)

tempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1188.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1188, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-7"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the the Dodson-Cascade Locks Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the widening, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even

EXHIBIT "D-7" (Cont.)

though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Dodson-Cascade Locks Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening, improvement and maintenance of the said Dodson-Cascade Locks Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "D-7" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1189.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1189, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31964

EXHIBIT "D-8"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "D-8" (Cont.)

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "D-8" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1190.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1190, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-9"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Florence-Mapleton Section of the Siuslaw Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Florence-Mapleton Section of the Siuslaw Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part

EXHIBIT "D-9" (Cont.)

hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Siuslaw Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Florence-Mapleton Section of the said Siuslaw Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1191.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1191, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-10"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "D-10" (Cont.)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1192.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1192, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31972

EXHIBIT "D-11"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain Academy Street-Coast Junction Section of the Dallas-Rickreall Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improving and maintaining of the said Academy Street-Coast Junction Section of the Dallas-Rickreall Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "D-11" (Cont.)

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Dallas-Rickreall Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improving and maintaining of the said Academy Street-Coast Junction Section of the said Dallas-Rickreall Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1193.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1193, under the heading "Real Property Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

31974

EXHIBIT "D-12"

Minutes of August 13, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "D-12" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 13th day of August, 1959, as Condemnation Resolution No. 1194.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1194, under the heading "Real Property Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820."

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

EXHIBIT "E" (Cont)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period January 1 to June 30, inclusive, of the year 1959, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 6,479,185.56
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	15,629,727.82
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	6,356,086.06
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	240,085.54
	$28,705,084.98

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,870,508.50, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period January 1 to June 30, 1959, the sum of $2,745,508.50, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population	Amount
Adams	198	$ 633.37
Albany	13,000	41,584.90
Amity	630	2,015.27

EXHIBIT "E" (Cont)

City	Population	Amount
Antelope	60	$ 191.93
Arlington	650	2,079.25
Ashland	8,800	28,149.78
Astoria	12,000	38,386.06
Athena	860	2,751.00
Aumsville	330	1,055.62
Aurora	240	767.72
Baker	9,680	30,964.75
Bandon	1,650	5,278.08
Banks	370	1,183.57
Barlow	100	319.88
Bay City	800	2,559.07
Beaverton	4,500	14,394.77
Bend	12,450	39,825.54
Boardman	140	447.84
Bonanza	280	895.67
Brookings	3,250	10,396.22
Brownsville	1,200	3,838.60
Burns	3,650	11,675.76
Butte Falls	360	1,151.58
Canby	2,150	6,877.50
Cannon Beach	510	1,631.41
Canyon City	640	2,047.26
Canyonville	1,010	3,230.83

EXHIBIT "E" (Cont)

City	Population	Amount
Carlton	1,060	$ 3,390.77
Cascade Locks	800	2,559.07
Cave Junction	300	959.65
Central Point	2,100	6,717.56
Chiloquin	910	2,910.94
Clatskanie	890	2,846.97
Coburg	710	2,271.17
Columbia City	460	1,471.47
Condon	1,120	3,582.70
Coos Bay	7,500	23,991.29
Coquille	4,870	15,578.34
Cornelius	1,150	3,678.66
Corvallis	19,100	61,097.81
Cottage Grove	4,200	13,435.12
Cove	290	927.66
Creswell	780	2,495.09
Culver	350	1,119.59
Dallas	5,350	17,113.79
Dayton	680	2,175.21
Dayville	250	799.71
Delake	800	2,559.07
Detroit	275	879.68
Donald	210	671.76
Drain	1,440	4,606.33
Dufur	475	1,519.45

EXHIBIT "E" (Cont)

City	Population	Amount
Dundee	310	$ 991.64
Eagle Point	690	2,207.20
Eastside	1,366	4,369.61
Echo	520	1,663.40
Elgin	1,350	4,318.43
Elkton	200	639.77
Empire	4,270	13,659.04
Enterprise	1,950	6,237.73
Estacada	950	3,038.90
Eugene	47,600	152,264.70
Fairview	521	1,666.59
Falls City	800	2,559.07
Florence	1,750	5,597.97
Forest Grove	5,600	17,913.49
Fossil	680	2,175.21
Garibaldi	1,240	3,966.56
Gaston	370	1,183.57
Gates	420	1,343.51
Gearhart	560	1,791.35
Gervais	470	1,503.45
Gladstone	3,680	11,771.73
Glendale	1,000	3,198.84
Gold Beach	1,950	6,237.73
Gold Hill	650	2,079.24
Granite	4	12.80

EXHIBIT "E" (Cont)

City	Population	Amount
Grants Pass	9,900	$31,668.50
Grass Valley	200	639.77
Gresham	3,490	11,163.95
Haines	330	1,055.62
Halfway	525	1,679.39
Halsey	410	1,311.52
Hammond	530	1,695.38
Harrisburg	870	2,782.99
Helix	180	575.79
Heppner	1,600	5,118.14
Hermiston	4,450	14,234.83
Hillsboro	7,500	23,991.29
Hines	1,170	3,742.64
Hood River	4,100	13,115.24
Hubbard	495	1,583.43
Huntington	825	2,639.04
Idanha	270	863.69
Imbler	150	479.82
Independence	2,040	6,525.63
Ione	300	959.65
Irrigon	260	831.70
Island City	150	479.82
Jacksonville	1,160	3,710.65
Jefferson	655	2,095.24
John Day	1,625	5,198.11

EXHIBIT "E" (Cont)

City	Population	Amount
Jordan Valley	280	$ 895.67
Joseph	850	2,719.01
Junction City	1,600	5,118.14
Juntura	100	319.88
Klamath Falls	19,500	62,377.35
Lafayette	620	1,983.28
LaGrande	9,100	29,109.43
Lakeview	3,200	10,236.28
Lebanon	6,450	20,632.51
Lexington	250	799.71
Lonerock	34	108.76
Long Creek	380	1,215.56
Lostine	260	831.70
Lowell	575	1,839.33
Lyons	443	1,417.09
Madras	1,600	5,118.14
Malin	590	1,887.31
Manzanita	450	1,439.48
Maupin	410	1,311.52
McMinnville	7,000	22,391.87
Medford	24,300	77,731.77
Merrill	995	3,182.84
Metolius	300	959.65
Mill City	1,540	4,926.21
Milton-Freewater	4,200	13,435.12

EXHIBIT "E" (Cont)

City	Population	Amount
Milwaukie	6,300	$20,152.68
Mitchell	410	1,311.52
Molalla	1,600	5,118.14
Monmouth	2,340	7,485.28
Monroe	370	1,183.57
Monument	225	719.74
Moro	370	1,183.57
Mosier	260	831.70
Mount Angel	1,485	4,750.28
Mount Vernon	475	1,519.45
Myrtle Creek	2,250	7,197.39
Myrtle Point	3,200	10,236.28
Nehalem	280	895.68
Newberg	4,000	12,795.35
Newport	4,850	15,514.37
North Bend	7,670	24,535.09
North Powder	410	1,311.52
Nyssa	2,651	8,480.12
Oakland	970	3,102.87
Oakridge	2,125	6,797.53
Oceanlake	1,500	4,798.26
Ontario	4,790	15,322.44
Oregon City	8,600	27,510.01
Oswego	4,900	15,674.31
Paisley	230	735.73

EXHIBIT "E" (Cont)

City	Population	Amount
Pendleton	15,300	$48,942.23
Philomath	1,390	4,446.39
Phoenix	730	2,335.15
Pilot Rock	1,670	5,342.06
Portland	268,200 *	857,928.42
Port Orford	1,320	4,222.47
Powers	1,300	4,158.49
Prairie City	800	2,559.07
Prescott	120	383.86
Prineville	3,800	12,155.59
Rainier	1,204	3,851.40
Redmond	3,750	11,995.64
Reedsport	3,450	11,035.99
Richland	275	879.68
Riddle	1,000	3,198.84
Rockaway	1,180	3,774.63
Rogue River	600	1,919.30
Roseburg	12,200	39,025.83
St. Helens	5,190	16,601.97
St. Paul	270	863.69
Salem	47,100	150,665.28
Sandy	1,260	4,030.54
Scappoose	900	2,878.95
Scio	460	1,471.47
Scotts Mills	150	479.82

*2/3 of 1958 census, as defined in ORS 366.785(3)

EXHIBIT "E" (Cont)

City	Population	Amount
Seaside	3,800	$12,155.59
Shaniko	52	166.34
Sheridan	1,810	5,789.90
Sherwood	770	2,463.11
Siletz	580	1,855.33
Silverton	3,150	10,076.34
Sisters	690	2,207.20
Sodaville	160	511.81
Spray	205	655.76
Springfield	13,800	44,143.97
Stanfield	850	2,719.01
Stayton	2,220	7,101.42
Sublimity	435	1,391.49
Summerville	70	223.92
Sumpter	130	415.85
Sutherlin	2,700	8,636.86
Sweet Home	4,150	13,275.18
Taft	470	1,503.45
Talent	930	2,974.92
The Dalles	11,560	36,978.57
Tillamook	4,250	13,595.06
Toledo	2,900	9,276.63
Troutdale	500	1,599.42
Tualatin	330	1,055.62
Turner	800	2,559.07
Umatilla	870	2,782.99

EXHIBIT "E" (Cont)

City	Population	Amount
Union	1,360	$ 4,350.42
Vale	1,620	5,182.12
Vernonia	1,300	4,158.49
Waldport	690	2,207.20
Wallowa	1,050	3,358.78
Warrenton	1,900	6,077.79
Wasco	320	1,023.63
Waterloo	190	607.78
West Linn	3,760	12,027.63
Weston	750	2,399.13
Wheeler	290	927.66
Willamina	1,000	3,198.84
Winston	2,450	7,837.15
Woodburn	2,810	8,988.74
Wood Village	840	2,687.02
Yamhill	500	1,599.42
Yoncalla	700	2,239.19
Totals	858,283	$2,745,508.50

Population as determined by Oregon State Board of Census, (July 1, 1958) or by official enumerations made subsequent to July 1, 1958.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 13, 1959.

EXHIBIT "F"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4843 with Morrison Knudsen Company, Inc., for grading on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, completed July 30, 1959.

"Contract No. 5052 with Birkemeier Construction Co., for 26th Avenue Structures on the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County, completed July 25, 1959.

"Contract No. 5070 with Fred J. Stubbert, for Honeyman State Park Facilities on the Oregon Coast Highway in Lane County, completed July 18, 1959.

"Contract No. 5087 with Arthur Simonsen & Co., for grading-oiling the Wingville Section of Wingville Lane Road in Baker County, completed July 25, 1959.

"Contract No. 5100 with Robert M. Hebener & Elmer T. Jenkins, for the Burns-Princeton Rock Production Project on the Burns-Crane and Crane-Scotts Butte Highways in Harney County, completed May 4, 1959.

"Contract No. 5168 with Morse Bros., for grading-paving the Newberg-Gearin Corner of the Hillsboro-Silverton Secondary Highway in Yamhill-Marion Counties, completed July 14, 1959.

"Contract No. 5216 with T. C. Wildish, for paving and storm sewer on the Santa Clara-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County, completed August 5, 1959.

"Contract No. 5222 with George E. Berry, for deck replacement on the McFee Bridge on the Hillsboro-Silverton Secondary Highway in Washington County, completed June 29, 1959.

"Contract No. 5248 with Keystone Construction Co., Inc., for grading-oiling the West Unit, Post-Camp Creek Section of the Paulina Secondary Highway in Crook County, completed June 25, 1959.

"Contract No. 5262 with S & D Construction Company, for undercrossing construction on the South Santiam Interchange on the Pacific Highway in Linn County, completed July 10, 1959.

"Contract No. 5276 with C. E. Leseberg, for grading-oiling the Burns Jct.-West Fork Silvies River Section of the Frenchglen Secondary Highway in Harney County, completed July 15, 1959.

EXHIBIT "F" (Cont)

"Contract No. 5281 with O. C. Yocom Co., for grading-oiling the West Unit, McMinnville Airport-Dayton Jct. Section of Three Mile Lane Secondary Highway in Yamhill County, completed July 18, 1959.

"Contract No. 5287 with C. E. Leseberg, for grading-oiling the Vale Unit, Vale-Grand Avenue and West Unit, Foothills Drive of Lytle Blvd., and Foothills Drive in Malheur County, completed June 20, 1959.

"Contract No. 5288 with D. F. McKenzie, grading-stone base on the Bethel-Zena Section of the Byerly Corner-West Salem Road in Polk County, completed August 5, 1959.

"Contract No. 5290 with Sig Andersson, for the Gravelford Bridge construction on the North Fork Coquille River Section of the Myrtle Point-Fairview County Road (FAS 252) in Coos County, completed June 26, 1959.

"Contract No. 5312 with E. P. Baltz & Son, for roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway in Multnomah County, completed June 15, 1959.

"Contract No. 5314 with Babler Brothers, Inc., for the Umatilla River Bridge construction on the Thornhollow Section of the Adams-Cayuse County Road (FAS 472) in Umatilla County, completed June 25, 1959.

"Contract No. 5315 with E. H. Itschner Co., for stone base-oiling the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Secondary Highway in Union County, completed July 9, 1959.

"Contract No. 5326 with Ausland Construction Co., for Grave Creek Bridge construction at Leland, County Road #5 (FAS 850) in Josephine County, completed June 26, 1959.

"Contract No. 5362 with Robert C. Wilson, for the Devils Lake Park Extension on the Oregon Coast Highway in Lincoln County, completed May 26, 1959.

"Contract No. 5376 with Bechtel Brothers, for bridge-grading the Powder River Bridge on the Richland-South Road (FAS 511) in Baker County, completed July 22, 1959.

"Contract No. 5383 with Monson & Sivers Company, for construction of the Salem Sign Department Building, Marion County, completed July 16, 1959.

"Contract No. 5392 with Rogers Construction, Inc., for grading the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, completed June 23, 1959.

"Contract No. 5399 with Inter City Sand & Gravel Co., Inc., for the Bear Creek Bridge widening on the Comstock-Anlauf Section of Pacific Highway in Douglas County, completed July 10, 1959.

EXHIBIT "F" (Cont)

"Contract No. 5405 with E. H. Itschner Co., for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County, completed August 5, 1959.

"Contract No. 5406 with R. L. Coats, for the Eight Mile Creek Bridge construction on The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County, completed August 7, 1959.

"Contract No. 5419 with L. A. Decker Company, for the Quartz Mt.-Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County, completed July 21, 1959.

"Contract No. 5421 with Yaquina Head Quarries, for the Toledo Rock Production Project on four state highways in Lincoln County, completed July 1, 1959.

"Contract No. 5437 with E. H. Itschner Co., for oiling-rock production on the Webb Slough-Long Creek Section of the Pendleton-John Day Highway in Grant-Umatilla Counties, completed August 3, 1959.

"Contract No. 5438 with Rogue River Paving Co., for paving on the Cobleigh Road-Butte Falls Section of the Butte Falls Road in Jackson County, completed July 1, 1959.

"Contract No. 5441 with Hughes & Dodd Co., & Tru-Mix Equipment Co., for the Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County, completed July 31, 1959.

"Contract No. 5453 with John A. & Dale J. Clarambeau, for metal median barrier on Fords Bridge Section on Pacific Highway in Douglas County, completed May 27, 1959.

"Contract No. 5455 with Wint Roberts and Troy Roberts, for sand shed construction in the Hood River Maintenance Yard on the Columbia River Highway in Hood River County, completed July 15, 1959.

"Contract No. 5457 with Merlin R. Stam, for addition to latrine in Fogarty Creek State Park on the Oregon Coast Highway in Lincoln County, completed June 30, 1959.

"Contract No. 5474 with Hillstrom Shipbuilding Company, for fender piling repairs on the McCullough Bridge in Coos Bay, on Oregon Coast Highway, Coos County, completed July 2, 1959.

"Contract No. 5479 with Babler Bros., Inc., for grading-oiling the East Unit. Foothills Drive Section of the Foothills Drive Road in Malheur County, completed July 16, 1959.

"Contract No. 5488 with Tri-State Painting Co., for maintenance painting the west approaches of the Steel Bridge in Portland, Multnomah County, completed July 17, 1959.

EXHIBIT "F" (Cont)

"Contract No. 5491 with Russell Olson Const. Co., Inc., for oiling three County Roads, FAS Routes #714-#724-#725 in Gilliam County, completed July 24, 1959.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 83 shall be entered in the minutes and records of the Commission as of the 13th day of August, 1959.

EXHIBIT "G"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Pendleton-John Day Highway, State Primary Highway No. 28, in Grant County known as Long Creek-South Forest Boundary Section, Forest Highway Project No. 34C-1, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 129+94.66 and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 6+17.61; and

WHEREAS, due to the relocation of the afo-esaid section, a portion of the right of way of the original Pendleton-John Day Highway, State Primary Highway No. 28, is no longer needed for right of way purposes and may be eliminated as part of said original highway. Said section to be eliminated is hereinafter designated as Unit "A" as shown colored in brown on the map attached hereto marked Exhibit "A" and by this reference made a part hereof. *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Pendleton-John Day Highway, State Primary Highway No. 28, in Grant County, the hereinafter described section of the original Pendleton-John Day Highway is no longer needed by the State of Oregon and is no longer needed by the State of Oregon for highway or other public use or for the service of persons living thereon or communities served thereby. The said section to be eliminated is identified as Unit "A" as shown in brown on said Exhibit "A" and is described as follows:

Unit "A": All the land situated within the right of way boundary lines of the Pendleton-John Day Highway as formerly routed,

EXHIBIT "G" (Cont)

beginning at the southerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 96+45 of said highway as relocated in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$-$SE\frac{1}{4}$), Section 12, Township 12 South, Range 30 East, W. M.; thence southeasterly along said former highway to the range line between Township 12 South, Range 30 East, W. M., and Township 12 South, Range 31 East, W. M.

2. That Unit "A" is hereby duly eliminated as a part of the Pendleton-John Day Highway, State Primary Highway No. 28, and the state highway system; and all right, title, and interest which State has in said Unit "A" hereby pass to and vest in the abutting property owners.

3. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 362 this 13th day of August, 1959, and the Secretary is ordered to mail certified copies hereof to the Grant County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 362, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-1"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Richardson-Eugene Highway, State Secondary Highway No. 220, is routed over and along certain city streets in the City of Eugene as follows:

> Beginning at the intersection of the westerly city limits of the City of Eugene and West 11th Avenue; thence easterly along West 11th Avenue to Polk Street; thence northerly along Polk Street to a junction with the one-way westbound route of the Pacific Highway West at the intersection of Polk Street and 6th Avenue; and

WHEREAS, pursuant to ORS 373.010, the Highway Commission deems it necessary and in the best interests of the traveling public that the route of the Richardson-Eugene Highway be altered in the City of Eugene; and

WHEREAS, the alteration of said route will permit the elimination of certain city streets from the state highway system; and

WHEREAS, it is the purpose of the Highway Commission to take official action and to impress upon its records the rerouting of said Richardson-Eugene Highway and the elimination of certain streets in the City of Eugene from the state highway system.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. A section of the Richardson-Eugene Highway, State Secondary Highway No. 220, within the City of Eugene is no longer needed by the State of Oregon as a part of the said Richardson-Eugene Highway and the state highway system, which section is hereinafter referred to as Unit "A", and is colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. Unit "A" is described as follows: *

> That part of West 11th Avenue from Garfield Street to Polk Street and that part of Polk Street from West 11th Avenue to 6th Avenue.

2. Pursuant to ORS 373.010, and in furtherance of the best interests of the State of Oregon, the aforesaid Unit "A" is hereby eliminated as a part of the Richardson-Eugene Highway, State Secondary Highway No. 220, and the state highway system, and is returned to the City of Eugene for its jurisdiction, control and maintenance.

3. Pursuant to ORS 373.010, the new route of the Richardson-Eugene Highway, State Secondary Highway No. 220, is hereby selected and designated as follows:

EXHIBIT "H-1" (Cont)

Beginning at the intersection of the westerly city limits of the City of Eugene and West 11th Avenue; thence easterly along West 11th Avenue to Garfield Street; thence northerly along Garfield Street to the one-way westbound route of the Pacific Highway West at the intersection of Garfield Street and 6th Avenue as shown colored in yellow on the attached Exhibit "A". *

4. This resolution be entered in the minutes and records of the Highway Commission this 13th day of August, 1959, as Secondary Highway Resolution No. 51, and the Secretary is directed to mail a certified copy hereof to the City of Eugene and the Secretary of State.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 51, under the heading "Secondary Highway Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-2"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, on June 5, 1935, the Oregon State Highway Commission selected and designated the route of the Oregon Coast Highway, State Primary Highway No. 9, over and along certain city streets in the City of Seaside as follows:

> Beginning at the intersection of the north city limits of Seaside with 24th Street; thence westerly along 24th Street to the intersection of 24th Street and Holladay Street (formerly known as 7th Street); thence southerly along Holladay Street to the south city limits of Seaside, and

WHEREAS, a relocated section of the Oregon Coast Highway, State Primary Highway No. 9, known as the Roosevelt Drive (Seaside) Section in the City of Seaside has been completed and opened to public travel; and

WHEREAS, the completion of the said relocated section of the Oregon Coast Highway will permit the elimination of portions of certain city streets from the state highway system; and

WHEREAS, the State Highway Commission and the City of Seaside entered into an agreement on the 27th day of May, 1958, which, among other things, provided that the City, upon completion of the aforesaid Roosevelt Drive (Seaside Section) of the Oregon Coast Highway, would assume jurisdiction, control, and maintenance of that portion of the former route, hereinafter referred to as Unit "A", shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. Unit "A" is described as follows: *

> Beginning at the intersection of Holladay Street (formerly known as 7th Street) and Avenue N; thence northerly along Holladay Street to an intersection with 24th Street; thence easterly along 24th Street to an intersection with Roosevelt Drive; and

WHEREAS, it is the purpose of the Highway Commission to take official action and to impress upon its records the rerouting of the Oregon Coast Highway and the elimination of portions of certain city streets from the state highway system in the City of Seaside.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the Highway Commission that:

1. Pursuant to ORS 373.010, the aforesaid Unit "A" is hereby eliminated as a part of the Oregon Coast Highway, State Primary Highway No. 9, and the state highway system and is returned to the City of Seaside for its jurisdiction, control and maintenance.

EXHIBIT "H-2" (Cont)

2. Pursuant to ORS 373.010, the new route of the Oregon Coast Highway, State Primary Highway No. 9, in the City of Seaside is hereby selected and designated as follows:

Beginning at the intersection of the northerly city limits of Seaside and Roosevelt Drive; thence southerly along Roosevelt Drive and its extension to an intersection with Holladay Street; thence southerly along Holladay Street to the south city limits of Seaside as shown in green on the attached Exhibit "A". *

3. This resolution be entered in the minutes and records of the Highway Commission this 13th day of August, 1959, as Primary Highway Resolution No. 28, and Secretary is directed to mail a duly certified copy hereof to the City of Seaside and the Secretary of State.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 28 under the heading "Primary Highway Resolution", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I-1"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pendleton-John Day

Highway number 28 Route number US 395

Location of Termini		Established Speed
M.P. 1.87 (400 feet north of S. W. Hailey Avenue)	to M.P. 2.06 (city limits of Pendleton)	40 M.P.H.
M.P. 2.26 (S.W. 30th Street, city limits of Pendleton)	to M.P. 2.34 (100 feet south of S.W. Ladow Avenue, city limits of Pendleton)	40 M.P.H.
M.P. 2.53 (150 feet south of S.W. Olson Avenue, west city limits of Pendleton)	to M.P. 2.66 (500 feet south of Lower McKay Creek Road)	40 M.P.H. 1/

1/ except that from M.P. 2.53 (west city limits of Pendleton) to M.P. 2.56 (Lower McKay Creek Road) the indicated speed shall be 20 M.P.H. during hours of school crossings.

EXHIBIT "I-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 306 be entered in the minutes and records of the Commission as of the 13th day of August, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-2"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Green Springs

Highway number 21 Route number ORE 66

Location of Termini		Established Speed
M.P. 0.68 (east city limits of Ashland)	to M.P. 1.23 (0.20 mile east of Tolman Creek Road)	40 M.P.H.

EXHIBIT "I-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 307 be entered in the minutes and records of the Commission as of the 13th day of August, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-3"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Hermiston

Highway number 333 Route number ORE 207

Location of Termini		Established Speed
M. P. 8.96 (south city limits of Hermiston)	to M. P. 9.10 (0.14 mile south of the south city limits of Hermiston) ------	40 M. P. H.

EXHIBIT "I-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 308 be entered in the minutes and records of the Commission as of the 13th day of August, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-4"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Coos Bay-Roseburg

Highway number 35 Route number US 99 Bus. -ORE 42N

Location of Termini		Established Speed
M. P. 73.78 (north city limits of Winston)	to M. P. 76.38 (300 feet east of Grant Smith Road)	50 M. P. H.

EXHIBIT "I-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 309 be entered in the minutes and records of the Commission as of the 13th day of August, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-5"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Tualatin Valley

Highway number 29 Route number ORE 8

Location of Termini		Established Speed
M. P. 0.00 (junction with Sunset Highway)	to M. P. 1.25 (east city limits of West Slope)	--- 45 M. P. H.
M. P. 1.25 (east city limits of West Slope)	to M. P. 3.18 (east city limits of Beaverton)	------ 35 M. P. H.

This resolution rescinds Speed Zone Resolution No. 141 dated February 24, 1954, and is in lieu thereof.

EXHIBIT "I-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 141-a be entered in the minutes and records of the Commission as of the 13th day of August, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

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EXHIBIT "I-6"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Siuslaw

Highway number 34 Route number ORE 36

Location of Termini		Established Speed
M. P. 20.07 (500 feet west of Cleveland Creek)	to M. P. 20.45 (0.28 mile east of Cleveland Creek, in community of Tide.)	45 M. P. H.

EXHIBIT "I-6" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 310 be entered in the minutes and records of the Commission as of the 13th day of August, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-7"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast

Highway number 9 Route number US 101

Location of Termini		Established Speed
M.P. 19.11 (south city limits of Gearhart)	to M.P. 19.73 (north city limits of Seaside)	---- 45 M.P.H.

This resolution amends Speed Zone Resolution No. 270 dated February 27, 1958.

EXHIBIT "I-7" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 270-a be entered in the minutes and records of the Commission as of the 13th day of August, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I-8"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: The Dalles-California

Highway number 4 Route number US 97

Location of Termini		Established Speed
M. P. 134.83 (300 feet north of the north end of the McKenzie-Bend Highway Junction)	to M. P. 136.47 (north city limits of Bend)	40 M. P. H.

This resolution rescinds Speed Zone Resolution No. 190 dated May 25, 1955.

EXHIBIT "I-8" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 190-a be entered in the minutes and records of the Commission as of the 13th day of August, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "J-1"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Dallas-Rickreall Secondary Highway, No. 189, in Polk County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on shoulders of said highway at a bowling alley east of Dallas; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, a parking lot has been provided by the bowling alley; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Dallas-Rickreall Highway, between a point 400 feet west of the Dallas Bowl (Highway Engineer's Station 607+00) and a point 300 feet east of the Dallas Bowl (Highway Engineer's Station 598+50) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of the said Dallas-Rickreall Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 198 be entered in the minutes and records of the State Highway Commission as of the 13th day of August, 1959

EXHIBIT "J-2"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Dallas-Rickreall

Highway number 189 Route number ORE 223

Location of Termini			Established Speed
M.P. 2.95 (0.42 mile west of the road to Bowersville)	to	M.P. 3.11 (0.26 mile west of the road to Bowersville)	50 M.P.H.

This resolution amends Speed Zone Resolution No. 214-a, dated June 19, 1958, to extend the former terminus.

EXHIBIT "J-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 214-b be entered in the minutes and records of the Commission as of the 13th day of August, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "J-3"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Salem-Dayton Secondary Highway, No. 150, in Yamhill County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on shoulders of said highway in the vicinity of the Maud Williamson State Park; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, sufficient off-the-highway parking has been provided within the Maud Williamson State Park; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Salem-Dayton Highway between M. P. 9.29 (Highway Engineer's Station 468+50) and M. P. 9.55 (Highway Engineer's Station 462+50) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of the Salem-Dayton Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 199 be entered in the minutes and records of the State Highway Commission as of the 13th day of August, 1959.

EXHIBIT "J-4"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Oregon Coast Primary Highway, No. 9, in Lincoln County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the westerly shculder of said highway north of Beaver Creek; and

WHEREAS, the parking of vehicles on said shoulder at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, a parking area has been provided at Ona Beach, a short distance to the south; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on the westerly side of the Oregon Coast Highway between M. P. 148.62 (Highway Engineer's Station 998) and M. P. 148.81 (Highway Engineer's Station 1008) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly side of the said Oregon Coast Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 200 be entered in the minutes and records of the State Highway Commission as of the 13th day of August, 1959.

EXHIBIT "J-5"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Pacific Highway, No. 1, has been designed as a freeway which will adequately accommodate a maximum volume of traffic with minimum hazards resulting from intersections and cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by obstructions, friction and cross-movement created by vehicles parking or accelerating or decelerating for the purpose of parking upon the right of way of the Pacific Highway; and

WHEREAS, the State Highway Commission is authorized, under ORS 483.346, to regulate, control or prohibit the parking of motor vehicles upon the right of way of any state highway outside the corporate limits of incorporated cities and towns;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That it is in the best interests of the motoring public, and in conformity with the design and use of the Pacific Highway as a freeway, that parking on the right of way of the Pacific Highway be regulated and controlled as set forth hereinafter.

2. That the parking or stopping of vehicles upon the right of way of the Pacific Highway, from Battle Creek, M.P. 56.44, to North Albany Interchange, M.P. 73.45, is hereby prohibited for both northbound and southbound traffic, except in the following instances:

(a) Vehicles operated by duly authorized law enforcement officers, including weighmasters, and vehicles which have stopped or parked pursuant to the directions of a duly authorized law enforcement officer.

(b) Vehicles of a fire department or fire patrol, police vehicles, emergency vehicles of municipal departments or public service corporations and ambulances while being used for emergency purposes.

(c) Wreckers, tow cars and other vehicles while actually engaged in rendering aid or assistance to disabled vehicles or in case of emergency.

(d) Vehicles of the Oregon State Highway Department engaged in maintenance, repair, inspection or other work upon the highway.

(e) Vehicles which have been disabled in such manner and to such extent that it is impossible for such vehicles to avoid stopping or parking.

EXHIBIT "J-5" (Cont)

(f) At roadside rest areas established by the State Highway Department.

(g) Immediately adjacent to tourist facility map signs erected by the State Highway Department for the purpose of informing motorists as to their location in relation to cities and communities.

(h) At locations where stopping or parking is specifically required or authorized by official traffic signs or signals.

3. That the State Highway Engineer be, and hereby is, instructed and directed to place and maintain appropriate "Emergency Parking Only" signs or markings at such places as may be necessary to fully inform the motoring public of the regulations, restrictions and prohibitions established by this resolution.

4. That this resolution be entered in the minutes and records of the Commission as of the 13th day of August, 1959, as "No Parking" Resolution No. 150-a and that duly certified copies thereof be forwarded to the Secretary of State and the Superintendent of State Police.

EXHIBIT "K"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, Rooster Rock State Park is a state park under the jurisdiction and control of the State Highway Commission; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission is authorized to make regulations and provisions for the use and administration of state parks; and

WHEREAS, the aforementioned Rooster Rock State Park is not provided with overnight camping facilities; and

WHEREAS, on numerous occasions persons have used said state park for overnight camping contrary to the purpose for which said park was planned and established and that the use of said state park for overnight camping purposes creates conditions which are undesirable and not in the best interests of the public; and

WHEREAS, it has been determined that a closing hour of 12:00 P.M. during the month of August is desirable and in the best interest of the public.

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, it is hereby resolved by this Commission that all persons and individuals occupying Rooster Rock State Park shall do so between the hours of 8:00 A.M. and 12:00 P.M. during the month of August, 1959.

IT IS FURTHER ORDERED that except as herein specifically modified the Resolution No. 15 adopted by the Commission on July 31, 1958, shall remain in full force and effect.

IT IS FURTHER ORDERED that appropriate signs prohibiting the violation of the above order be posted within the main entrances of Rooster Rock State Park and that said order shall become and remain effective upon the posting of such signs.

IT IS FURTHER ORDERED that the prohibitions contained in this resolution shall be and are regulations adopted under authority of ORS 366.350 and violations of the same shall be punishable as provided in ORS 366.990.

IT IS FURTHER ORDERED that a duly certified copy of this resolution be filed with the Secretary of State.

IT IS FURTHER ORDERED that this resolution be entered as State Parks Resolution No. 15-a, in the minutes and records of the Oregon State Highway Commission this 13th day of August, 1959.

August 13, 1959

EXHIBIT "L"

Minutes of August 13, 1959

RESOLUTION

WHEREAS, the Oregon State Highway Commission has relocated and realigned the Pacific Highway, State Primary Highway No. 1, between Fords Bridge and Canyonville in Douglas County; and

WHEREAS, due to the relocation and realignment of said highway a portion of the old route is without designation or classification as a part of the Oregon State Highway System; and

WHEREAS, pursuant to ORS 366.220, the Highway Commission may designate, classify and reclassify the highways comprising the state highway system as primary highways or secondary highways, consisting of newly established highways, reclassified primary highways and county roads; and

WHEREAS, it is the judgment of the Highway Commission that the Tiller-Trail Highway, State Secondary Highway No. 230, should be extended to include that portion of the old route of the Pacific Highway which is without designation or classification by reason of the relocation and realignment of said Pacific Highway and that said portion of the former route of the Pacific Highway be classified as a secondary highway; and

WHEREAS, by reason of said classification and redesignation, it is necessary to revise the description of the Tiller-Trail Highway, State Secondary Highway No. 230.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the Tiller-Trail Highway, State Secondary Highway No. 230, be and it hereby is extended to include that portion of the old route of the Pacific Highway, State Primary Highway No. 1, shown colored in red on Exhibit "A" attached hereto and by this reference made a part hereof, and that the newly altered route and termini of the said Tiller-Trail Highway is described as follows: *

Beginning at a junction with the Pacific Highway, State Primary Highway No. 1, at M.P. 217.10 of said Pacific Highway near Fords Bridge thence southeasterly via Canyonville and Tiller to a junction with the Crater Lake Highway, State Primary Highway No. 22, at M.P. 22.42 of said Crater Lake Highway at Trail, a distance of 52.8 miles.

2. That this resolution be entered in full in the minutes and records of this Commission as Secondary Highway Designation Resolution No. 52 this 13th day of August, 1959.

EXHIBIT "L" (Cont)

FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 52 under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
September 24, 1959

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 418, State Highway Building, Salem. Present were:

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
L. I. Lindas, Chief Counsel
Walter T. Wright, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Forrest Cooper, Deputy State Highway Engineer; C. H. Armstrong, State Parks Superintendent; and George E. Rohde, Assistant Chief Counsel, were excused.

The Commission approved the minutes of the meeting held on August 13, 1959.

The Assistant State Parks Superintendent reported on the following park matters:

Request of Oregon State College Extension Service to use for demonstration purposes a 10-acre tract of timber land a short distance north of Emigrant Springs State Park: The Assistant Parks Superintendent stated that they wish to use the area in connection with 4-H and other projects concerning growing of timber. Thinning of trees is to be performed by state park crews and the trees will be marked by Extension Service personnel. This project, he added, is similar to one conducted at Silver Falls State Park, which appears to have been quite successful and a great many students studied the progress of the work. As there are no plans for development of park purposes in the area to be used by the project, he recommended that the Extension Service be granted authority to use the area under terms of a permit, with the understanding that if the use is undesirable the permit may be cancelled. The Commission accepted his recommendation.

Proposed vacation of a platted street near the southerly edge of the Delake Overnight Camping Area: City officials have suggested vacation of a portion of this street, the Assistant Parks Superintendent stated. The street is platted 50 feet wide, and nothing has been done in the way of development and there probably will be no demand for use of the street. He also pointed out that if the street were to be

put through as platted, it would cut off any entrance that the State might wish to make to the lake. Upon his favorable recommendation, the Commission approved a "Consent to Vacation" form.

Request for increase of $45,000 in the State Parks budget to be used for acquisition of land in 1959: The Assistant State Parks Superintendent mentioned that during the year receipts from sale of timber in state parks have amounted to approximately $45,000, of which about $40,000 came from sale of burned timber in Humbug Mountain State Park. Acquisition of land for park purposes and for land in the Columbia Gorge, he stated, will considerably exceed the amount originally budgeted, and he recommended that the budget for acquisition of property be increased by $45,000. The Commission approved the recommendation.

Report of recreational possibilities in the area proposed as the Oregon Sand Dunes National Seashore between Florence and Reedsport: The Assistant Parks Superintendent presented a written report from the State Parks Superintendent which, he stated had been given to the Governor and to the Natural Resources Committee. Upon Chairman McIver's request, he read the last paragraph in the report, as follows:

> "In view of the greater public benefits that would accrue from a recreational standpoint by the eventual complete utilization of the natural recreational resources of the Florence-Reedsport coastal region, the Oregon State Highway Commission and its Parks and Recreation Division would be in favor of any program or programs which would accomplish this objective."

The Commission accepted the report without comment. (For further details, see the complete 6-page report, dated 9/10/59, entitled "Statement For the Senate Interior and Insular Affairs Committee Hearing on the Proposed Oregon Dunes National Seashore Area" in the General Files in Salem.)

In connection with this matter, Commissioner Jackson inquired if the recommendation of the Parks Advisory Committee favoring the establishment of a national park would be used at the hearings. The Assistant Parks Superintendent stated that the Parks Advisory Committee's recommendation is made to the Highway Commission only and will not be used at the hearings. Chairman McIver commented that the Parks Advisory Committee had asked the Highway Commission not to object to their stand, and he suggested that the Commission carefully study the Committee's report and consider the matter at a later date if it is deemed necessary.

Progress report on acquisition of Harry and Frances White properties along the Rogue River in Jackson County: The Assistant Parks Superintendent stated that negotiations have been undertaken with the Whites and it was his opinion that satisfactory arrangements

might be made. He pointed out that the matter of providing access to the park has been difficult. However, it is now proposed that an off-and-on ramp be constructed midway in the property to be used by south bound traffic, and north bound traffic would drive to Rogue River, about one and three-fourths miles, and return to enter the park. It appears that this access solution may be acceptable to the U. S. Bureau of Public Roads. Negotiations will be continued for acquiring the property. The Commission accepted the report.

The Assistant State Parks Superintendent submitted a report from the Parks Advisory Committee summarizing the matters discussed by the Committee at its meeting in Portland on September 11, 1959. He pointed out that the first section of the report had reference to the meeting which the Committee held with representatives of the Federal, State and County Agencies who are interested in park affairs in order to achieve a better understanding of each agency's obligation in the recreational field, and the second portion of the report covered matters acted on by the Parks Advisory Committee. The Commission accepted the report.

Commissioner Fridley inquired as to when the Parks Advisory Committee plans to make a report on the proposed park at the mouth of the Deschutes River. The Assistant Parks Superintendent replied that a meeting of the Parks Advisory Committee is scheduled to be held in The Dalles on November 5, at which time they will consider the advantages of such a project and hear representatives from Wasco, Sherman, Hood River and Gilliam Counties who will explain their recreational problems and programs. Commissioner Fridley commented that representatives of the U. S. Army Engineers should also be present.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In discussing the options presented, the Right of Way Engineer commented that after October 1 it is planned to make purchases from willing sellers at appraised prices and actual hardship cases on the Minnesota Section of the Pacific Interstate Highway in north Portland. If funds are available as anticipated, he estimated that it would take about eighteen months to acquire all the necessary right of way for this section.

The Property Manager's report covering sales of miscellaneous properties and changes in rental status was submitted by the Right of Way Engineer. He stated that miscellaneous sales since the last Commission meeting amounted to $31,543.65, and that rental receipts for the month of August totaled $5,062.85. The Commission accepted the report.

The Right of Way Engineer presented for the Commission's consideration proposed public sales of a number of highway properties which are no longer required for highway purposes. These properties, he continued, have been carefully appraised and the recommended minimum prices represent fair values for them. He described briefly the following properties:

(a) 5,750 square feet of the former Euster property, File No. 24678, on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, Multnomah County, with one point of access 30 feet in width unrestricted as to use, for a minimum consideration of $1,200. See Exhibit "B-1".

(b) 15,800 square feet of land, File No. 8863, without access restrictions, on the Seventh Avenue Connection to the Pacific Highway in Eugene, Lane County, for a minimum consideration of $15,000. See Exhibit "B-2".

(c) 2,896 square feet of land from the former Ash property, File No. 1096, on the Newport Section of the Oregon Coast Highway, Lincoln County, without access control, for a minimum consideration of $2,500. See Exhibit "B-3".

(d) 11 acres of land from the former Early property, File No. 24155, on the Valley Junction-Sheridan Section of the Salmon River Highway, Yamhill County, with one point of access subject to a frontage road clause and restricted to residential or farm use, for a minimum consideration of $2,000. See Exhibit "B-4".

(e) 12,200 square feet of land from the former Fletcher property, File No. 7392, on the Nyssa Section of the Old Oregon Trail Highway, Malheur County, with access only to First Street in Nyssa, for a minimum consideration of $2,000. See Exhibit "B-5".

(f) 1.56 acres of land from the former Moore property, File No. 25517, on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, Curry County, with one point of access subject to a frontage road clause and unrestricted as to use, for a minimum consideration of $2,500. See Exhibit "B-6".

(g) 5.6 acres of land from the former Trenholm property, File No. 23863, on the Bradley Park-Columbia County Line Section of the Columbia River Highway, Clatsop County, for a minimum consideration of $280, without access to the relocated Columbia River Highway.

(h) 1 acre of land from the former Carter property, File No. 21030, on the Myrtle Creek-Umpqua Bend Section of the Pacific Highway, Douglas County, with no access to the Pacific Highway and subject to an advertising sign clause, for a minimum consideration of $500.

(i) 0.4 acre and 0.12 acre consisting of a stockpile site and a haul road, respectively, from the former Stockdale property, File No. 6485, located near M.P. 154.8 on the Flat Creek-John Day Section of the John Day Highway in Grant County, for a minimum consideration of $100, with one point of access 20 feet in width restricted to residential or farm use.

(j) 3.5 acres of land from the former Dibble property, File No. 18285; Rhodes property, File No. 18286; Trindle property, File No. 18287; Kimble property, File No. 18288; and Trent property, File No. 18289, on the Salem By-pass Section of the Pacific Highway in Marion County, for a minimum consideration of $1,750, without access to the Pacific Highway and subject to an advertising sign clause. See Exhibit "B-7".

(k) 0.25 acre of the former Roscoe and Tunison properties, File Nos. 25104 and 25106, on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County, for a minimum consideration of $1,500, without access other than on Dunlap Street and subject to an advertising sign clause. See Exhibit "B-8".

4.29 acres of the former Weight property, File No. 12757, on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, for a minimum consideration of $500.

The Commission authorized the public sale of the properties as presented by the Right of Way Engineer and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Confirmation was requested for telephonic approval of a grant of easement which will permit the City of Medford to construct a trunk line sewer across the Medford Maintenance Station site adjoining the Pacific Highway. The Commission confirmed the easement.

Attention was given to a proposed grant of access to Bonneville Power Administration to permit servicing of a Bonneville transmission line crossing the right of way of The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County. Granting of the access, the Right of Way Engineer stated, will not be harmful to the State's interests. Upon his favorable recommendation, the Commission approved the grant of access.

The matter of returning a slope easement to the owner, McIrvin, on the Grand Avenue-Union Avenue Section of the Pacific Highway East in Multnomah County, was discussed. The Right of Way Engineer explained that as a part of the option agreement the State was to return the slope easement when the property owner had completed the grading of his remaining property. The grading has been accomplished and the slope easement is no longer necessary. Upon his favorable recommendation, the Commission approved a "Release of Easement" form.

Changes in points of access were considered by the Commission, as follows:

(a) Ogle property, File No. 27579, on the Burton Canyon Section of the John Day Highway, Wheeler County, for a change in point of access.

David and Bernice Ogle, File No. 27579, on the Burton Canyon Section of the John Day Highway, Wheeler County, for one new point of access 25 feet in width on the easterly side of the highway at Highway Engineer's Station 1151+70, for timber and agricultural purposes only.

(b) Prow property, File No. 27843, on the Redwood Interchange Section of the Redwood Highway in Josephine County, for a change in point of access.

The Right of Way Engineer explained that the changes in points of access were made for the safety of the traveling public and to accommodate the property owners, and did not provide any additional access. The new point of access granted to the Ogles, he stated, is one to which they are entitled and which had been overlooked in the right of way transaction. The Commission approved the changes and one new point of access.

Consideration was given to direct sale of two parcels of property, as follows:

(a) 1,030 square feet consisting of a parcel of land approximately 10 feet in width and 110 feet in length, from the former Shaw property, File No. 6383, on the Pacific Highway East in the City of Albany. The Right of way Engineer explained that this strip had not been included as a part of the public sale authorized by the Commission at the May 28-29, 1959 meeting, and the City of Albany had previously

requested that the parcel be retained for street widening of 15th Street and Queen Street. The Commission approved the sale to the City of Albany for the sum of One Dollar, with the provision that the deed contain a clause that the property is to be used for public right of way.

(b) Attention was also given to the proposed sale of 0.09 acre, File No. 29381, on the Ferry Street-Mohawk Road Section of the Eugene-Springfield Highway in Lane County, to the Housing Authority and Urban Renewal Agency of Lane County. This property, the Right of Way Engineer commented, is located about one-half mile east of the Ferry Street Bridge and is no longer needed for highway purposes. Upon his favorable recommendation, the Commission approved the sale for the sum of One Dollar, with the proviso that the deed contain a public use clause and an advertising clause, and that no access be granted to the new highway.

The Right of Way Engineer presented a quitclaim deed conveying to Mr. and Mrs. Thomas E. Neer 568 square feet of land, File No. 24235, adjoining the Western Addition on the Corvallis-Newport Highway, Benton County. He explained that an error had been made in the description in the original deed and a strip of land one foot wide and 568 feet long had been inadvertently transferred to the State. The quitclaim deed transfers back to the Neers this strip of land, and as no compensation was paid for the land none is being asked for its return. Upon his favorable recommendation, the Commission approved the quitclaim deed.

The Commission considered two bargain and sale deeds presented by the Right of Way Engineer covering an exchange of properties on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. The Right of Way Engineer explained that the vacation of certain streets in the plat of Alexandria east of Newport has resulted in reversion to Georgia Pacific Plywood Company and to Nola K. and Cy Turner small triangles of property within the normal right of way line and a similar reversion to the State of small triangles outside the normal right of way line. The purpose of the deeds, he continued, is to exchange properties to straighten out the right of way line. Upon his favorable recommendation, the Commission approved the exchange of properties.

Consideration was given to a quitclaim deed conveying to the United States of America certain portions of the old right of way of the Columbia River Highway near The Dalles Dam in Wasco and Sherman Counties. It was pointed out by the Right of Way Engineer that in relocating the Columbia River Highway and the Union Pacific Railroad the highway had been placed on new right of way in certain areas and the railroad had been placed on the old highway right of way. It is intended to transfer to the Army Engineers title to those areas of the

old right of way now occupied by Union Pacific Railroad. The Commission approved the transfer.

A "Modification of Access" to the Lutheran Church-Missouri Synod on the Noble Slough-Foster Section of the Santiam Highway in Linn County was presented by the Right of Way Engineer. He explained that the original access provision provided for width of 25 feet at Engineer Station 1560+75 for residential, farm and log hauling purposes only. The Northwest District of the Lutheran Church-Missouri Synod has requested an increase in width to 40 feet and that use for church purposes be added. The additional width and use, the Right of Way Engineer stated, will not harm the State and will provide no hazard to the traveling public and he recommended that it be granted. The Commission approved the modification of access.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "C-1" through "C-13", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated September 24 and 25, 1959, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report was submitted by the Chief Counsel showing condemnation cases which have been tried in court since the last Commission meeting. He mentioned briefly highlights concerning some of these cases. The Commission accepted the report which is summarized as follows:

(See next page for summary)

REPORT OF CONDEMNATION CASES TRIED

August 13, 1959 to September 24, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3261 Krueger, et al.	Benton	Corvallis-Newport	Corvallis City Section	$ 14,500	$ 26,500	$ 20,500
L-3030 Timeus	Curry	Oregon Coast	Myers Cr.-Brookings	3,350	None	3,350 (Judgment)
L-3197 Union Oil Co. of Calif.	Josephine	Redwood, Pacific and Williams Secondary	Redwood Interchange	13,200	28,500	19,176
L-3054 Forkner, et al.	Linn	Pacific	Albany-Judkins Point	12,350	949,770	13,500
L-3053 Morgan, et ux.	Linn	Pacific	Albany-Judkins Point	6,000	12,000	7,000 (Judgment)
L-3145 Dejmal, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	800	1,750	1,200
L-3072 Stringer, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	2,804	17,000	6,230
L-3056 Toedter, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	875	7,000 (Answer)	2,690

(For further details see the Chief Counsel's letter of September 18, 1959 on "Report of Condemnation Cases Tried - August 13, 1959 to September 24, 1959" in the General Files.)

An oral report was submitted by the Chief Counsel concerning a rehearing and petition for clarification before the Supreme Court in the case of the State vs. Arnold, L-1734A. He recalled that the property owner had contended that the value of the land required for highway purposes on the Chemult-Diamond Lake Section of The Dalles-California Highway, Klamath

County, should be determined by its value to the State, and a verdict sustaining this position had been rendered by a lower court. The Supreme Court, however, reversed the decision, stating in effect that under no circumstances can the needs of the State for a particular parcel of property be considered in determining the market value of the property.

An annual report of condemnation cases tried in court for the period July 1, 1958 through June 30, 1959 was presented by the Chief Counsel. He pointed out briefly that 124 cases had been tried, and the total offers for the period were 22.45% less than the total verdicts, and the total verdicts were 39.77% less than the total demands. The Commission accepted the report.

(For additional details see the Chief Counsel's letter of September 4, 1959, addressed to the Commission, to which is attached a tabulation entitled "Annual Report of Condemnation Cases Tried - July 1, 1958 through June 30, 1959" in the General Files in Salem.)

The Chief Counsel presented a written report on condemnation cases which have been settled out of court since the last Highway Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28489 Howard, et al.	Grant	John Day-Burns	Canyon City-Seneca	$ 330	$ 330 plus interest
R-22569 Oul, et ux.	Marion	North Santiam Secondary	Lancaster Drive-Sublimity Gun Club	850	1,100
R-28330 Friedman, et al.	Multnomah	Pacific	East Bank Freeway	17,750	17,750
R-28307 Graap, et al.	Multnomah	Pacific	East Bank Freeway	14,700	14,700
R-28279 Lundberg, et al.	Multnomah	Pacific	East Bank Freeway	8,000	8,500

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29713 George, et al.	Polk	Dallas-Rickreall	Academy Street-Coast Junction	$ 1,045	$ 1,045
R-27605 Board, et vir.	Wash-ington	Pacific West	Middleton-Rex Hill	340	340
R-27451 Columbia River Bridge Co., Inc.	Hood River	Columbia	Cascade Locks By-Pass	345	345
R-27307 Sutton, et vir.	Jackson	Pacific	Grants Pass-Rock Point	370	370
R-26887 R-29283 Dussault, et ux.	Jefferson	The Dalles-California	Willowdale-Madras	3,120	3,120
R-27487 City of Cascade Locks	Hood River	Columbia	Cascade Locks By-Pass	1,375	3,500
R-28297 R-28340 Close	Multno-mah	Pacific	East Bank Freeway	29,000	30,000
R-29244 Overholser, et al.	Benton	Corvallis-Newport	Corvallis City	425	875
R-28361 R-28362 Koerner, et ux.	Grant	John Day-Burns	Canyon City-Seneca	3,360 Original offer 4,400 Revised offer	4,900
R-29001 Hennagin, et al.	Sherman	Wasco-Heppner	Wasco-Hay Canyon	3,505	3,140

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29539 Sampson, et al.	Umatilla	Weston-Elgin	Weston-Weston Mountain	$ 25	$ 25
R-27452 Meyer, et ux.	Hood River	Columbia River	Cascade Locks By-Pass	1,415	1,600
R-29135 Hilton, et al.	Multnomah	Pacific	East Bank Freeway	3,500	4,200

(For additional details see the Chief Counsel's letters to the Commission dated September 18 and September 23, 1959 entitled "Report of Cases Settled" in the General Files of the Highway Commission in Salem.)

A brief, oral report was made by the Chief Counsel concerning cases on which trial in court is pending. He mentioned that between 250 and 300 cases are pending. His report was for informational purposes only and no action was taken by the Commission.

The matter of paying attorneys' fees in condemnation cases tried in court was brought up. The Chief Counsel commented briefly that to his knowledge Oregon and Florida are the only states which allow attorneys' fees in addition to the amounts awarded to property owners, which results in more litigation in Oregon than almost any other state in the country. He also brought out that the Bureau of Public Roads does not consider such attorneys' fees as part of the legitimate cost of highway construction and therefore does not cooperate in their payment. The Commission authorized the Chief Counsel to take such action as may be appropriate to get the law in Oregon changed to eliminate the payment of attorneys' fees in condemnation cases, and to present the matter before the 1961 State Legislature.

In accord with a resolution adopted by the Commission December 20, 1951, the Chief Counsel presented a list of offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the following offers:

(see next page)

East Bank Freeway Section of the Pacific Highway

R-28209 - Motor Freight Terminals, Inc., et al. 41,500 square feet for right of way purposes. Offer of $60,000.00 approved by Mr. McIver September 22, 1959.

R-28231 - Charles B. Maxey, et ux. 3,000 square feet for right of way purposes. Offer of $12,500.00 approved by Mr. McIver September 22, 1959.

R-28252 - Marianne Lynch Ralston, et al. 12,000 square feet for right of way purposes. Offer of $23,825.00 was approved by Mr. McIver August 17, 1959.

R-29123 - Pacific Builders Supply Company, et al. 42,400 square feet for right of way purposes. Offer of $49,000.00 approved by Mr. McIver September 22, 1959.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28765 - Doris Willboard, et vir. 150 square feet for right of way purposes. Offer of $1,000.00 approved by Mr. McIver September 21, 1959.

Willamette River-42nd Avenue Section of the T. H. Banfield Expressway

R-29425 - Helen R. Miller, et al. Parcel No. 1: 250 square feet for right of way purposes; and Parcel No. 2: 784 square feet for temporary easement. Offer of $1,790.00 approved by Mr. McIver September 21, 1959.

Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway

R-30218 - Basal A. Turner, et al. 3.02 acres for right of way purposes. Offer of $12,825.00 approved by Mr. Fridley September 2, 1959.

Highlands Interchange Section of the Sunset Highway

R-30158 - C. William Kempthorn, et ux. 3,690 square feet for right of way purposes. Offer of $500.00 approved by Mr. McIver August 18, 1959.

Goble-St. Helens Section of the Columbia River Highway

R-29595 - Arnold L. Leppin, et al. 15.0 acres for slope purposes (fee title). Offer of $2,800.00 approved by Mr. McIver August 24, 1959.

Albany-Judkins Point Section of the Pacific Highway

R-25312 & R-30003 - C. A. Huntington, et ux. Parcel No. 1: 5.71 acres for right of way purposes; Parcel No. 2: 1.78 acres for right of way purposes; Parcel No. 3: 1.06 acres for right of way purposes; Parcel No. 4: 8.38 acres for right of way purposes; and Parcel No. 5: 2.44 acres for excess taking. Offer of $18,000.00 approved by Mr. McIver August 20, 1959.

Bennett Butte

R-30163 - Everett W. Isenhart, et ux. 0.68 acre for permanent easement. Offer of $100.00 approved by Mr. McIver August 13, 1959.

Orders which have been issued by the Public Utilities Commissioner concerning matters in which the State Highway Commission has been made a party were presented in a written report by the Chief Counsel. The Commission accepted the report which included:

PUX 309: Order No. 36772 concerning the Haines Grade Crossing on Haines-Anthony Highway in Baker County.

PUX 327: Order No. 36812 concerning the Cedar Street Crossing of tracks over Oregon Electric Railroad Company in Beaverton.

PUX 330: Order No. 36794 concerning First Street Grade Crossing across the tracks and right of way of Southern Pacific Company in Toledo in Lincoln County.

PUX 332: Order No. 36817 concerning the Mallard Lane Grade Crossing near Klamath Falls in Klamath County.

(For additional details see the Chief Counsel's letter to the Highway Commission dated September 22, 1959 entitled "PUC Matters" in the general files of the Highway Commission in Salem.)

A brief, oral report was submitted by the Chief Counsel concerning a claim made by A. M. Cronin III for damage as a result of a slide in the vicinity of the Highlands Interchange on the Sunset Highway. Proper action, he stated, is being taken to defend the State's interest, and responsibility or liability for the damage has been denied. The Commission accepted the report.

The Commission considered a proposed revision in an agreement with the Portland Development Commission pertaining to the Southwest Portland Urban Renewal Project. The Development Commission, the Chief Counsel stated, has urged that the agreement be revised to provide that the State purchase property within one year after selection and that the selection be made by June 30, 1960. After

some discussion, the Commission agreed to purchase the property within one year after the selection has been made and approval of the Bureau of Public Roads has been secured; however, they felt that it would not be in the best interests of the State to be required to make a selection by June 30, 1960. The Chief Counsel was instructed to make such change in the agreement and resubmit it.

The Chief Counsel reported that a petition had been filed in the County Court of Sherman County for an order vacating that portion of "D" Street lying east of Fourth Street, and that portion of Fifth Street lying north of the northerly boundary of US Highway 30, in the town of Rufus. The Engineering Division, he continued, has stated that a portion of the streets for which vacation is sought will be needed in the construction of the Old Oregon Trail Interstate Highway. Objections to the proposed vacation insofar as these streets are concerned have been filed and such action as is necessary will be taken to protect the interests of the State. The Commission accepted the report.

An oral report was presented by the Chief Counsel on the institution of actions at law for damages in the following cases:

(1) Dewey M. Kleng, et al., vs. Walter J. Durbin, et al., Circuit Court, Union County.

(2) Ralph O. Trow, et ux., vs. Walter J. Durbin, et al., Circuit Court, Union County.

(3) Charles J. Ossenkop, et ux., vs. Walter J. Durbin, et al., Circuit Court, Union County.

(4) Raeco Sales Co., et al., vs. Multnomah County and City of Portland, Circuit Court, Multnomah County.

Proper legal action will be taken to protect the interests of the State. The Commission accepted the report.

Consideration was given to a request from Mr. and Mrs. Gustave H. Wagner and Mr. and Mrs. Harold A. Wagner for release of a temporary easement providing for construction of a railroad spur across their property. The Chief Counsel explained that the spur which was installed in connection with the construction of the Portland International Airport-Northeast Alberta Street Section of the Cascade Highway, is no longer required. The rails and ties belong to the Commission, and it was his understanding that arrangements have been made for their sale. (See entry ahead concerning sale of rails and ties.) He requested that the Commission approve release of the easement upon condition that it be not delivered to the Wagners until payment for the salvage material has been made. The Commission accepted the recommendation.

Chairman McIver read a letter received from Mr. J. Arnold Cobley, Chief Right of Way Agent for the Washington Department of

Highways, complimenting the Chief Counsel for the splendid paper he recently presented at the Fourth Annual Educational Seminar, sponsored by the Right of Way Division and the American Right of Way Association.

The Engineer reported that under authority previously granted to him, he had established temporary construction speed zones on several State Highway contracts in order to protect the traveling public. The Commission confirmed establishment of the following construction speed zones:

(1) 35 miles per hour for northbound traffic on Barbur Boulevard between M. P. 2.32 and M. P. 3.58, effective 8:10 a.m. on August 26, 1959.

(2) 20 miles per hour on North Fork Coquille River-Myrtle Point Section of Coos Bay-Roseburg Highway between M. P. 19.38 and M. P. 19.76, effective 4:00 p.m., September 8, 1959.

(3) 35 miles per hour on Redwood Highway between M.P.31.80 and M. P. 32.20, effective 3:00 p.m., September 8, 1959.

The Engineer reported that the City of Astoria has requested that a public hearing be held concerning the relocation of the Oregon Coast Highway between Astoria and Gearhart in Clatsop County. He stated that arrangements have been made to hold the hearing in the City Hall at Astoria on October 29, 1959, at 1:30 p.m. The Commission confirmed the date as suggested by the Engineer and indicated that one or more of them would attend.

The Commission discussed the annual AASHO meeting which is to be held in Boston, Massachusetts, on October 12-16, 1959.

The Commission considered a request from the Coos County Court for an exchange of roads whereby the County would take over 4.5 to 5 miles of the Coos River Secondary Highway above Allegany in exchange for a section of county road of the same approximate length from the Chrome Plant on the existing route of US 101 to the Beaver Hill Junction on the new route from Coos Bay to Bandon. The Engineer stated that reconnaissance surveys have been made indicating that the cost of improving the Coos River Secondary Route would be $455,000 and the cost of the Chrome Plant-Beaver Lookout Connection would be approximately $1,250,000. He pointed out that this connection goes across the very low Coquille River Valley which floods every year, so that to build a usable highway would require much embankment. The benefit quotient, he continued, on the Chrome Plant-Lookout section is a minus quantity (-0.42), and there would

be no saving in distance by the construction of the section; in fact, the distance between Coquille and Bandon is 1.5 miles longer via the Chrome Plant. The traffic volume on the Coos River Secondary Highway at a point two miles above Allegany is only 440 vehicles per day and 100 vehicles per day at the end of the state secondary, which is 19.15 miles above Coos Bay. Upon the recommendation of the Engineer, the Commission denied the Court's request as the exchange would not be financially feasible at this time.

The Commission considered reports from Shuler, Sayre, Winfree & Rankin, bond attorneys in Portland; the Engineer; and the Chief Counsel concerning the $24,000,000 in bonds authorized by the 1959 Oregon Legislature for the Astoria Bridge and the $4,000,000 bond issue intended for use on Highway 42. The Engineer reported that the bond attorneys' ruling was that the $24,000,000 bond issue could not be sold because the Oregon Legislature required that the State of Washington guarantee to pay half of the deficit cost. The State of Washington does not have this authority.

The Engineer stated that the ruling on the $4,000,000 bonds intended for use on Highway 42 was that those bonds could be sold in whole or in part at such time as federal match funds are available. He pointed out that no additional federal funds are available and suggested that $400,000 in bonds be sold next year, to be matched by approximately $600,000 federal funds which would have to come out of existing federal allocations. Commissioner Fridley inquired if sufficient state funds are available to match available federal funds. The Engineer replied affirmatively. Chairman McIver stated that as he understood the matter, there are no additional federal monies available and if the bonds are sold only the funds realized from the sale could be used, which would not fulfill requirements of the law. The Engineer mentioned a previous commitment of $400,000 in the southwest Oregon area which had not been used and which might be applied on Highway 42. Commissioner Jackson remarked that it appears the only advantage in selling the bonds would be the money derived from their sale as there are no additional federal funds available. It was also pointed out that the legislation authorizing issuance of bonds in the amount of $4,000,000 does not specify that the money be used on Highway 42 and would most likely have been held unconstitutional if it had. However, a letter signed by Senator Boyd Overhulse was directed to the Highway Commission in Salem stating that it was the intent of the act that the money be used on Highway 42. One alternative to the suggestion he made previously, the Engineer stated, would be to take $6,000,000 in one year from Primary Federal funds and use it to match the $4,000,000 authorized for bonds. This, however, would practically halt construction on other primary highways in the state. The Commission deferred action to allow for further study.

On the following day the Commission prepared the following statement which was released to the press:

"The State Highway Commission is faced with the task of administering the legislation passed by the last legislature, which legislation

authorized a $4,000,000 bond issue intended for use on Highway 42.

"The legislation provides that $4,000,000 of state bonds can be sold when the State has federal matching funds to go with it. In trying to put this legislation into action, the Commission is faced with selling the bonds and having the federal matching funds available now. This poses the prob'em of where to avail ourselves of the federal funds for this purpose. The State of Oregon receives approximately $6,800,000 annually of federal primary highway funds. These federal funds the State has previously allocated on an equitable basis to the five geographic divisions of the State for the next year, and future programs have been discussed as to the priority basis for the State. Most of the people in the various Divisions understand the formula the Highway Commission uses in making these allocations. Priorities have been discussed with them as to the needs in the various Divisions. Therefore, it can be readily seen that if $6,000,000 were taken from the state-wide allocation and used to match the $4,000,000 bond issue, the entire state would be virtually stripped of primary highway funds for one year. Our other alternative would be to use all of the federal primary funds allocated annually to Division 3; namely, $1,500,000. This would take the entire allocation of funds to Division 3 for the period of four years. Commission members M. K. McIver, K. N. Fridley, and Glenn L. Jackson feel that such a plan is inimical to the best interests of the State of Oregon and believe such was not the intent of the Legislature. However, should additional federal funds be made available, of which the Highway Commission has no knowledge of any plans thereof, then the $4,000,000 bond issue or any portion thereof could be utilized to match the additional funds.

"The language of the bonding authority act specified that the Commission "may issue and sell state highway bonds of the State of Oregon to provide funds to match funds made available to the state by the Federal Government to defray the costs of location, relocation, improvement, construction and reconstruction of state highways and bridges." Therefore, the Commission cannot legally utilize any portion of the $4,000,000 bond issue except to match federal funds. It, therefore, appears that the bonding authority act as passed is not workable and has placed the Highway Commission in the position of being unable to administer this legislative bonding act."

An increase in project authorization in the amount of $37,098.21 was requested by the Engineer on Contract No. 5200. The principal cause of the overrun on this contract, which is on the Shogren-Rowena Section of the Columbia River Highway in Wasco County, he stated, was in the moving of Union Pacific Railroad facilities originally estimated to cost $6,500 but which actually cost $33,500. Minor overruns also occurred in general excavation and crushed base material. The Commission approved the increase in authorization as requested.

The Commission considered a request made by Mr. Robert O. Malsey, Superintendent of the City of Beaverton, for improvement of traffic conditions at the intersection of the Beaverton-Hillsdale Highway and Lombard Street in the City of Beaverton. This request, the Engineer stated, was carefully investigated and in view of the adverse accident experience caused by restricted sight distance, he recommended that a fully actuated traffic signal be installed at an estimated cost of $9,000, with the understanding that the cost of installation is to be borne equally by the City and the State and that the City will agree to maintain and operate the signal. The Commission approved the installation.

The Engineer requested authority for a roadside improvement project at the Murray Road Interchange on the Sunset Highway. He pointed out that the interchange is bordered by a school building, a shopping center and a residential area, and that the interchange should be developed in keeping with its surroundings and to minimize maintenance costs. The Commission approved the project at an estimated cost of $7,500, the work to be performed by contract.

Consideration was given to a proposed cooperative project with the City of Oregon City to restore a damaged storm sewer at the Water Street viaduct on Highway 99E adjacent to the Clackamas County courthouse. The Engineer explained that during construction of the bridge in 1940 a section of the sewer was replaced on a slightly different alignment. Recently it was noticed that the slope at the end of the bridge was saturated and beginning to settle. Investigation by the City disclosed that a portion of the pipe installed by the State had collapsed, causing the remaining pipe to become plugged and to pull apart. Oregon City has asked for aid from the State Highway Department to restore the storm sewer. Considering the probability that the section of pipe laid by the State may have been improperly backfilled, he recommended that the State cooperate with Oregon City by paying a lump sum in the amount of $2,000 on the project, which is estimated to cost a total amount of $5,000, with the understanding that Oregon City perform the replacement work and furnish a release from future liability. The Commission approved the recommendation.

The Commission considered a request made by the Mayor of the City of Newport that the State pay a portion of the cost of paving several city streets in Newport which cross the Oregon Coast Highway. The Engineer explained that the City had an extensive paving program underway and did not realize that no provision had been made for paving these cross streets from the street line to the edge of the highway pavement. In response to a telephone call from the Mayor, the Mayor was advised that the matter would be presented to the Highway Commission on the tentative basis that the State and the City share the cost equally. Upon the Engineer's favorable recommendation, the Commission approved this arrangement and authorized the payment of one-half of a bill for $796.65 submitted by the City.

The Commission confirmed oral approval of a cooperative project with the City of Portland for widening of Powell Boulevard (Mt. Hood Highway) between 26th and 28th Streets. The City or the School District is to perform all curb and sidewalk work, estimated to cost $2,500, and the State is to grade, rock, and pave the widened portion, which the Engineer estimated will cost approximately $3,500.

Authority was requested by the Engineer to reimburse the City of Portland for changes that the City made in a 30-inch water main line where S. W. Lane Street crosses the Baldock Freeway in Portland, caused by construction of the Harbor Drive-Lowell Street Section of Baldock Freeway. In 1955 preliminary plans were developed for this section, the Engineer stated, and the plans were furnished to the City of Portland. Work was in progress in the area by the City and they asked permission to make the change at that time on the basis that it would be cheaper then than later. The bill in the amount of $12,645 was received recently from the City. The project agreement was not signed until August, 1957. However, the work performed in 1955 was fully utilized by subsequent construction and would have cost more if made in 1959. The Bureau of Public Roads, he continued, has indicated that it will not reimburse the State as the work was done prior to programing the project. Upon his favorable recommendation the Commission approved reimbursing the City in the amount of $12,645.

The Engineer reported that a survey for construction of the Ferry Street Southbound Off-ramp Section of the Pacific Highway West in Lane County had been completed. He presented a map showing the proposed route and stated that purchase of right of way would be made as soon as federal funds are available, provided, of course, that the Commission approved. The survey of the proposed route, he stated, has been given careful engineering study and upon his favorable recommendation the Commission approved the survey by adopting the attached resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an offer made by Mixermobile Manufacturers, Inc., Portland, to purchase the State's interest in the ties, rails, and fastenings on a 740-foot section of spur track built to serve them during construction of the Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway. The Engineer commented that approximately 180 feet of the 740-foot section is on Union Pacific Railroad right of way, the balance being on property controlled by Mixermobile Manufacturers, Inc. A bill from the Union Pacific Railroad Company had determined the salvage value of this material at $3,896.44, and the Mixermobile Manufacturers, Inc. has indicated a willingness to pay this amount for the State's interest in the spur track. This offer, he continued, is to the best interests of the State as the State will gain more by selling rather than by removing the spur track and returning salvageable material to the Union Pacific Railroad Company as set up in the contract. The Commission accepted his recommendation that the materials be sold to Mixermobile Manufacturers, Inc. for $3,896.44.

Two bargain and sale deeds were presented by the Engineer covering sale of the remainder of the Patterson Bar in the Eugene-Springfield area. One of these deeds, he stated, is for 7.65 acres to Lane County for right of way purposes at a price of $6,989.78. The other deed conveying 88.49 acres is to the University of Oregon for public purposes at a price of $85,160. He recalled that these transactions are in line with previous discussions of the matter with the Commission and with Lane County and University of Oregon officials, in which it was agreed that the property would be sold to them at cost. The Commission approved the deeds.

The Commission considered the following requests for extensions of time within which to complete state highway contracts:

(1) T. C. Wildish Co., Contract No. 5216, for construction of storm sewers and paving on the Santa Clara-Eugene Section of the Junction City-Eugene Highway in Lane County, requested an extension from 85 workdays to 98 workdays within which to complete the contract without payment of liquidated damages. The Commission approved the extension of time as requested.

(2) F. L. Somers, Contract No. 5475, for rock production on the Ashland Section of the Green Springs and Pacific Highways in Jackson County, requested an extension of time from 30 workdays to 60 workdays within which to complete the contract without payment of liquidated damages. The Commission approved an extension of time of 25 workdays without assessment of liquidated damages.

(3) S & D Construction Company, Contract No. 5289, for structures on the North Albany Interchange Section of the Pacific Highway in Linn County, requested an extension of time from 180 workdays to 210 workdays within which to complete the contract without payment of liquidated damages. The Commission approved an extension of time in the amount of 26 workdays (completion of contract) without assessment of liquidated damages.

(4) Twin City Construction Co. & Clarence Braden, Contract No. 5347, for structures, grading and paving on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, requested an extension of time from 130 workdays to 162 workdays within which to complete the contract without payment of liquidated damages. The Commission approved the extension of time as requested.

(5) Rogers Construction Company, Contract No. 5053, for slide correction work on the Gonle-Tide Section of the Columbia River Highway in Columbia County, requested an extension of time from 160 workdays to 205 workdays within

which to complete the contract without payment of liquidated damages. The Commission approved an extension of time from 160 workdays to 196 workdays without assessment of liquidated damages.

(6) Stanton W. Payne, Contract No. 5522, for grading and stone base on the Bethel Section of the Byerly Corner-West Salem Road in Polk County, requested an extension of time from 50 workdays to 80 workdays within which to complete the contract without payment of liquidated damages. The Commission denied the request.

(7) Kuckenberg Construction Co., Inc., Contract No. 5110, for grading on the Lowell St.-21st Avenue Unit of the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, requested an extension of time from 130 workdays to 180 workdays within which to complete the contract without payment of liquidated damages. The Commission approved the request with the stipulation that such approval is not an admission to extra claims by the contractor for interference or delay which he might experience due to overlapping operations of other contractors.

FOOTNOTE: Action taken by the State Highway Commission upon the extensions of time listed above was based upon the recommendations of the Engineer and his reports which considered, but did not necessarily adopt, either or any of the reasons given by the contractors in their requests for extensions of time. (For details see the original of the contractors' requests and the Engineer's recommendations on file in the contracts mentioned in the Secretary's Office in Salem.)

The Engineer reported that contract numbers 4960, 5045, 5050, 5094, 5103, 5107, 5201, 5204, 5208, 5209, 5229, 5250, 5253, 5258, 5279, 5289, 5290, 5291, 5292, 5298, 5306, 5324, 5327, 5328, 5337, 5341 5344, 5353, 5366, 5370, 5373, 5380, 5381, 5432, 5435, 5436, 5442, 5447, 5449, 5452 5460, 5463, 5465, 5469, 5472, 5473, 5475, 5482, 5484, 5494, 5499, and 5507 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a proposed 1960 budget for the Travel Information Division as prepared by the Travel Advisory Committee and the Travel Information Director. The Engineer pointed out that the budget is $50,000 less than last year's budget and includes an item of $10,000 for capitol guide service, which function is now under the jurisdiction of the Travel Information Division. Action was deferred until

the following day to allow the Commission time to study the budget. (On the following day the Commission adopted the budget in the total amount of $350,000.)

The Commission considered and upon the favorable recommendation of the Engineer approved, and later in the day signed, an "Authorization and Designation of Officials of the State Highway Department of Oregon to Sign Reimbursement Vouchers in Behalf of the Highway Commission". The Engineer explained that the document provided that the State Highway Engineer, Mr. W. C. Williams; the Deputy State Highway Engineer, Mr. Forrest Cooper; and the Assistant Office Engineer, Mr. J. W. Nash, be empowered to sign reimbursement vouchers for federal funds submitted to the Bureau of Public Roads.

The meeting was recessed at 12 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission considered the matter of constructing a parking area for cars in the vicinity of Government Camp on the Mt. Hood Highway for the convenience of skiers. The Engineer explained that several years ago, as an accommodation to the public, a parking area had been constructed immediately east of Government Camp; however, construction of the new highway section destroyed this parking area. The Visitors Service Committee of the Portland Chamber of Commerce has requested that a new parking site be provided. A survey has been made, he continued, indicating that a parking area consisting of 0.6 acre near the east edge of Government Camp and across the highway from the area destroyed can be developed at a cost of approximately $5,000. This area, he stated, is as large an area as can be developed at a reasonable cost, and he recommended that it be constructed. The Commission accepted his recommendation.

The Engineer reported that Fred Meyer, Inc. is constructing a supermarket on a tract of land between the Scholls Ferry Highway and the Beaverton-Hillsdale Highway and that Mr. Meyer has contacted him regarding suitable access to the Scholls Ferry Highway. A plan has been worked out, he stated, in which Mr. Meyer is to deed the necessary right of way to the State for widening the Scholls Ferry Highway and for the acceleration and deceleration lanes at the access point. Also Mr. Meyer has agreed to do all the necessary grading and surfacing work if the State will perform the pavement widening and other work in the painting of islands and refuges. The cost of the project is estimated at $26,000 and Mr. Meyer has agreed to pay $18,000, leaving $8,000 for the State's portion. As the supermarket will undoubtedly generate a heavy flow of traffic on a substandard section of highway, he recommended that the project be approved as presented. The Commission accepted his recommendation.

Three resolutions were presented by the Engineer to establish reduced speed zones to conform with speed zones recently placed within cities by the State Speed Control Board. The authority of the State Speed Control Board extends only within the city limits and to carry the speed zoning to a logical conclusion beyond the city limits, he recommended that the following speed zone resolutions be adopted:

(1) 40 miles per hour on the John Day Highway north of the City of Vale, from a point 300 feet north of the city limits of Vale to the north city limits of Vale. See Exhibit "G-1".

(2) 35 miles per hour on the Oregon Coast Highway between the east city limits of Brookings and a point 450 feet north of Hoffeldt Lane.

45 miles per hour between a point 450 feet north of Hoffeldt Lane and a point 250 feet south of Pedrioli Road. See Exhibit "G-2".

(3) 25 miles per hour on the Baker-Homestead Highway from a point 400 feet west of the west city limits of Richland to the west city limits of Richland.

40 miles per hour from the east city limits of Richland to a point 0.31 mile east of the east city limits of Richland, except that between M. P. 42.30 and M. P. 42.50 the indicated speed shall be 20 miles per hour during the hours of school crossings. See Exhibit "G-3".

The Commission approved the reduced speed zones by adopting the attached resolutions relative thereto, marked Exhibits "G-1" through "G-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer recalled that on May 28, 1959 a 55 mile-per-hour speed zone was established on the two-lane section comprising the Salem By-pass and a 70 mile-per-hour speed zone had been placed on the four-lane section south to a point near Albany. He recalled that prior to this time a 70 mile-per-hour speed limit had been placed on the four-lane section of the Pacific Highway north of Salem. The widening of the Salem By-pass to a four-lane, divided facility will be completed in the near future, and he recommended that a 70 mile-per-hour speed zone be placed on the Salem By-pass Section when construction has been completed. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked Exhibit "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a letter written by Kenneth E. Shetterly of Dallas, calling attention to a hazardous traffic condition and requesting a reduction in speed on the Willamina-Salem Highway at Derry Station, east of Rickreall. The Engineer stated

that an investigation had been made by the Traffic Engineer and, in view of the prevailing speeds and the build-up in roadside culture at Derry, he recommended that a 50 mile-per-hour speed zone be established on the Willamina-Salem Highway between a point 200 feet west of the Southern Pacific Company railroad crossing and a point 0.26 mile west of Morrow Road in the community of Derry. The Commission approved the reduced speed zone by adopting the attached resolution relative thereto, marked Exhibit "G-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed previous oral authority, given August 17, for attendance at the AASHO meeting in Boston, Massachusetts, October 12 to 16, 1959 for W. C. Williams, Forrest Cooper, G. S. Paxson, and L. I. Lindas, in addition to the three members of the Highway Commission at an estimated cost of $475 each, with the exception of Mr. Paxson's trip which is estimated to cost $525 because of an extra stop at Urbana, Illinois to attend an AASHO Panel on Testing of Road Bridges.

The Commission also approved out-of-state travel expenses for the following:

George LeTourneux, Director of the Data Processing Section, to attend a seminar of Highway Engineers Exchange Program for electronic computers at IBM headquarters at San Jose, California, October 19 through 23, 1959, at an estimated cost of $160.

Gene Huntley, Director of Personnel and Public Relations, to attend International Conference on Public Personnel Administration in San Francisco, California, October 4 to 8, 1959 at an estimated cost of $190.

Attention was given to a request from the Northern Pacific Railroad Company to erect a historical sign on the right of way of the Pacific Highway at the east end of the Steel Bridge in Portland. The Engineer commented that the sign, which has the approval of the Oregon Historical Society, calls attention to the fact that the first transcontinental train arrived in Portland on September 11, 1883, carrying ex-President U. S. Grant and other governmental officials. The sign is not detrimental to the appearance of the right of way and he recommended that the installation be approved under terms of a formal permit. The Commission approved the recommendation.

A request from Mrs. Peter Lelack of Brooks was considered for correction of traffic hazards at the intersection of the Pacific Highway East and the Brooks-Hopmere Road in the community of Brooks. This matter, the Engineer stated, was investigated by the Traffic Engineering Division and it was found that vehicles which park on the westerly highway shoulder north of the intersection severely restrict sight distance for traffic attempting to enter the Pacific Highway East from

the west. It was his recommendation that shoulder parking be prohibited on the westerly side of the Pacific Highway East from the south property line of Pine Street, M. P. 41.18, to the northerly property line of the Brooks-Hopmere Road at M.P. 41.21. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer called to the Commission's attention an action taken July 2, 1959, prohibiting parking on both sides of the Swift Secondary Highway in Multnomah County from M. P. 2.37 on the south side and M. P. 2.43 on the north side and continuing easterly on both sides of the highway to M. P. 2.92X. The parking restriction had been imposed to eliminate congestion during Centennial activities; however, the Centennial Exposition has now closed, and as there is no longer need for the parking restriction, he recommended that the action of July 2, 1959 be rescinded. The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Three reconstructed sections of state highways have been completed, the Engineer reported, and have been opened for public travel. On each of these sections, he continued, agreements have been entered into previously with the various county courts providing that when the new sections of highway are completed the old sections be abandoned to the respective counties. To formally complete these arrangements he recommended that the Commission approve the following resolutions abandoning the old highway sections:

(1) Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. See Exhibit "E-1".

(2) West Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County. See Exhibit "E-2".

(3) South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County. See Exhibit "E-3".

The Commission approved the abandonments as presented by the Engineer by adopting the attached resolutions relative thereto, marked Exhibits "E-1" through "E-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report on papers signed by the Secretary and the Assistant Secretary in behalf of the Commission during the period August 7 through September 17, 1959.

The Commission approved the dates of November 5 and 6 for the next regular Commission meeting, and set a tentative date of

December 17 and 18 for the following meeting. The Commission also approved October 13 and November 3 as the next dates for opening of bids on highway construction projects.

Attention was given to a request from the Oregon State Fish Commission to install four signs on the Columbia River Highway, one sign on the North Santiam Highway, and one sign on the McKenzie Highway to indicate locations of fish hatcheries. The Engineer stated that these proposed signs are of the rustic type and are quite attractive. Upon his favorable recommendation the Commission approved the installation of the signs under the terms of a formal permit.

A resolution was brought to the Commission's attention by the Engineer concerning an exchange of highways whereby Lane County would assume jurisdiction over the portion of the Alsea-Deadwood Secondary Highway from Paris south, and the State would assume maintenance of the Mapleton-Richardson County Road (Route "F") from Richardson to Mapleton as an extension of the Richardson-Eugene Secondary Highway. He recalled that in October, 1958 the Commission had approved an agreement whereby this transfer would be made after certain items of construction, transfer of right of way, and other matters had been completed by Lane County. A field inspection, he continued, has determined that with exception of a few minor details the road is now properly completed and he recommended that the transfer be made effective September 24, 1959. The Commission approved the transfer by adopting the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An abandonment agreement with Union County concerning certain portions of the Rhinehart Section of the Wallowa Lake Highway in Union County was presented by the Engineer. He explained briefly that under the terms of the agreement the County agrees to accept the old section of highway when the new section is completed and opened to public travel. The Commission approved the agreement.

The Engineer reported that in connection with construction work on the westerly end of the Little Nestucca Highway Mr. Clem J. Hurliman had requested that the State place a culvert-type cattle pass under the road for his benefit. Investigation determined that the necessity for the cattle pass was extremely doubtful. The owner, however, has now requested permission to place a 78-inch culvert at his own cost under the new construction and prior to the placement of the surface. The Engineer recommended that placing of the culvert be allowed under terms of a formal permit. The Commission accepted his recommendation.

The Commission considered a revision in the "Oregon Manual on Uniform Traffic Control Devices" covering correction of a computational error in Table IV, Page 290, and also discussed a revision in the color of traffic lane markings on Page 264 of Part 2, Section "A" of the Manual to conform to standards adopted by the American

Association of State Highway Officials. The Engineer stated that inasmuch as the Manual itself had been approved by the Commission, changes in it must also be approved by them. He recommended that the Commission approve the correction of the computational error on Page 290 but that action be deferred in the change-over from yellow to white traffic-line paint to allow the cities and counties time to use up their supply of yellow paint and make other adjustments, and that action be taken on this matter by the Commission sometime within the next year. The Commission approved his recommendations. The Commission also instructed the Engineer to advise the cities and counties of the proposed change-over in center line striping colors.

Attention was given to a complaint made by the City of Baker concerning difficulties with three fixed-time traffic signal controllers on US 30 in the City of Baker. The Engineer stated that investigation disclosed that repairing the controllers would not be economically feasible and the existing controllers should be replaced with new ones which are estimated to cost $1,500. The City has indicated its willingness to pay one-half the cost of replacement, and he recommended that the controllers be replaced. The Commission approved the recommendation.

The Engineer stated that the Bureau of Public Roads had requested Commission concurrence in certain modifications in the existing forest highway program. He explained briefly the projects which were being withdrawn and those which are being added, and recommended that the Commission sign the letter incorporating the changes. The Commission approved, and later signed, the following letter:

" September 17, 1959

"Federal Highway Administrator
Chief, Forest Service
Washington 25, D.C.

Dear Sirs:

In accordance with the Rules and Regulations for Administering Forest Highways, the forest highway program change outlined herein is recommended by the Regional Forester, Region 6, the Oregon State Highway Commission, and the Regional Engineer of the Bureau of Public Roads.

(letter continued on next page)

"Unprogramed balance available for programing (lapsing) $498,000

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
WITHDRAW THE FOLLOWING PROJECTS:			
FH 3-A5 (L-3669-00)	Oregon Coast Highway Grading & Bridges	0.9	450,000
FH 7-G4 (L-3670-00)	Siuslaw Highway Bridge, Grading & Surfacing	1.5	300,000
FH 17-B3,C (L-3671-00)	Crater Lake Highway Grading & Surfacing	5.0	700,000
FH 32-A4 (L-3673-00)	Heppner-Spray Highway Grading & Surfacing	5.0	250,000
SURVEYS			
FH Routes (L-3678-00)	1,3,6,7,16,17,23,24,25,26 31,32,35,46,47,49,51,52,53		125,000
Total withdrawn projects			1,825,000
SUBSTITUTE THE FOLLOWING PROJECTS:			
FH 3-A5 (L-3669-00)	Oregon Coast Highway Right-of-way, Grading, Bridges & Overcrossing	1.0	$450,000
FH 7-G4 (L-3670-00)	Siuslaw Highway Bridge, Grading & Surfacing	0.7	300,000
FH 17-B3,C (L-3671-00)	Crater Lake Highway Grading & Surfacing	3.1	850,000
FH 32-A4 (L-3673-00)	Heppner-Spray Highway Grading & Surfacing	4.0	250,000
SURVEYS			
FH Routes (L-3678-00)	1,2,3,6,7,16,17,18,22,23,24 25,26,31,32,34,35,43,46,47, 48,49,51,52,53		200,000
Total substituted projects			2,050,000
Unprogramed balance (lapsing)			273,000 "

Also concerning forest highways, the Engineer reported that a request had been received from the Bureau of Public Roads for recommendations concerning a formula for apportionment of forest highway funds for the fiscal year 1962 and subsequent years. He recalled that data had been submitted to the National Congress concerning Oregon forest highways, and Congress is now trying to determine how to make allocations to the various states. It appears, he continued, that the choice may be between the present formula and one in which the needs of the state would be determined, based on the proportion of each state's needs to the total needs. He requested, and the Commission granted, authority to study the matter and make a recommendation in favor of the formula which would be to the best interests of the State of Oregon. The Commission also instructed that he call the Commission by telephone prior to actual submission of the recommendation.

Consideration was given to similar requests from the Portland and Astoria Chambers of Commerce asking the Commission to recommend to the American Association of State Highway Officials that US Highway 12 be routed from Miles City, Montana, via Helena, Missoula, Lewiston, Boardman, The Dalles, Portland, and on to Astoria. The Engineer explained that no action can be taken at this time as the AASHO regulations definitely provide that no road can be added to the federal system until the route has been completely paved and otherwise improved to acceptable standards. He pointed out that there is a segment between Missoula, Montana, and Lewiston, Idaho, which probably will not be completed for several years so the AASHO Numbering Committee would not consider the route designation at this time. The Commission instructed that the persons making the request be advised that the matter will be kept under close study, and at the appropriate time recommendations deemed best for the State of Oregon will be made promptly.

The Commission also considered a request from the Oregon Electric Railway Historical Society to secure approximately 600 lineal feet of 25-pound railroad rail stored at the State Highway Maintenance site at Glenwood on the Wilson River Highway. The Engineer commented that the rail is not usable for State Highway purposes and he recommended that the amount requested be donated to them to be used to mount old streetcars in a museum. The Commission accepted the recommendation.

The Engineer brought to the Commission's attention the fact that plans and specifications for the replacement of two storeroom buildings at the Salem shops are now complete. The building designed to replace the two older structures is a modern-type warehouse with concrete walls and roof, and the warehouse portion is of fireproof construction in that it has no windows and is equipped with a sprinkler system. The estimated cost of the building, he stated, is $331,000 which includes removal of old structures, and he requested that authority be granted to advertise for bids to be received November 3. The Commission approved the project, the cost of which is included in the 1959 budget.

Bids received on September 10, 1959 were presented to the Commission by the Engineer and at 2:30 p.m. the Commission announced the award of contracts as follows:

BIDS RECEIVED IN SALEM ON SEPTEMBER 10, 1959

"Gardiner Mountain Slide Correction Project on the Oregon Coast Highway, Douglas County. The Commission awarded the contract to the low bidder, Dwain R. Angell and Millard Angell, Portland, at $64,677.80.

"Kane Creek Bridge on Old Stage Road, Jackson County. Low bid was submitted by Harley E. Lowe, Ashland, in the amount of $9,601.50. However, as this is a County project, all bids were referred to Jackson County for award.

"Long Branch Creek Bridge on Rogue River Drive, Jackson County. Low bid was submitted by Walder and Kenworthy, Portland, in the amount of $20,781. However, as this is a County project, all bids were referred to Jackson County for award.

"Florence (Rhododendron Drive) Stone Base and Oiling Project, Lane County. The Commission awarded the contract to the low bidder, Berry Creek Construction Company, Florence, at $16,293.98.

"Traffic Signal Installation on Airport Road-Alberta Street Section of the Cascade Highway, Multnomah County. The Commission awarded the contract to the low bidder, W. R. Grasle Co., Portland, at $13,825.

"Interstate Bridge Toll Signs and Lighting, Pacific Highway, Multnomah County. The Commission awarded the contract to the low bidder, Olson Electric Company, Vancouver, Washington, at $125,003.68.

"Partial viaducts on the Washington County Line-Highlands Interchange Section of the Sunset Highway, Multnomah County. The Commission awarded the contract to the low bidder, Hannan Brothers Company, Portland, at $381,705.53.

"Stebco-Dodson Section of Columbia River Highway Power Line Relocation, Multnomah County. The Commission awarded the contract to the low bidder, Olson Electric Company, Vancouver, Washington, under Alternate "A", at $44,858.

"Sale of Interstate Bridge Structural Steel, Multnomah County. No bids were received.

"Hat Rock State Park Combination Shelter and Latrine on Columbia River Highway, Umatilla County. The Commission awarded the contract to the low bidder K. L. Clark, Hermiston, at $7,652.

"Grande Ronde River Bridge on the Old Oregon Trail Highway, Union County. The Commission awarded the contract to the low bidder, S & D Construction Company, Portland, at $422,095.

"Construct Latrine at Wallowa Lake State Park, Wallowa County. The Commission rejected all bids as being too high.

The Commission discussed with the Engineer matters to be presented by delegations which will appear on the following day. No action was taken on these matters pending appearance of the delegations.

Chairman McIver inquired of the Assistant State Parks Superintendent concerning the status of a parcel of property located north of Wedderburn on the Oregon Coast Highway for which negotiations had been undertaken some time ago with the Lloyd Corporation for park use. The Assistant Parks Superintendent stated that the Lloyd Corporation was apparently agreeable to donating the land to the State, but before the transaction was completed the property was sold with other land to the U. S. Plywood Corporation. The new owners have not indicated that they are willing to donate the land, which consists of 300 acres or more. The Commission instructed that another contact be made with U. S. Plywood Corporation to determine their attitude.

The Chief Counsel submitted an oral report concerning a proposed settlement with Garrett Wendel Hopper and Bessie M. Hopper, File No. R-12109, for property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County. Settlement in this case, he stated, has been pending for 13 years; however, the State, with the owners' permission has been in possession of the land. The owners have now agreed to settle for $455.50. The property is valued at $200 for the land and $200 for a well, and he recommended that the settlement be accepted as the difference in price would not warrant trying the case in court. The Commission approved the settlement.

The Commission considered the matter of remunerating the Pacific Power and Light Company for the use of their passenger plane in carrying the members of the Commission and six members of its staff on an aerial inspection trip of approximately 1,200 miles over Oregon highways on August 9, 1959. Also on the plane were ex-Governor Elmo Smith; Mr. B. M. French, Regional Engineer, Bureau of Public Roads; and a representative of the Oregon Journal newspaper. The Commission approved payment in the amount of $500.

The Commission signed agreements and other papers, and the meeting was declared adjourned at 2:45 p.m., to be reconvened on the following day at 10:00 a.m.

Salem, Oregon
September 25, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
L. I. Lindas, Chief Counsel
Walter T. Wright, Right of Way Engineer
L. V. Koons, Assistant State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Clackamas County Associated Chambers of Commerce appeared before the Commission concerning the widening of US 99E from New Era to Salem. Mr. Irwin Adams, Milwaukie, President of the Chamber, acted as spokesman for the group and introduced the following members of his organization; Merle Brown, 99E Highway Association; John Rosenberry, Chamber of Commerce; John Keeley, County Engineer of Clackamas County; Stan Ely, Clackamas County Commissioner; and B. E. Weiler, Chamber of Commerce, all from Oregon City; Ernest Rynning, Estacada, and Willard Wymore, Boring, Upper Clackamas River Chamber of Commerce; R. W. Mersereau, Martin Lewis, Harvey Hildebrand, Manager, Peter Paul Wiley, Assistant Manager, Senator Richard E. Groener, Senator Monroe Sweetland, and Peyton Barnett, all from Milwaukie and representing the North Clackamas County Chamber of Commerce; R. W. McCarter, John Rasmussen, Howard Belton, from the Canby Chamber of Commerce; Orvil L. Rose, Gladstone, North Clackamas Chamber of Commerce; Walter Kanne, Arthur Meger, J. E. Strandberg, all from Portland, representing the North Clackamas Chamber of Commerce; Al Greenwalt, Wemme, Hoodland Association; and Lee Stidd, Jr., Ray Thompson, L. Eugene Crampton, all from Oswego and the North Clackamas County Chamber of Commerce. Mr. Belton renewed their plea for consideration of the widening of US 99E between Hayesville and New Era. Most of the right of way, he pointed out, already has been acquired for the four-laning of this highway. He called attention to the bottlenecks encountered while driving this road, particularly the one south of Canby at Aurora Hill and the bridge at Aurora. This is a fast growing area, he stated, with the traffic almost as heavy as when the Baldock Freeway was completed and opened. Mr. Brown, who represented the Highway 99E Association, stated that their Association is requesting this improvement from both a safety standpoint and because of the need to expedite and keep traffic moving through the area which will be of benefit to everyone concerned. He told of the considerable increase in commercial traffic originating

in the Oregon City and Milwaukie areas. Mr. Ely stated that Clackamas County is solidly behind this widening project and urged that favorable consideration be given to it at this time. Senator Sweetland mentioned the large industrial plants which have moved into the northern part of Clackamas County and which have drastically affected the highway conditions particularly the installations by Safeway, the Northwest Grocers, Hudson House, the Wilhelm Company, the Holden Company and others. The Baldock Freeway, he continued, does not share in this traffic load since it is practically inaccessible to this area. The rapid population growth in the area is another factor which has increased traffic and he concluded by urging the early widening of US 99E so the area can have some relief from this problem. Senator Groener spoke for the improvement from the law enforcement angle, stating that because of the numerous curves as well as the heavy traffic, it is difficult to effectively enforce the law. The people of the North Clackamas area, he continued, would like to see a time schedule for the early widening of this highway. Mr. Stidd pointed out that if Highway 99E is widened it might tend to relieve the traffic problem and cut down existing hazards through Oswego since much of the through traffic comes south from Portland to Oswego. He spoke of the economic effect the highway improvement will have on the communities bisected by US 99E, pointing out that if these communities suffer an economic setback, a greater tax burden will be thrown on the Oswego area. Mr. Adams read aloud a letter from Rudie Wilhelm, Jr. stating that the industrial growth of the area (including his new warehouse in Milwaukie) will more than justify the four-laning of Highway 99E and requesting that this project be placed high on the priority list. Mr. Adams quoted the population figures on both sides of the Willamette River, pointing out that 29.8% of the population is on the west side while 70.2% of the population is on the east side. The Portland Chamber of Commerce, he continued, has given its whole-hearted support to this improvement. He concluded his presentation by asking Chairman McIver to issue a statement regarding their request. In response, Chairman McIver told the group that the Commission appreciates their problem and when the next program is formulated the Commission will give their project another good hard look.

Mr. Ray Morrison, Street Commission, Willamina Chamber of Commerce, and Allen Louden, Willamina Chamber of Commerce, appeared before the Commission regarding hazardous conditions existing on the Willamina-Sheridan Highway (the old Salmon River Highway) near Willamina. Mr. Morrison stated that he represented the City of Willamina and many of the industrial plants located in the vicinity. They are quite concerned about the hazardous conditions that still exist on the Willamina-Sheridan Highway even though through traffic uses the new Salmon River Highway which by-passes Willamina. He pointed out that Willamina had originally requested a direct access to the new Salmon River Highway but abandoned the request because of the excessive cost of the access; however, they want corrective measures to remove a double curve on the old highway between Willamina and Wallace Bridge. From a recent survey which he had conducted, he enumerated the many industries in the area that use the

highway for transporting their products. He also called attention to the narrow, hazardous bridge in Willamina. Mr. Louden commented that the new Salmon River By-pass recently opened for traffic from north of Sheridan to Valley Junction has relieved traffic conditions over the old highway; however, the old highway still carries heavy local traffic and is unsafe for travel. In view of the fact that Willamina has been denied a direct access to the new by-pass, he expressed the opinion that the old highway should be improved in order to make it as safe as possible for local traffic. Chairman McIver thanked the group for bringing this matter to the Commission's attention.

Representatives from the Newberg Chamber of Commerce appeared before the Commission to request completion of US Highway 99W from Rex Hill to Newberg. Mr. Milo Ross, President of the Newberg Chamber of Commerce, was spokesman and introduced the following members of his group: Representative George Layman; Chester Windsor, Chairman of Roads and Highway Committee; M. E. Dunston, K. W. Johnson, Sam R. Scott, Bruce M. Cullison, R. W. Curtis, Robert D. Blodgett, and Jack Bellinger, all from the Chamber of Commerce; and V. G. Anderson, Spaulding Paper and Pulp Company. Mr. Ross expressed appreciation for the progress that is being made on US 99W toward the eventual completion of a four-lane facility to Newberg. He introduced Mr. Layman who requested that early priority be given to the completion of a four-lane highway from Rex Hill to Newberg. At the present time, he pointed out, there is a four-lane facility from Portland to Rex Hill, with a two and one-half mile stretch of narrow two-lane road from Rex Hill to Newberg, and then the four-lane facility continues on west of Newberg. This two-lane road, he added, is a bottleneck for both through and local traffic and creates quite a problem because of the heavy traffic. He expressed the feeling that early consideration should be given to the four-laning of this two and one-half mile section of US 99W because public interest and community service justify it, as well as the fact that the other improvements in the area have increased the traffic and consequently made this section inadequate. Chairman McIver thanked the delegation for their presentation.

Mr. R. J. Bettendorf, Manager of the Port of Astoria, and Mr. Charles DeFoe, Manager of the Astoria Chamber of Commerce, both from Astoria, appeared before the Commission regarding the proposed bridge across the Columbia River between Astoria and Megler. Mr. Bettendorf advised that from the formal legal opinion secured, the legislation passed by the 1959 Oregon Legislature will not fit the statutory requirements of the State of Washington for construction of the Astoria Interstate Bridge, and will require different legislation. The State of Oregon, he added, should take the lead in this matter. He requested that the legal staffs of the Washington and Oregon Highway Departments combine their efforts to draw up suitable legislation, for submission to the next legislative assembly, which will be constitutional and allow construction of the bridge. The people of the State of Oregon, he pointed out, believe the bridge should be

built since the Astoria Bridge bill in the 1959 Legislature was overwhelmingly passed by both houses. The Oregon Highway Department, he added, should conduct another traffic study covering the proposed Astoria Bridge. He concluded his presentation by emphasizing the need for an early start on this matter so that the material will be available to the 1961 Legislature. Mr. DeFoe expressed the opinion that it is the Commission's obligation to instruct its staff to begin negotiations or discussions with the State of Washington in order to determine what legislation is needed during the 1961 session for Washington and Oregon.

Mr. DeFoe also brought up the matter of a letter that the Astoria Chamber of Commerce has filed with the Commission asking the Commission, through the American Association of State Highway Officials Numbering Committee, to request an extension of US Highway 12 from Lewiston, Idaho, through Boardman, Oregon, via Highway 30 and thence on to Astoria. A transcontinental highway, he added, would be in the best interests of the State of Oregon and the Northwest. Chairman McIver thanked the delegation for their presentation.

Mr. E. R. Fatland, Condon Commercial Club, headed a delegation from Grant, Wheeler and Gilliam Counties, regarding improvements on the John Day Highway between Condon and Fossil; the bridge over the John Day River; access roads into the fossil bed park near Dayville; and donation of land for a park area at Devils Butte. Also present were O. H. Dickens, Grant County Judge, John Day; O. L. Matthews, Wheeler County Judge, Fossil; and Van Rietman, Gilliam County Commissioner, Condon. Mr. Fatland introduced the members of the delegation and gave to the Commission a brochure prepared by Gilliam, Wheeler and Grant Counties outlining the natural beauties and the activities carried on in those counties. Judge Dickens told the Commission that about 7,000 acres of land may be added to the John Day Fossil Beds State Park if the owner is allowed a grazing permit each spring when there is grass in the area. Their interest in the John Day Highway, he pointed out, is primarily an economic one. Grant County is a comparatively large county with no good water grade access roads to the market area in Portland. He commented that only 3% of the land in Grant County is taxable, the remainder being State and Federal land, which naturally cuts down the revenues available for county use. He spoke of the difficulty and high cost of shipping products in and out of their area because of poor highways. Judge Matthews told of the large number of people who inquire about state parks and overnight camping in their area. The north end of Wheeler County, he stated, is almost isolated, being served only by the John Day Highway, and they would like to see some improvements made between Spray and Kimberly and between Fossil and Mayville. Mr. Van Rietman told of the increase in traffic on the John Day Highway due primarily to the improvement of the Wasco-Heppner Highway (CRE 206) and because that highway is being used as an access route from the John Day country to US 30. Most of the wheat, he advised, is now truck-hauled over Highway 19 rather than shipped by rail,

which creates a problem since the road is crooked and narrow--the worst section being between Condon and Fossil. The section between Arlington and Condon is also in need of improvement. In response to Commissioner Fridley's query if the Condon-Fossil Section of Highway 19 should be the next project considered for improvement, Mr. Van Rietman answered in the affirmative. Commissioner Fridley stated that when funds are available, their requests will be given consideration. In summarizing their requests, Mr. Fatland advised that the delegation would like (1) access roads into the John Day Fossil Beds Park; (2) a survey started on ORE 19 between Dayville and Kimberly; (3) construction started on the John Day Highway between Spray and Kimberly; and (4) a survey for the improvement of the Condon-Fossil Section of ORE 19. He expressed their gratitude for the work under contract on the Hay Canyon-Wasco Section of the Wasco-Heppner Highway, and requested better maintenance on it this winter because the paving will not be completed until next year. He told of their interest in getting the John Day River Bridge on the Wasco-Heppner Highway under contract, and was informed by the Engineer that the bridge will be contracted as soon as federal funds are available, probably shortly after January 1, 1960. It is their understanding, he continued, that additional land will be required for the placement of a marker on ORE 206 at the turnout at Devils Butte to point out the five mountains that are visible at this location -- Mt. Hood, Mt. Adams, Mt. Jefferson, Mt. St. Helens, and Mt. Rainier. Mr. Shelt Burres has offered to donate to the Commission whatever land is needed. Chairman McIver thanked the group for bringing these matters to the Commission's attention.

The Commission considered the budget for the Travel Advisory Committee which had been submitted to them on the previous day. Chairman McIver inquired why such a large percentage of the advertising money is spent in California and Washington and whether there should be more advertising conducted in the areas further from Oregon that have large populations. Mr. Carl Jordan, Director of the Travel Information Division, replied that it was the thinking of the Travel Advisory Committee that to accomplish a very large national advertising job would not be possible with the funds provided in this budget, so they have concentrated their efforts on the large markets closer to Oregon. Commissioner Jackson expressed the opinion that advertising in "Holiday Magazine" and "National Geographic" restricts coverage and provides a high-priced medium. He also commented that the big population area for development is on the East Coast and California has been working this area while Oregon has done relatively little. In discussing this matter, Mr. Jordan pointed out that the Travel Advisory Committee has carefully looked into the national advertising market but has decided it would be better to do a more concentrated job on the West Coast. The Commission, upon Commissioner Jackson's motion, unanimously adopted the budget as presented. (For details of the budget as approved, see copy of budget filed in the General Files, Salem)

There being no further business to consider, Chairman McIver declared the meeting adjourned at 11:45 a.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "I"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

September 24 and 25, 1959

EXHIBIT "A"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated September 24, 1959, pages 1 through 37, as presented by the Right of Way Engineer and approved by the Highway Commission on September 24, 1959 and by this reference said right of way resolution of September 24, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway described as follows:

A parcel of land lying in Lot 3, Block 10, Glen Cullen situated in Section 17, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being Parcel No. 2 of that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 1782, page 429 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the NE corner of said Lot 3; thence southerly along the easterly line of said Lot 3 a distance of 115 feet, more or less, to a line which is parallel to and 50 feet northerly of the center line of the relocated Beaverton-Hillsdale Highway; thence northwesterly along said parallel line 53 feet, more or less, to the westerly line of said Lot 3; thence northerly along said westerly 115 feet, more or less, to the NW corner of said Lot 3; thence easterly along the northerly line of said Lot 3, a distance of 52.6 feet to the place of beginning.

Said center line referred to above is described in said State of Oregon deed.

The parcel of land to which this description applies contains 5,750 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,200.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from

EXHIBIT "B-1" (Cont.)

and between the said real property and the right of way of the Beaverton-Hillsdale Highway, except there will be one point of access from said property to the Beaverton-Hillsdale Highway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access point to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 227 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway described as follows:

A parcel of land lying in Lot 3, Block 10, Glen Cullen situated in Section 17, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being Parcel No. 2 of that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 1782, page 429 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the NE corner of said Lot 3; thence southerly along the easterly line of said Lot 3 a distance of 115 feet, more or less, to a line which is parallel to and 50 feet northerly of the center line of the relocated Beaverton-Hillsdale Highway; thence northwesterly along said parallel line 53 feet, more or less, to the westerly line of said Lot 3; thence northerly along said westerly 115 feet, more or less, to the NW corner of said Lot 3; thence easterly along the northerly line of said Lot 3, a distance of 52.6 feet to the place of beginning.

Said center line referred to above is described in said State of Oregon deed.

The parcel of land to which this description applies contains 5,750 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,200.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from

EXHIBIT "B-1" (Cont.)

and between the said real property and the right of way of the Beaverton-Hillsdale Highway, except there will be one point of access from said property to the Beaverton-Hillsdale Highway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access point to be unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 227 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-2"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the 7th Avenue Connection of the Pacific Highway described as follows:

A parcel of land lying in the Prior F. Blair DLC #39, also lying in Section 36, Township 17 S, Range 4 W, W.M. Lane County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 215, Page 323 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning at the Southeast corner of said property, said corner being 2020 feet S 89° 19' E, and 23.1 feet N 0° 13' 30" E, from the Southwest corner of said Prior F. Blair DLC #39; thence N 89° 50' 30" W, 158 feet, more or less, to a line which is parallel to and 30 feet East of the West line of said property; thence N 0° 13' 30" E, 100 feet to a line which is parallel to and 50 feet South of the center line of the 7th Avenue Connection of the Pacific Highway; thence S 89° 50' 30" E, 158 feet, more or less, to the East line of said property; thence S 0° 13' 30" W, along said East line 100 feet to the point of beginning.

The parcel of land to which this description applies contains 15,800 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $15,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 228 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-3"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Newport Section of the Oregon Coast Hwy. described as follows:

A parcel of land lying in Lots 7 and 8, of Block 80, Case and Bayley's 3rd Addition to the City of Newport, situated in Section 8, Township 11 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of said Lot 7, Block 80; thence South 63° 56' East, along the North line of said Block 80, a distance of 4.9 feet; thence parallel to and 50 feet Westerly from the center line of the Oregon Coast Highway on a 1687.1 foot radius curve left (the long Chord of which bears South 0° 54' East) 110.9 feet to a point on the South line of said Lot 8; thence North 63° 56' West, along said South line of Lot 8, a distance of 54.9 feet to the Southwest corner of said Lot 8; thence North 26° 04' East, along the West line of said Block 80, a distance of 100 feet to the point of beginning.

The parcel of land to which this description applies contains 2,896 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers, and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 229 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

September 24, 1959

EXHIBIT "B-4"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the Valley Junction-Sheridan Section of the Salmon River Highway described as follows:

A parcel of land lying in the W½ of Section 36, Township 5S., Range 6 W., W.M., Yamhill County, Oregon, and being a portion of that property described in those deeds to State of Oregon by and through its State Highway Commission, recorded in Book 181, Page 523, and in Book 179, Page 641 of Yamhill County Records of Deeds; the said parcel being that portion of said property lying Northwesterly of a line which is parallel to and 160 feet Northwesterly of the center line of the Salmon River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 545+00, said Station being 102 feet South and 5 feet West of the SW corner of Lot 2, East Sheridan Subdivisions; thence N 71° 55' 24" E, 637.49 feet; thence on a spiral curve to the right (the long chord of which bears N 72° 07' 54" E) 250 feet to Station 553+87.49, said center line crossing the Southwesterly and Northeasterly lines of said property approximately at Stations 546+32 and 558+00 respectively.

Bearing used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 11.0 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of such property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and

EXHIBIT "B-4" (Cont.)

between said real property and the right of way of the Salmon River Highway, except there will be one point of access from the said property to the Salmon River Highway of a width not to exceed 25 feet at a point to be determined prior to the conveyance of the property, said access point to be for residential or farm use only and subject to frontage road.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 230 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-5"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Nyssa Section, Old Oregon Trail Highway, described as follows:

A parcel of land lying in Blocks 1 and 2 as shown on J. L. Lee's plat and now shown and lying in Block 7, of the Town of Nyssa, Malheur County, Oregon, and being a portion of that tract of land described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 77, Page 137; Book 55, Page 118; Book 51, Page 568; and Book 76, Page 602, of Malheur County Records of Deeds; the said parcel being described as follows:

Beginning at the N. E. corner of Main and First Streets in the Town of Nyssa; thence North along the East line of First Street 88 feet; thence South 89° 50' East parallel to the North line of Main Street 142 feet, more or less, to the Easterly line of said State property; thence South 6° 00' West along said Easterly line 88.47 feet to the North line of Main Street; thence North 89° 50' West along said North line 135.47 feet to the point of beginning.

The parcel of land to which this description applies contains 12,200 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 231 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-6"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway described as follows:

A parcel of land lying in Lots 6, 7 and 9 of Ocean View, Township 37 S., Range 15 W, W.M., Curry County, Oregon and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 49, Page 701 of Curry County Records of Deeds; the said parcel being that portion of said Lots 6, 7 and 9 lying Easterly of the following described line:

Beginning at the North line of said Lot 9, at a point 75 feet Easterly of (when measured at right angles to) the center line of the relocated Oregon Coast Highway, said point also being approximately 35 feet East of the Northwest corner of said Lot 9; thence running Southerly in a straight line 545 feet, more or less, to the most Southerly corner of said Lot 6.

The center line herein referred to being described in said State of Oregon deed.

The parcel of land to which this description applies contains 1.56 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Oregon Coast Highway, except for one point of access, 25 feet in width, unrestricted as to use for service of the said land, but said access shall, however, be subject to any future frontage road constructed by the State either within the present or future acquired right of way.

EXHIBIT "B-6" (Cont.)

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 232 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-7"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway East described as follows:

A parcel of land lying in the $N\frac{1}{2}NW\frac{1}{4}$ of Section 24, Township 8 South, Range 3 West, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning at an iron pipe at the Northwest corner of that tract conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 437, Page 547, Marion County Deed Records; said corner being 503.58 feet South 0° 15' West and 755.17 feet South 89° 10' East of the Northwest corner of said Section 24; thence South 0° 09' West 690 feet, more or less, to a line which is parallel to and 110 feet Northwesterly from the center line of the Salem By-Pass Unit of the Pacific Highway East; thence Northeasterly along said parallel line 687 feet, more or less, to a point opposite Engineer's center line Station 494+50 on said Highway center line; thence Northerly 115 feet, more or less, to the North line of said State of Oregon tract at a point which is opposite and 160 feet Northwesterly from (when measured at right angles to) said Highway center line; thence North 89° 10' West along said North line 390 feet, more or less, to the point of beginning. Said Highway center line being described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 437, Page 769, Marion County Deed Records.

The parcel of land to which this description applies contains 3.5 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,750.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall

EXHIBIT "B-7" (Cont.)

provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway East, except that there shall be reserved for the service of the said property a right of access to the existing frontage road on the Northerly side of said Pacific Highway East. Said frontage road to be connected to said Pacific Highway East, or to other public ways, at such presently constructed intersections or at such future intersections as may be designated by the State Highway Commission. The conveyance of said real property shall further provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the Pacific Highway East, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 233 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "B-8"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the North Jefferson Jct. - Albany Section of the Pacific Highway, described as follows:

A parcel of land lying in the Robert Houston DLC, also in the N. ½ of Section 4, Township 11 South, Range 3 West, W. M., Linn County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 251, Page 280 and in Book 252, Page 385 of Linn County Records of Deeds; the said parcel being that portion of said property lying Easterly of the following described line:

Beginning at a point which is opposite and 440 feet Easterly of Station L^3 1045+00 on the center line of the relocated Pacific Highway; thence Southeasterly in a straight line to a point which is opposite and 535 feet Easterly of Station L^3 1047+00 on said center line; thence Southeasterly in a straight line to a point which is opposite and 920 feet Easterly of Station L^3 1055+25 on said center line.

The center line herein referred to is described as follows:

Beginning at Engineer's center line Station L^3 1029+02.76, said Station being 2680.69 feet North and 533.36 feet East of the Northeast corner of the Anderson Cox DLC #49, Township 11 South, Range 3 West, W.M.; thence South 9° 17' West, 1271.41 feet; thence on a spiral curve left (the long chord of which bears South 9° 04' 30" West) 250 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 4° 48' 40" West) 1538.89 feet to Station L^3 1059+63.06.

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.25 acre, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,500.00, and the Commission is desirous

EXHIBIT "B-8" (Cont.)

of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway, including all rights of access to frontage roads on the westerly side of said Pacific Highway. The conveyance of said real property shall further provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the Pacific Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 234 be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

EXHIBIT "C-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the

interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "C-1" (Cont.)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1204.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1204, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32079

EXHIBIT "C-2"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will mor adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and main tain the Judkins Point-Goshen Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purpose declared and provided under the said Chapter 374, Oregon Revised Statute commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, re location, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its di cretion, acquire an entire lot, block or tract of land, part of which i necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C-2" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the Judkins Point-Goshen Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "C-2" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1205.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1205, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-3"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract

of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-3" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September 1959, as Condemnation Resolution No. 1206.*

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1206, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen in part, construct, improve and maintain the Hilgard-La Grande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated in part, widened in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land,

part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating in part, widening in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated and widened Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation in part, widening in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-4" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959 as Condemnation Resolution No. 1207.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1207, under the heading "Condemnation Resolutions", and said description. map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-5"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "C-5" (Cont.)

WHEREAS, portions of the Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated Oregon-Washington Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Blue Mountain Station-Milton-Freewater Unit, Weston-Milton-Freewater Section of the said Oregon-Washington Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be

EXHIBIT "C-5"(Cont.)

reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959 as Condemnation Resolution No. 1208.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1208, under the heading "Condemnation Resolutions" and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32091

EXHIBIT "C-6"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites; and

WHEREAS, under the provisions of ORS 366.340 the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for the construction and establishment of a maintenance site the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the establishment and construction of the maintenance site for which the said real property is deemed to be necessary is required and is being taken in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September , 1959, as Condemnation Resolution No. 1209 .

EXHIBIT "C-6" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1209, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32093

EXHIBIT "C-7"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Cascade Locks By-Pass Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-7" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Cascade Locks By-Pass Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-7" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1210.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1210, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage. drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Wasco-Hay Canyon Section of the Wasco-Heppner Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

EXHIBIT "C-8" (cont.)

WHEREAS, portions of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement or maintenance of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Wasco-Heppner Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Wasco-Hay Canyon Section of the said Wasco-Heppner Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein;

EXHIBIT "C-8" (Cont)

that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September , 1959, as Condemnation Resolution No. 1211.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1211, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32099

EXHIBIT "C-9"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-9" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-9" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1212.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1212, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Baker-Pleasant Valley Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no right of access of any nature between the right of way of the said relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Baker-Pleasant Valley Section of the Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

EXHIBIT "C-10" (Cont.)

final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1213.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1213, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-11"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Washington County Line-Highlands Interchange Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provision and within the meaning and for the accomplishment of the purposes declare and provided under the said Chapter 374, Oregon Revised Statutes, commonl known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "C-11" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and the maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-11" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959 as Condemnation Resolution No. 1214.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1214, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in

EXHIBIT C-12" (Cont.)

part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the John Day-Burns Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated John Day-Burns Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Canyon City-Sheep Gulch Unit, Canyon City-Seneca Section of the said John Day-Burns Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4 That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5 That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6 That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959, as Condemnation Resolution No. 1215.

EXHIBIT "C-12" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1215, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-13"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Juntura-Horseshoe Bend Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are

EXHIBIT "C-13" (Cont.)

best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Juntura-Horseshoe Bend Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Juntura-Horseshoe Bend Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "C-13" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in this absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 24th day of September, 1959 as Condemnation Resolution No. 1216.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1216, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 4960 with Donald M. Drake Co., for construction of Santiam River Bridge on the North Jefferson Junction-SPRR Overcrossing Section of the Pacific Highway in Marion and Linn Counties, completed July 21, 1959.

"Contract No. 5045 with Rogers Construction Co., for paving on the Meacham-Glover Section of the Old Oregon Trail in Umatilla-Union Counties, completed August 22, 1959.

"Contract No. 5050 with A. L. Harding, Inc., for grading on the Valley Junction-Wallace Bridge Unit of Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, completed June 26, 1959.

"Contract No. 5094 with Peter Kiewit Sons' Co., for grading on the Cape Ferrelo-Brookings Section of the Oregon Coast Highway in Curry County, completed July 31, 1959.

"Contract No. 5103 with The Central Heating Co., Oreg. Ltd., for oiling and rock production on the Rosa Creek-Adel Section of the Warner Secondary Highway in Lake County, completed August 27, 1959.

"Contract No. 5107 with Pacific Concrete Co. & Otis P. Jordan, Jr., for construction of the Sandy River Bridge on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, completed August 19, 1959.

"Contract No. 5201 with R. H. Jones, for bridge construction, grading and oiling on the Tualatin River Overflow Section of County Road FAS 631 in Washington County, completed August 25, 1959.

"Contract No. 5204 with Peter Kiewit Sons' Co., for grading on the Burnt Hill-Hooskanaden Creek Section of the Oregon Coast Highway in Curry County, completed August 21, 1959.

"Contract No. 5208 with Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, for grading on the Lebanon Road-Saddle Butte Section of the Pacific Highway in Linn County, completed August 19, 1959.

"Contract No. 5209 with Babler Bros., Inc., for structure, grading and stone base on the Nehalem River Bridge Section of the Nehalem Secondary Highway in Columbia County, completed August 21, 1959.

EXHIBIT "D" (Cont)

"Contract No. 5229 with Newport Construction Co., for structures, grading and oiling on the Muleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County, completed August 3, 1959.

"Contract No. 5250 with Babler Bros., Inc., for grading, oiling and structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County, completed July 23, 1959.

"Contract No. 5253 with Sig Andersson for the Fahy Avenue Undercrossing on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, completed August 24, 1959.

"Contract No. 5258 with Peter Kiewit Sons' Company for construction of the Rogue River Bridge at Grants Pass on the Redwood Junction Section of Pacific Highway in Josephine County, completed August 10, 1959.

"Contract No. 5279 with Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., for grading on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County, completed July 10, 1959.

"Contract No. 5289 with S & D Construction Co., for construction of five North Albany Interchange structures on the SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, completed September 14, 1959.

"Contract No. 5290 with Sig Andersson for construction of the Gravelford Bridge over the North Fork Coquille River on the Myrtle Point-Fairview County Road (FAS 252) in Coos County, completed June 26, 195

"Contract No. 5291 with Workman & Wilson for construction of Logsden Bridge over Siletz River on the Logsden-Siletz County Road in Lincoln County, completed August 18, 1959.

"Contract No. 5292 with R. H. Jones for Gales Creek Bridge construction on Watts-Dilly County Road (FAS 837) in Washington County, completed August 14, 1959.

"Contract No. 5298 with Roy L. Houck & Sons and Roy L. Houck Sons' Corp., for grading on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County, completed June 10, 1959.

"Contract No. 5306 with Thornton-Bell for structure, grading and pavin on the O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County, completed August 18, 1959.

"Contract No. 5324 with Oregon Asphaltic Paving Company, for grading and paving on the Tigard-Bonita Road Section of the Beaverton-Tualatin Secondary Highway in Washington County, completed August 10, 1959.

EXHIBIT "D" (Cont)

"Contract No. 5327 with Workman and Wilson for the Saspal Slough Bridge construction on County Road FAS 757 in Clatsop County, completed June 21, 1959.

"Contract No. 5328 with Bechtel Bros., for construction of culverts on the Prairie Creek Section of the Zumwalt Road in Wallowa County, completed July 6, 1959.

"Contract No. 5337 with Robert Angell for grading and oiling on the North Bend Airforce Station Access Road Section of the Lungren Road in Coos County, completed August 12, 1959.

"Contract No. 5341 with Palmberg Paving Co., Inc., for bridge construction and grading on the Bear Creek Bridge Section of the Bear Creek Road in Clatsop County, completed August 11, 1959.

"Contract No. 5344 with F. H. McEwen for the Santiam Junction-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson and Linn Counties, completed September 1, 1959.

"Contract No. 5353 with J. C. Compton Company for paving on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco-Sherman Counties, completed July 21, 1959.

"Contract No. 5366 with Workman & Wilson for Rock Creek and Mill Creek Bridges on County Roads FAS 150 and 584 in Lincoln County, completed August 18, 1959.

"Contract No. 5370 with Inter City Sand & Gravel Co., for grading and paving on the East Unit of Garden Valley Road in Douglas County, completed August 17, 1959.

"Contract No. 5373 with Bechtel Brothers for the Eagle Creek Bridge construction on Richland-South Road (FAS 511) in Baker County, completed August 10, 1959.

"Contract No. 5380 with Eugene Gardens for the Honeyman State Park extension on the Oregon Coast Highway in Lane County, completed July 20, 1959.

"Contract No. 5381 with Eugene Gardens for the Beverly Beach State Park extension on the Oregon Coast Highway in Lincoln County, completed July 22, 1959.

"Contract No. 5432 with Fred H. Slate Co., Oreg., Ltd., & E. C. Hall Co., for structure, grading and oiling on the South Unit of Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, completed July 10, 1959.

EXHIBIT "D" (Cont)

"Contract No. 5435 with Warren Northwest, Inc., for stone base and paving on the Elmira Avenue Section in Bandon, Coos County, completed August 11, 1959.

"Contract No. 5436 with Roseburg Paving Company for grading and paving on the Brown Street-Molly Street Section in Glendale, Douglas County, completed August 28, 1959.

"Contract No. 5442 with M. C. Lininger & Sons for the Antioch Road-Trail Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County, completed August 12, 1959.

"Contract No. 5447 with N. A. Toole Construction Co., for the Ironside-Vale Rock Production Project on the John Day Highway in Malheur County, completed August 16, 1959.

"Contract No. 5449 with M. J. Brassfield Co., for construction of shelter latrines in Rooster Rock State Park on the Columbia River Highway in Multnomah County, completed August 19, 1959.

"Contract No. 5452 with J. E. Brown Co., for maintenance painting the Pistol River Bridge on the Oregon Coast Highway in Curry County, completed September 12, 1959.

"Contract No. 5460 with C. H. Savage Co., for maintenance painting the Mills Bridge on the Wilson River Highway in Tillamook County, completed August 8, 1959.

"Contract No. 5463 with Geo. E. Blaisdell & Son and Shirley G. Stone Co., for grading on the Little Clear Creek Section of the Oregon City-Viola Road in Clackamas County, completed August 8, 1959.

"Contract No. 5465 with Walter Goodat for grading and paving on the 4th Street Section in Clatskanie, Columbia County, completed August 3, 1959.

"Contract No. 5469 with Temp-Control Corp., for air conditioning the Conference Room in the State Highway Building, Salem, Marion County, completed September 18, 1959.

"Contract No. 5472 with Pelican Bay Construction Services, Inc., for grading and paving on the North Fork Chetco River Section of Chetco River Road in Curry County, completed September 3, 1959.

"Contract No. 5473 with Horton Construction Co., for oiling County Roads FAS Routes 659, 693, 781, 782, 786, 787, 788, 884, and 886 in Deschutes County, completed September 4, 1959.

"Contract No. 5475 with F. L. Somers for the Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County, completed August 20, 1959.

EXHIBIT "D" (Cont)

"Contract No. 5482 with Russell Olson Construction Co. Inc., for oiling on the Phillips Creek-Dry Creek School Section of the Sanderson Springs Road in Union County, completed August 18, 1959.

"Contract No. 5484 with C. H. Savage Co., for maintenance painting the Oregon City Arch Bridge on Oswego Highway in Clackamas County, completed August 19, 1959.

"Contract No. 5494 with Morse Bros., for stone base and paving on 10th Street in Junction City, Lane County, completed August 21, 1959.

"Contract No. 5499 with M. J. Brassfield Co., for grading and paving on the Salem-Browning Avenue Section of Liberty Road in Marion County, completed September 16, 1959.

"Contract No. 5507 with D. Duane Amens for slope paving on five bridges on the Myrtle Creek-Ashland Section of Pacific Highway in Douglas, Jackson, Josephine Counties, completed August 22, 1959.

THEREFORE BE IT RESOLVED that the work covered by State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 84 shall be entered in the minutes and records of the Commission as of the 24th day of September, 1959.

32119

EXHIBIT "E-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Pacific Highway, State Primary Highway No. 1, in Josephine County know as the Jumpoff Joe Creek-Louse Creek Section, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 732+00 on the relocated highway and the southerly terminus of which is at relocated Hig way Engineer's Centerline Station 1061+50 on the relocated highway as shown colored in green on the map attached hereto marked Exhibit "A" an by this reference made a part hereof; and *

WHEREAS, due to the relocation of the aforesaid section, a portio of the former right of way is no longer needed for right of way or other public purposes and may be eliminated as a section of the original Pacific Highway, State Primary Highway No. 1, which section to be eliminated is hereinafter designated as Unit "A" as shown colored in red on the attached Exhibit "A"; and *

WHEREAS, Josephine County and the State Highway Commission entered into an agreement on the 28th day of March, 1957, relating to the elimination and disposition to be made of the said section of the said original Pacific Highway which is subject to elimination and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution, up the completion of the said relocated section of the said Pacific Highway, shall formally eliminate said Unit "A" as part of the Pacific Highway, St Primary Highway No. 1, and the state highway system and that all right, title, and interest which State has in Unit "A" shall pass to and vest in th County and County shall accept all right, title, and interest which State h in said Unit "A" and shall maintain said Unit "A" as part of the county ro

EXHIBIT "E-1" (Cont)

system so long as needed for the service of persons living thereon or communities served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Pacific Highway, State Primary Highway No. 1, in Josephine County, a section of the former right of way of the Pacific Highway, State Primary Highway No. 1, is no longer needed by the State of Oregon and is no longer required for part of the said new right of way of the said relocated Pacific Highway which said section is identified as Unit "A" as shown on said Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundary line of the Pacific Highway as formerly routed, beginning at the westerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station L 781+00 of said highway as relocated in the southwest quarter of the southeast quarter ($SW\frac{1}{4}SE\frac{1}{4}$), Section 35, Township 34 South, Range 6 West, W. M.; thence southerly via said former highway to the northerly right of way boundary line opposite relocated Highway Engineer's Centerline Survey Station "C" 14+23.52 of a service road in the west half of the southwest quarter ($W\frac{1}{2}SW\frac{1}{4}$), Section 25, and the east half of the southeast quarter ($E\frac{1}{2}SE\frac{1}{4}$), Section 26, Township 35 South, Range 6 West, W. M.

2. That pursuant to the said agreement entered into with Josephine County on the 28th day of March 1957, Unit "A", as heretofore described and as shown colored in red on the attached Exhibit "A", is hereby duly eliminated as part of the Pacific Highway, State Primary Highway No. 1, and all right, title, and interest which State has in said Unit "A" hereby passes to and vests in said Josephine County. *

3. That this resolution be entered in full in the minutes and records of the Highway Commission as Abandonment and Retention Resolution No. 330 this 24th day of September, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Josephine County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 330, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-2"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Three Mile Lane Highway, State Secondary Highway No. 152, known as the West Unit, McMinnville Airport-Dayton Junction Section in Yamhill County, the westerly terminus of which is at relocated Highway Engineer's Centerline Station 149+36.48 on the relocated highway and the easterly terminus of which is at relocated Highway Engineer's Centerline Station 235+00 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid unit of said section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original Three Mile Lane Highway, State Secondary Highway No. 152, which section to be eliminated is hereinafter designated as Unit "A" as shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Yamhill County and the State Highway Commission entered into an agreement on the 4th day of November, 1955, relating to the elimination and disposition to be made of the said section of the said original Three Mile Lane Highway which is subject to elimination and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution upon the completion of the said relocated section of the said Three Mile Lane Highway, shall formally eliminate said Unit "A" as part of the Three Mile Lane Highway, State Secondary Highway No. 152, and the state highway system and that all right, title, and interest which State has in Unit "A" shall pass to and vest in the County and County shall accept all right, title, and interest which State has in said Unit "A" and shall maintain said Unit "A"

EXHIBIT "E-2" (Cont)

as part of the county road system so long as needed for the service of persons living thereon or communities served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Three Mile Lane Highway, State Secondary Highway No. 152, in Yamhill County, a section of the former right of way of the Three Mile Lane Highway is no longer needed by the State of Oregon and is no longer required for part of the new right of way of the said relocated Three Mile Lane Highway which said section is identified as Unit "A" as shown on Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundaries of Three Mile Lane Highway as formerly routed, beginning at the southerly right of way line opposite relocated Highway Engineer's Centerline Station 167+50 of said highway as relocated in the Northeast Quarter of the Northwest Quarter ($NE\frac{1}{4}NW\frac{1}{4}$), Section 25, Township 4 South, Range 4 West, W. M.; thence via said highway as formerly routed to a junction with the existing Amity-Dayton Highway, State Secondary Highway No. 155.

2. That pursuant to the said agreement entered into with Yamhill County on the 4th day of November, 1955, Unit "A", as heretofore described and as shown colored in red on Exhibit "A", is hereby duly eliminated as part of the Three Mile Lane Highway, State Secondary Highway No. 152, and all right, title and interest which State has in said Unit "A" hereby passes to and vests in said Yamhill County. *

3. That this resolution be entered in full in the minutes and records of the Highway Commission as Abandonment and Retention Resolution No. 308 this 24th day of September, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Yamhill County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 308, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-3"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the The Dalles-California Highway, State Primary Highway No. 4, in Jefferson County, known as the South Unit, Lyle Gap-Madras Section, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 1184+62.90 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 1+79 on the relocated highway as shown colored in green on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way or other public purposes and may be eliminated as a section of the original The Dalles-California Highway, State Primary Highway No. 4, which section to be eliminated is hereinafter designated as Units "A" and "B" as shown colored in red on the attached Exhibit "A"; and*

WHEREAS, Jefferson County and the State Highway Commission entered into an agreement on the 13th day of April, 1959, relating to the elimination and disposition to be made of the said section of the said original The Dalles-California Highway which is subject to elimination and hereinafter referred to as Units "A" and "B"; and

WHEREAS, said agreement provides that State, by resolution, upon the completion of the said relocated section of the said The Dalles-California Highway, shall formally eliminate said Units "A" and "B" as part of the The Dalles-California Highway, State Primary Highway No. 4, and the state highway system and that all right, title, and interest which State has in Units "A" and "B" shall pass to and vest in the County and County shall accept all right, title, and interest which State has in said Units "A" and "B" and shall maintain said Units "A" and "B" as part of the county road system so

EXHIBIT "E-3 " (Cont)

long as needed for the service of persons living thereon or communities served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the The Dalles-California Highway, State Primary Highway No. 4, in Jefferson County, a section of the former right of way of the The Dalles-California Highway is no longer needed by the State of Oregon and is no longer required for part of the said new right of way of the said relocated The Dalles-California Highway which said section is identified as Units "A" and "B" as shown on said Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundaries of The Dalles-California Highway as formerly routed, beginning at the westerly right of way line opposite relocated Highway Engineer's Centerline Station 1271+00 of said highway as relocated in the southwest quarter of the southeast quarter ($SW\frac{1}{4}SE\frac{1}{4}$), Section 36, Township 10 South, Range 13 East, W. M.; thence northeasterly via said highway as formerly routed to the northwesterly right of way line opposite relocated Highway Engineer's Centerline Station 1221+05 of said highway as relocated in the southeast quarter of the northwest quarter ($SE\frac{1}{4}NW\frac{1}{4}$), Section 31, Township 10 South, Range 14 East, W. M.

Unit "B"

All the land situated within the right of way boundaries of the The Dalles-California Highway as formerly routed beginning at the southeasterly right of way line opposite relocated Highway Engineer's Centerline Station 1220+00 of said highway as relocated in the southeast quarter of the northwest quarter ($SE\frac{1}{4}NW\frac{1}{4}$), Section 31, Township 10 South, Range 14 East, W. M.; thence northeasterly via said former highway to the easterly right of way line opposite relocated Highway Engineer's Centerline Station 1189+00 of said relocated highway in the northeast quarter of the northeast quarter ($NE\frac{1}{4}NE\frac{1}{4}$), Section 31, Township 10 South, Range 14 East, W. M.

2. That pursuant to the said agreement entered into with Jefferson County on the 13th day of April, 1959, Units "A" and "B", as heretofore described and as shown colored in red on marked Exhibit "A", are hereby duly eliminated as part of the The Dalles-California Highway, State Primary Highway No. 4, and all right, title, and interest which State has in said Units "A" and "B" hereby passes to and vests in said Jefferson County. *

3. That this resolution be entered in full in the minutes and records of the Highway Commission as Abandonment and Retention Resolution No. 358 this 24th day of September, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Jefferson County Court.

EXHIBIT "E-3" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 358, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the south section of the Alsea-Deadwood Highway, State Secondary Highway No. 201, as shown colored in red on the attached sketch map, marked Exhibit "A" and by this reference made a part hereof, is a state secondary highway under the jurisdiction and control of the State Highway Commission; and *

WHEREAS, Mapleton-Richardson (Route F) Road, as shown colored in yellow on said attached Exhibit "A", is a county road under the jurisdiction and control of Lane County; and

WHEREAS, under authority of ORS 366.290, the Commission may select, locate, establish, designate, improve and maintain out of the highway fund a system of secondary state highways and for that purpose may, by mutual agreement with the county courts of the several counties, select market roads or other county roads as part of the state secondary highway system and the Commission by appropriate order entered in its records, may designate and adopt said roads as state secondary highways; and thereafter, all construction, improvement, maintenance and repair of said roads shall be under the jurisdiction of the Commission; and

WHEREAS, ORS 366.290 further provides that with the written consent of the county court of the county in which the particular secondary highway or part thereof is located, the Commission may, when in its opinion the interests of the State will be best served, eliminate from the system of secondary highways any road or highway or part thereof and thereafter, the road or highway or part thereof eliminated shall become a county road or highway, and the construction, repair, maintenance or improvement and jurisdiction over said road or highway shall be exclusively under the county court of the county in which said highway or road is located; and

WHEREAS, the State and Lane County entered into an agreement on the 8th day of October, 1958, which provides that State, by resolution, shall select and designate the Mapleton-Richardson (Route F) County Road as an extension of the Richardson-Eugene Highway, State Secondary Highway No. 220; and that State by resolution shall eliminate the south section of the Alsea-Deadwood Highway, State Secondary Highway No. 201, from the State Highway System, and that all right, title, and interest which State has in said south section of the Alsea-Deadwood Highway shall pass to and vest in Lane County.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the route of the Richardson-Eugene Highway, State Secondary Highway No. 220, is hereby extended along the Mapleton-Richardson (Route F) County Road as shown colored in yellow on the attached Exhibit

EXHIBIT "F" (Cont)

"A". The altered route and termini of said Richardson-Eugene Highway is described as follows: *

> Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at M. P. 14.49 of said Siuslaw Highway at Mapleton; thence easterly via Richardson, Noti, and Veneto to a junction with the one-way westbound route of the Pacific Highway West, State Primary Highway No. 1W, at M. P. 122.19 of said Pacific Highway West at the intersection of Garfield Street and 6th Avenue in the City of Eugene, a distance of 45.14 miles.

2. That the south section of the Alsea-Deadwood Highway, State Secondary Highway No. 201, as shown colored in red on the attached Exhibit "A" is no longer needed by the State of Oregon and is no longer required as part of the state highway system, which said section is described as follows: *

> Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at M. P. 27.77 of said Siuslaw Highway near Deadwood, thence northerly to the northerly end of the south section of the Alsea-Deadwood Highway, State Secondary Highway No. 201, at M. P. 19.96 of said Alsea-Deadwood Highway near the community of Paris, a distance of 19.96 miles.

3. That the said south section of the Alsea-Deadwood Highway, as shown in red on said Exhibit "A", is hereby duly eliminated from the Alsea-Deadwood Highway and the state highway system and all right, title and interest which State has in the said south section of the Alsea-Deadwood Highway hereby pass to and vest in said Lane County. *

4. That this resolution be entered in full in the minutes and records of this Commission as Secondary Highway Designation Resolution No. 53 this 24th day of September, 1959, and the Secretary is ordered to mail a duplicate original hereof to the Board of County Commissioners of Lane County.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 53, under the heading "Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: John Day (Malheur County)

Highway number 5 **Route number** US 26

Location of Termini			Established Speed
M. P. 277.47 (300 feet north of north city limits of Vale)	to	M. P. 277.53 (north city limits of Vale) ---	40 M. P. H.

EXHIBIT "G-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 311 be entered in the minutes and records of the Commission as of the 24th day of September, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-2"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast (Curry County)

Highway number 9 Route number US 101

Location of Termini			Established Speed
M.P. 366.28 (East city limits of Brookings)	to	M.P. 367.00 (450 feet north of Hoffeldt Lane)	35 M.P.H.
M.P. 367.00 (450 feet north of Hoffeldt Lane)	to	M.P. 367.98 (250 feet south of Pedrioli Road)	45 M.P.H.

This resolution rescinds Speed Zone Resolution No. 157, adopted on May 11, 1954.

EXHIBIT "G-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 157-a be entered in the minutes and records of the Commission as of the 24th day of September, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-3"

Minutes of September 24 and 25, 1959

RES OLU TION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Baker-Homestead (Baker County)

Highway number 12 Route number ORE 86

Location of Termini			Established Speed
M.P. 41.90 (400 feet west of West city limits of Richland)	to	M.P. 41.98 (west city limits of Richland)	25 M.P.H.
M.P. 42.27 (east city limits of Richland)	to	M.P. 42.58 (0.31 mile east of east city limits of Richland)	40 M.P.H. 1/

1/ except that between M.P. 42.30 and M.P. 42.50 the indicated speed shall be 20 M.P.H. during hours of school crossings.

This resolution rescinds Speed Zone Resolution No. 239 adopted on December 17, 1956.

EXHIBIT "G-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 239-a be entered in the minutes and records of the Commission as of the 24th day of September, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-4"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific (Marion County)

Highway number 1 Route number US 99

Location of Termini			Established Speed
M.P. 42.80 (easterly structure at Hayesville Interchange)	to	M.P. 66.44 (a point south of the Murder Creek Interchange)	70 MPH

This resolution revises Speed Zone Resolution No. 298, adopted May 28, 1959, so as to extend the 70 MPH over the Salem Bypass Section of the Pacific Highway, and becomes effective as of MARCH 1, 1960 when construction work is completed.

September 24, 1959

EXHIBIT "G-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 298-a be entered in the minutes and records of the Commission as of the 24th day of September, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-5"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Willamina-Salem (Polk County)

Highway number 30 Route number ORE 22

Location of Termini			Established Speed
M. P. 16.91 (200 feet west of Southern Pacific Company's railroad crossing)	to	M. P. 17.50 (0.26 mile west of Morrow Road in community of Derry)	50 M. P. H.

EXHIBIT "G-5" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 312 be entered in the minutes and records of the Commission as of the 24th day of September, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "H-1"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the Pacific Highway East, Primary Highway No. 1E, in Marion County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the westerly shoulder of said highway near its intersection with the Brooks-Hopmere Road, in the community of Brooks approximately six miles north of Salem; and

WHEREAS, the parking of vehicles on said shoulder at said location creates a hazard to the traveling public by restricting sight distance for vehicles intending to enter said highway from the west at this location; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that parking of vehicles on the westerly side of the Pacific Highway East, No. 1E, between M. P. 41.18 (Highway Engineer's Station 346+35) and M. P. 41.21 (Highway Engineer's Station 345+14) creates a hazard to the traveling public.

2. That in the opinion of this Commission the westerly shoulder of said highway is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly side of the said Pacific Highway East at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That this "No Parking Resolution No. 201 be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1959, and that a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

32139

EXHIBIT "H-2"

Minutes of September 24 and 25, 1959

RESOLUTION

WHEREAS, the Swift Secondary Highway, No. 120, in Multnomah County is a State Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, on the 2nd day of July, 1959, the Commission adopted a resolution prohibiting parking on the shoulders of said highway during the Centennial activities at the Pacific International Livestock Exposition Grounds in Portland; and

WHEREAS, the Centennial Exposition has now closed and further investigation has disclosed that the parking restriction is no longer necessary for public safety and convenience;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon recommendations by members of its staff, that "No Parking" Resolution No. 196, prohibiting parking of vehicles on both sides of the Swift Highway, No. 120, beginning at M.P. 2.37 (Highway Engineer's Station 126+50) on the south side, and M.P. 2.43 (Highway Engineer's Station 129+00) on the north side, and continuing easterly on both sides of the highway to M.P. 2.92X on the Swift-Union connection, approved by the Commission at its meeting July 2, 1959 is hereby rescinded.

2. That the State Highway Engineer be and he hereby is instructed to remove "NO PARKING" signs at said location and take such other action as in his judgment is necessary to accomplish the purposes of this resolution and the action of the Commission as herein declared.

3. That this "No Parking" Resolution No. 196-a be entered in the minutes and records of the State Highway Commission as of the 24th day of September, 1959, and that a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

EXHIBIT "I"

Minutes of September 24 and 25, 1959

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and relocation of the Ferry Street Southbound Off-ramp Section of the Pacific Highway West in the City of Eugene in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Ferry Street Southbound Off-ramp Section of the Pacific Highway West beginning at Highway Engineer's Station 2+68.40, at Broadway and Ferry Streets in Eugene, and extending in a northerly direction to Highway Engineer's Station 13+19.18, at the Southern Pacific Company railroad, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1322 and the date of August, 1959, (Right of Way Map No. 6B-22-3, dated December, 1946), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "I" (Cont.)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Pacific Highway West as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 24th day of September, 1959, as Survey Resolution No. 200.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 200, under the heading "Resolutions Adopting Surveys", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 44

PART III

PART III

OF

VOLUME XLIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 1, 1959

TO

MARCH 31, 1960

- - - -

OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner

- - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page		Date 1959	Subject
1	/32142/	Nov. 5	COMMISSION MEETING CONVENED at 10:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for September 24-25, 1959.
			STATE PARKS DIVISION. State Parks Supt. introduced Mr. Clayton Anderson, newly appointed Recreation Director.
			PARKS SUPT. reported on following matters:
			Curry County. Wedderburn north. US Plywood Corp. property. Report on negotiations for acquisition.
			Lane County. Oregon Coast Hwy. Sea Lion Caves. Report on negotiations for acquisition.
2	32143		Lane-Douglas Counties. National Seashore Recreation Area. Status report on proposed area accepted.
			Susan Creek State Park. Douglas County. Negotiations for 30 acres of O & C land authorized.
			Thomas Condon-John Day Fossil Beds State Park. Grant County. Negotiations authorized for acquisition of Foree property.
			Budget - 1960. Discussion and acceptance as presented.
3	32144		Operation of some parks by county or city discussed.
			Deschutes River Basin. Request of Natural Resources Committee for recreational study not feasible.
			Legislative Natural Resources Committee. Report to Committee re operations of State Parks Division accepted.
4	32145		Deschutes River. Round Butte Hydro-electric Project. Report on hearings held accepted.
			Overnight camping areas year-round use in certain parks. Suggestion by Hwy. Interim Committee discussed.
			REAL PROPERTY. Acquisition approved. EX. "A".
			MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway. Portland. R/W offices established and operating.
5	32146		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
			SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-8".
6	32147		DIRECT SALE OF EXCESS PROPERTY authorized.
7	32148		ACCESS CHANGES on four properties approved.
8	32149		MODIFICATION OF ACCESS approved for following two properties:
			Polk County. Pacific Hwy. West. Gentle-Yard property.
			Union County. Oregon Trail. Bennett property.
			GRANT OF ACCESS granted for following properties:
			Washington County. Pacific Hwy. West. Near (Woods) property.
			Lincoln County. Oregon Coast Hwy. Chilton property.
9	32150		Douglas-Coos Counties. Oregon Coast Hwy. Reedsport-Lakeside Jct. Section. BPA facilities. Ingress-egress rights.
			LANE COUNTY. Mapleton area. Fosback & US Plywood Corp. properties. Exchange of quitclaim deeds to correct error in description.
			CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C-15".
			CONDEMNATION CASES TRIED. Counsel's report accepted.
13	32154		CONDEMNATION CASES SETTLED. Counsel's report accepted.

Page		Date 1959	Subject
14	32155	Nov. 5	CONDEMNATION CASES. Offers for property confirmed.
15	32156		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
16	32157		LEGAL DEPARTMENT: Ross Cruickshank claim for tractor tire damage settled. William A. Mansfield, Attorney, resignation accepted. Lester Humphreys, Attorney, resignation accepted. Robert Anderson as replacement for Mr. Humphreys approved.
17	32158		Counsel authorized to hire replacement for Mr. Mansfield. MAI COURSE #1. University of Oregon. Assignment of 7 r/w agents and 3 attorneys to attend course authorized. Marion County. North Santiam Hwy. Lancaster Drive-Aumsville Section. Appraisal by Hwy. staff appraisers. State of Oregon vs Elliott T. Mutch condemnation case dismissed. EX. "G". Marion County. Pacific Hwy. MP 57.40. Claim against Earl F. Thompson for fence damage. Settlement accepted. Mr. Lindas and Mr. Wright excused from Commission meeting to attend Hwy. Interim Committee Meeting in Portland. Purchase of property. Preliminary draft of letter to be presented to landowner before negotiator appears discussed.
18	32159		Traffic Court Rules Committee. Counsel's report accepted. MULTNOMAH COUNTY. Portland. NE Holladay St. Off-Ramp property. Ordinance passed by City to be signed by Secretary of Commission. DAMAGE CASES AGAINST STATE. Counsel authorized to institute legal action.
19	32160		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Westfair Corp. condemnation case. Settlement approved.
20	32161		CONSTRUCTION SPEED ZONES established as follows: Coos County. Oregon Coast Hwy. Davis Slough Bridge Section. Douglas County. Oregon Coast Hwy. Gardner Mt. Slide Section. WASHINGTON COUNTY. Sunset Hwy. Murray Road. Columbia Food Co. additional access facilities requested. LANE COUNTY. McKenzie Hwy. Finn Rock-McKenzie Bridge Section. Hwy. improvements denied. UNFINISHED BUSINESS MATTERS discussed: CURRY COUNTY. Wedderburn north. US Plywood Corp. property for park purposes. Report given. YAMHILL-POLK COUNTIES. Salmon River Hwy.(old). Willamina-Wallace Bridge Section. Double curve removal requested.
21	32162		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Request for legislation for 1961 Legislature. No action. THOMAS CONDON-JOHN DAY FOSSIL BEDS PARK. Foree offer to donate additional land. MULTNOMAH COUNTY. Mt. Hood Hwy. Portland. Traffic signals installation on two one-way couplets approved. INCREASE IN PROJECT AUTHORIZATION for contracts #5531-#5052-#5409 approved.

Page		Date 1959	Subject
22	32163	Nov. 5	LINCOLN COUNTY. Newport. Bradshaw Street. Maintenance Headquarters. Payment of street assessment approved.
			KLAMATH COUNTY. Chiloquin. Hwy. Maintenance Headquarters. Payment of sewer construction assessment approved.
			FAS COUNTY ROAD ADDITIONS approved for Baker-Lane-Lincoln Counties.
23	32164		FAS COUNTY ROAD PROJECTS approved for Baker-Clackamas Counties.
24	32165		FAS FUNDS - 1961. $3,600,000. Allocation of funds approved.
25	32166		UMATILLA COUNTY. Old Oregon Trail. Stanfield Jct.-Pendleton Section. Request for 4-lane hwy. deferred.
26	32167		DESCHUTES COUNTY. Century Drive Hwy. Bend-Bachelor Butte Ski Area. Snow removal on 50-50 basis with County approved.
			UMATILLA COUNTY. Oregon-Washington Hwy. Milton-Freewater. 5th Ave. Jct. Left-turn refuge approved.
			BUDGET - 1960. Approved as presented.
27	32168		EXTENSIONS OF TIME for contracts acted upon.
			CONTRACTS completed and accepted. EX. "D".
28	32169		MARION COUNTY. Salem. State Hwy. Building. Room 24 revision. Expenditure of $1,250 authorized.
			AASHO and WASHO DUES - 1960. Payment of dues approved.
			COOS COUNTY. Oregon Coast Hwy. Haynes Inlet. Expenditure of $43,750 for access construction approved. Agreement.
			MULTNOMAH COUNTY. East Bank Freeway. Portland. Landscaping agreement approved cooperatively with City.
			LINCOLN COUNTY. Forest Hwy. Project 3-A5 (Neskowin-Otis Section). Agreement with BPR re r/w acquisition approved.
29	32170		SPEED ZONES ESTABLISHED as follows:
			Sherman County. Columbia River Hwy. Rufus east. EX. "H-1".
			Wasco County. Columbia River Hwy. Mosier-Chenoweth Creek Section. EX. "H-2".
			ABANDONMENT RESOLUTIONS approved for following:
			Lane County. Siuslaw Hwy. Bear Creek Section. EX. "E-1".
			Marion-Yamhill Counties. Hillsboro-Silverton Secdy. Hwy. Newberg-Gerin Corner Section. EX. "E-2".
			Clatsop County. Columbia River Hwy. Wauna-Westport Section. EX. "E-3".
			Lane County. Richardson-Eugene Secdy. Hwy. Richardson-Siuslaw River Section. EX. "E-4".
			MALHEUR COUNTY. Central Oregon Hwy.(old). Namorf-Harper Section. Abandonment agreement approved.
30	32171		THE DALLES-CALIFORNIA HIGHWAY to be designated the Blue Star Memorial Highway in honor of war veterans.
			WALLOWA COUNTY. Wallowa Lake Hwy. Minam area. Pipe line agreement with UPRR Company approved.
			WASHINGTON COUNTY. 8665 SW Canyon Road. Lease agreement with Ortho Investment Group for 750 sq. ft. of building space approved.
			KLAMATH COUNTY. Midland Secdy. Hwy. LaVerne St. Jct. (MP 1.30). Revision of stop-signs approved. EX. "I".

Page		Date 1959	Subject
31	32172	Nov. 5	SECRETARY'S REPORT on papers signed aporoved.
			COMMISSION MEETING DATES set for December 17-18, 1959 - confirmed; January 28-29, 1960, - tentative.
			TRAVEL - OUT OF STATE approved for 8 hwy. personnel.
			ROADSIDE REST AREAS. Use of areas extended to 18 hours. EX. "F". September 23, 1954, resolution rescinded.
			LANE COUNTY. Alsea-Deadwood Secdy. Hwy. PUC requested to delete section of hwy. from Schedule "B" on log hauling permits.
32	32173		SIGNING-PAVEMENT MARKING OF INTERSTATE HIGHWAYS. Engineer authorized to post sections for "Emergency Parking Only". EX. "J".
			MULTNOMAH COUNTY. Pacific Hwy. Portland. SW 26th Ave. Interchange. Illumination installation aporoved cooperatively.
			LANE COUNTY. McKenzie Hwy. Eugene-Springfield Section. Patterson Bar. Revisions in deed to U of O approved.
33	32174		FEDERAL FUNDS. All funds for hwy. construction and not 3% for scenic areas. Governor to be notified.
			CONTRACTS. Award of contracts publicly announced.
36	32177		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Westfair property transfer to City approved. Agreement.
37	32178		CONDEMNATION CASES. Settlement of 2 cases approved.
			BAKER COUNTY. Baker-Homestead Hwy. Black Bridge-Richland Section. Burnside property to Urie's. Access granted conditionally.
			WASHO ANNUAL MEETING. June, 1960. Portland. Hwy. Commission to contribute to expenses of meeting.
			AGREEMENTS and other papers signed.
38	32179	Nov. 6	COMMISSION MEETING RECONVENED at 10:00 a.m.
			DELEGATIONS:
			KLAMATH COUNTY. US97. Klamath Falls. West Side By-pass. Delegation mentions hazards in this section.
39	32180		UMATILLA COUNTY. Old Oregon Trail. Pendleton-Stanfield Section. Request for 4-laning section deferred.
			HIGHWAY 99W ALTERNATE ROAD ASSOCIATION. Projects presented: New alignment for north-south interstate traffic.
40	32181		WASHINGTON COUNTY. Sunset Hwy. Murray Road Interchange. Request for deceleration lane denied.
41	32182		LINCOLN-BENTON COUNTIES. Alsea Hwy. Requests for hwy. improvements presented.
42	32183		CLATSOP COUNTY. Astoria. Columbia River Bridge (proposed). Reasons for legislation for 1961 Legislature presented.
43	32184		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Gearhart Section. Selection of route and start of construction urged.
			CLATSOP COUNTY. Astoria-Megler Ferry. Improvement of ferry service urged.
44	32185		AASHO ANNUAL CONFERENCE - 1963. Contemplated for Portland. Hilton Hotel. Arrangements discussed.

Page		Date 1959	Subject
44	32185	Nov. 6	MULTNOMAH COUNTY. Beaverton-Hillsdale and Pacific West Hwys. Hillsdale-Barbur Blvd.-Hamilton St. Structures to be opened November 13, 1959.
			CONDEMNATION (Amended). Multnomah County. Banfield Expressway. Willamette River-42nd Ave. Section. Miller property. EX. "C-16".
45	32186		COMMISSION MEETING ADJOURNED at 12:00 noon.

32187	EXHIBIT "A". Real property acquisition.
32188	EXHIBITS "B-1" - "B-8". Sale of excess property.
32202	EXHIBITS "C-1" - "C-16". Condemnations.
32246	EXHIBIT "D". Contracts completed and accepted.
32250	EXHIBITS "E-1" - "E-4". Abandonment resolutions.
32262	EXHIBIT "F". Roadside rest areas. Use of areas extended to 18 hours.
32264	EXHIBIT "G". Mutch condemnation case dismissed.
32265	EXHIBITS "H-1" - "H-2". Speed zones established.
32269	EXHIBIT "I". Klamath County. Midland Secdy. Hwy. LaVerne St. Jct. Revision of stop-signs.
32271	EXHIBIT "J". Signing-Pavement marking of Interstate Highways.

TABLE OF CONTENTS

Page		Date 1959	Subject
1	32273	Dec.16	COMMISSION MEETING CONVENED at 9:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for November 5-6, 1959.
			PARKS SUPT. reported on following matters:
			Silver Falls State Park. Marion County. Renewal of concession lease to the Campbells approved.
			Travel - Out of State. C. H. Armstrong to Washington, D.C., January 22-23, 1960, for National State Parks Conference.
			Ona Beach State Park. Lincoln County. Purchase of park property strip by Mr. Hart for road purposes deferred.
2	32274		Silver Falls State Park. Marion County. Youth camps (3). Extension of PGE's power line into camps approved.
			Umpqua Lighthouse State Park. Douglas County. Deeding 0.52 acre to County for county road r/w approved.
			REAL PROPERTY. Acquisition approved. EX. "A".
			RIGHTS OF WAY ACQUISITION ON STATE HIGHWAY SECTIONS. Status report outlined by R/W Engineer.
			MISCELLANEOUS SALES AND RENTAL REPORT accepted.
			DIRECT SALE OF EXCESS PROPERTY approved.
3	32275		ACCESS CHANGES on four properties approved.
4	32276		COOS COUNTY. Coos River Secdy. Hwy. Catching Slough-Enegren Ferry Section. Stockpile site. Access granted BPA for power line.
			SALE OF EXCESS PROPERTY authorized. EX. "B".
			UMATILLA COUNTY. Old Oregon Trail. Pendleton-Deadmans Pass Section. Hobby property. Access granted Pacific Tel & Tel.
5	32277		CONDEMNATION OF REAL PROPERTY approved. EXS. "C-1" - "C-20".
			MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Lloyd Corp. property. Condemnation authorized.
			JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-Rock Point Section. White properties for r/w & park purposes may be condemned.
6	32278		CONDEMNATION CASES TRIED. Counsel's report accepted.
			CONDEMNATION CASES SETTLED. Counsel's report accepted.
8	32280		LEGAL DIVISION. Employment of Leonard W. Pearlman, Attorney, to replace William Mansfield reported.
			CONDEMNATION CASES. Offers for property confirmed.
10	32282		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
			LEGAL DIVISION:
			Harold Donald Christy vs State of Oregon & State Hwy. Commission. Counsel's report accepted.
11	32283		Lincoln County. Depoe Bay. Oceanside Addition. "Release of Slope Easement" to Warren Baker confirmed.
			Multnomah County. Sunset Hwy. Highlands Interchange. Rosenfeld-Preble properties public sale.
			Multnomah County. Portland. 8816 SW Barbur Blvd. H. L. Robinson Co. vs Hwy. Commission & Wayne W. Mumney.
			Lincoln County. Oregon Coast Hwy. Siletz Bay-Newport Section. Murry property. "Release of Slope Easements" in favor of owners approved.

Page		Date 1959	Subject
12	32284	Dec.16	Multnomah County. Baldock Freeway. Portland. Buildings near cut embankments to be watched for slippage.
			Lane County. McKenzie Hwy. Eugene-Springfield Section. Patterson Bar sale to U of O. Revised deed approved.
			Lane County. Eugene-Springfield Secdy. Hwy. McKay condemnation settlement approved.
			Multnomah County. Pacific Hwy. East Bank Freeway Section. Feves condemnation settlement approved conditionally.
13	32285		Klamath County. The Dalles-California Hwy. Klamath Falls. By-pass Section. Nolan condemnation settlement approved.
			Klamath County. The Dalles-California Hwy. Klamath Falls By-pass Section. Nichols condemnation settlement approved.
			Multnomah County. Cascade Secdy. Hwy. Alberta St. Section. Pitar condemnation settlement approved conditionally.
14	32286		AWARD OF CONTRACTS. Engineer reports awards.
			TEMPORARY CONSTRUCTION SPEED ZONES established as follows:
			Lane County. Pacific Hwy. Laurelhill Drive area.
			Lane County. Pacific Hwy.West. MP 125.49 - MP 126.23.
			Lane County. McKenzie Hwy. MP 0.05 W - MP 0.36.
15	32287		INCREASE IN PROJECT AUTHORIZATION for contract #5153 approved.
			POLK COUNTY. Monmouth-Independence Hwy. Independence. 2nd St. RR Crossing. Flashing signal approved. Agreement.
			MARION COUNTY. North Santiam Secdy. Hwy.(old). Aumsville. SPRR Crossing. Signal installation approved.
			HIGHWAY 42 IMPROVEMENT COMMITTEE. Coos Bay-Roseburg Hwy. Consideration to be given request for funds.
16	32288		SPECIAL CITY STREET FUND - $250,000. Allocations approved.
17	32289		LINN COUNTY. Santiam Hwy. Lebanon. Hwy. widening approved cooperatively. Agreement.
			SURVEYS completed for following:
			Crook County. Paulina Secdy. Hwy. Post-Paulina Section. Lost Creek-Camp Creek Unit. EX. "J-1".
			Clatsop County. Oregon Coast Hwy. Smith Point-Camp Riles Section. EX. "J-2".
			Columbia County. Columbia River Hwy. Columbia City Section. EX. "J-2".
			JOSEPHINE COUNTY. Pacific Hwy. Grants Pass. Traffic signals for 2 intersections on 50-50 basis approved. Agreement.
18	32290		FAS COUNTY ROAD PROJECTS approved for Baker-Gilliam-Jackson-Lincoln-Linn-Sherman Counties.
19	32291		AASHO TEST ROAD PROJECT. State of Illinois. Increase in State's allotment for project approved.
			PORTLAND AREA TRAFFIC STUDY. Project discussed and approved in cooperation with BPR.
			MULTNOMAH COUNTY. Portland. Clay-Market St. and Foothills Routes. Request for study by outside engineers deferred.
			EXTENSION OF TIME to complete contract #5498 approved.

Page		Date 1959	Subject
20	32292	Dec.16	CONTRACTS completed and accepted. EX. "D".
			COOS COUNTY. Oregon Coast Hwy. Bandon south. Hwy. widening approved cooperatively with City.
			MULTNOMAH COUNTY. Crown Point Secdy. Hwy. Dabney State Park-Larch Mt. Road Jct. Landscaping project approved.
21	32293		CLATSOP COUNTY. Columbia River Hwy. Westport area. Speed zones established. EX. "H-1".
			WASHINGTON COUNTY. Tualatin Valley Hwy. Sunset Hwy. Jct.-Beaverton Section. Speed zones established. EX. "H-2".
			SURPLUS EQUIPMENT ACQUISITION FROM US GOVERNMENT. Amended resolution adopted. EX. "K".
22	32294		LINCOLN COUNTY. Oregon Coast Hwy. Waldport south. No parking zone established. EX. "I".
			GRANT COUNTY. Malheur National Forest. Eagle Peak. Agreement with US Forest Service re radio transmission station.
			WASCO COUNTY. Columbia River Hwy.(old). The Dalles-The Dalles Dam Access. Abandonment agreement approved.
			JOSEPHINE COUNTY. Redwood Hwy. Grants Pass. Hwy. scale site. Installation of public telephone booth approved.
			MULTNOMAH COUNTY. Columbia River Hwy. Bridal Veil area. Agreement with UP RR to establish private haul road approved.
23	32295		ABANDONMENT RESOLUTIONS adopted for following:
			Polk County. Salmon River Hwy. Valley Jct.-Wallace Bridge Section. EX. "E-1".
			Jackson County. Green Springs Hwy. and Siskiyou Secdy. Hwy. Emigrant Reservoir Section. EX. "E-2".
			CURRY COUNTY. Oregon Coast Hwy.(old). Hunter Creek-Buena Vista Wayside Section. Abandonment agreement approved.
			MARION COUNTY. Pacific Hwy. East. Salem. Commercial St. (EX. "F") Liberty Road-Bypass Section to be designated Commercial St. SE.
			WASCO COUNTY. The Dalles-Bridge Hwy. Cooperative construction agreement with County approved.
24	32296		WASCO COUNTY. Columbia River Hwy. The Dalles Bridge-15Mile Creek Section. Construction can be started soon.
			DESCHUTES COUNTY. The Dalles-California Hwy. MP 125.35. Marchel property. Revocable permit granted for encroachment on r/w.
			MULTNOMAH COUNTY. Columbia River Hwy. MP 30.44 Agreement with UPRR for encroachment of hwy. sign on RR property approved.
			SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES set for January 28-29 - definite; March 10-11, 1960, - tentative.
			DIVISION ENGINEERS. Annual meeting prior to January Commission meeting. Invitation extended for them to remain for meeting.
			TRAVEL - OUT OF STATE approved for hwy. personnel.
25	32297		LINCOLN COUNTY. Alsea Hwy. MP 26.71. Request of Fish Commission to install location sign granted.
			DESCHUTES COUNTY. Central Oregon Hwy. Hampton area. Jackson property. Fencing agreement approved.

Page		Date 1959	Subject
25	32297	Dec. 16	THE DALLES-CALIFORNIA HIGHWAY designation as Blue Star Memorial Highway. Resolution adopted. EX. "G".
			LOCATION SURVEYS ADOPTION. Authority automatically granted to acquire r/w. Surveys worded accordingly.
			SHERMAN COUNTY. Columbia River. Biggs Rapids Bridge. Washington State to call bids for bridge construction.
			PROJECTS STATUS on bids to be received discussed.
26	32298		CENTRAL LINCOLN PUD AGREEMENTS re ? new points of power delivery in Umpqua Lighthouse State Park approved.
			CONTRACTS. Award of contracts publicly announced.
28	32300		COMMISSION MEETING ADJOURNED at 1:30 p.m.
			State Hwy. Commission-Travel Advisory Committee-State Parks Advisory Committee joint meeting. Portland. 4:00 p.m. Dinner - 7:00 p.m.

32301	EXHIBIT "A". Real property acquisition.
32302	EXHIBIT "B". Sale of excess property.
32304	EXHIBITS "C-1" - "C-20". Condemnations.
32363	EXHIBIT "D". Contracts completed and accepted.
32366	EXHIBITS "E-1" - "E-2". Abandonment resolutions.
32372	EXHIBIT "F". Marion County. Pacific Hwy. East. Salem. Hwy. portion designated Commercial St. SE.
32373	EXHIBIT "G". The Dalles-California Hwy. designation as Blue Star Memorial Hwy.
32374	EXHIBITS "H-1" - "H-2". Speed zones established.
32378	EXHIBIT "I". No parking zone established.
32379	EXHIBITS "J-1" - "J-2". Surveys.
32383	EXHIBIT "K". Surplus equipment acquisition from US Government.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32388	Jan.28	COMMISSION MEETING CONVENED at 10:00 a.m.
			DIVISION ENGINEERS AND ASSISTANT DIVISION ENGINEERS. Mr. Williams introduced the Engineers in attendance.
			COMMISSION MEETING MINUTES APPROVED for December 16, 1959.
			PARKS SUPT. reports on following matters:
			Deschutes County. Smith Rocks area. Dent property. Mineral-oil rights not to be granted. Condemnation authorized.
2	32389		Park Facilities Charges for 1960. Report presented. Resolution adopted. EX. "C".
			Central Lincol PUD Agreements correction and extension for electric power approved.
			Patrons using state parks during 1959 camping season. Request for names-addresses by Advertising Co. denied.
			Cape Lookout State Park. Tillamook County. Agreement extension with Crown Zellerbach Corp., for rock from quarry approved.
3	32390		Silver Falls State Park. Marion County. Youth camps (3). Agreement planned with Valley Tel. Company for phone line.
			Honeyman State Park. Lane County. 3 Rivers Girl Scout Council. Agreement revision for use of area in park approved.
			REAL PROPERTY. Acquisition approved. EX. "A".
			MULTNOMAH COUNTY. Minnesota Freeway Field Office. Portland. Elimination of after-hours and Saturday service unless needed.
			MISCELLANEOUS SALES AND RENTAL REPORT accepted.
4	32391		SALE OF EXCESS PROPERTY authorized. EXS. "B-1" - "B-6".
5	32392		Early sale of properties of substantial value requested.
			ACCESS CHANGES on four properties approved.
			DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport-Coos County Line Section. "Trust Agreement" with BPA for power line removal approved.
			INDENTURE OF ADVERTISING for Petroleum Facilities Inc., relaxing advertising restrictions approved.
6	32393		CLATSOP COUNTY. Columbia River Hwy. Gnat Creek-Vauna Jct. Section. "Grant of Access" to Kaiser Gypsum Company approved.
			CONDEMNATION OF REAL PROPERTY approved. EXS. "K-1" - "K-9".
			JACKSON COUNTY. Rogue River. Grants Pass-Medford. White property. Acquisition of property discussed. Negotiations in process.
7	32394		CONDEMNATION CASES TRIED. Counsel's report accepted.
9	32396		Counsel's supplemental report accepted.
			CONDEMNATION CASES SETTLED. Counsel's report accepted.
11	32398		CASES PENDING. No report.
			CONDEMNATION CASES. Counsel reported offers for property compared to verdict payments for 1959.
			ATTORNEYS' FEES PAIMENT IN CONDEMNATION CASES. 1959 Legislature. Bill introduced to change the law was tabled.
12	32399		CONDEMNATION CASES. Offers for property confirmed.
13	32400		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report presented.

Page		Date 1960	Subject
14	32401	Jan.28	POLK COUNTY. Monmouth-Independence Hwy. Independence. Hwy. annexation to city approved.
			ABANDONED CLAIMS. Counsel's report on 4 cases approved.
15	32402		JACKSON COUNTY. Pacific Hwy. Grants Pass east. White property. Negotiations for property to be continued.
			HIGHWAY INTERIM COMMITTEE. Proposed hwy. legislation to be placed before them. Counsel so instructed.
			AWARD OF CONTRACTS. Engineer reports awards.
16	32403		TEMPORARY CONSTRUCTION SPEED ZONES established as follows: Sherman County. Sherman Highway. Grass Valley-Kent Section. South unit. Jackson County. Pacific Hwy. Birdseye Creek Bridge area. Clackamas County. Pacific Hwy. East. MP 6.75 - MP 8.83.
			LOAD LIMITS confirmed for: Linn-Lane Counties. Clear Lake-Belknap Springs Secdy. Hwy. MP 12.13 - MP 18.78. Klamath County. Lower Klamath Secdy. Hwy. The Dalles-California Hwy. Jct.-Klamath Falls-Malin Hwy. Jct. Section.
			MALHEUR COUNTY. Old Oregon Trail. Snake River-Ontario Section. Increase in maximum weight limits on farm products deferred.
17	32404		BIDS RECEIVED January 21, 1960. Discussion with Engineer.
			MULTNOMAH COUNTY. Pacific Interstate Hwy. Portland. Stadium Freeway Report. Publication of Technical Report #59-3 approved.
			WALLACE ROAD PLANNING & ZONING COMMITTEE. Salem. Permission granted for installation of 2 signs on Salem-Dayton Hwy.
			LANE COUNTY. Eugene-Springfield Secdy. Hwy. Henderson Ave.-Franklin Blvd. Jct. Installation of traffic signal approved.
			INCREASE IN PROJECT AUTHORIZATION for contract #5477 approved.
18	32405		SURVEYS completed for following: Lane County. Eugene-Springfield Secdy. Hwy. Mohawk Road-McKenzie Hwy. Section. EX. "J-1". Washington County. Tualatin Valley Hwy. Hillsboro-Reedville Section. EX. "J-2". Wasco County. Columbia River Hwy. The Dalles-Big Eddy Section. EX. "J-3".
			FOREST HIGHWAY PROGRAM - 1961. Action deferred until Forest Service and BPR representatives are present.
			BENTON COUNTY. Pacific Hwy. West. Corvallis. 3rd and 4th Streets. Revised agreement re traffic signal poles approved.
			LINN COUNTY. Albany-Corvallis Hwy. Albany-North Albany Section. Request for second Willamette River bridge denied.
19	32406		SHERMAN COUNTY. Columbia River. Biggs Rapids Toll Bridge. Resolution adopted re construction of Oregon approach. EX."H".
			STATE TAX STREET FUND. Last half of 1959. Plans approved. EX."D".
			FAS COUNTY ROAD ADDITIONS approved for Coos-Curry-Wallowa Counties.
20	32407		FAS COUNTY ROAD PROJECTS approved for Coos-Linn Counties.
21	32408		MULTNOMAH COUNTY. Pacific Hwy. Portland. Killingsworth-Emerson Section. Concrete median construction approved on 50-50 basis.

Page		Date 1960	Subject
22	32409	Jan.28	EXTENSION OF TIME to complete contract #5462 approved.
			CONTRACTS COMPLETED. Acceptance deferred.
			CONSTRUCTION PROGRAM - 1962. Action deferred.
			CLATSOP COUNTY. Oregon Coast Hwy. Smith Point-Camp Rilea Section. Transfer of $1,135,000 FA Funds for r/w and grading approved.
			JACKSON COUNTY. Medford. $1,305.70 sewer assessment approved.
			SPEED ZONES ESTABLISHED as follows:
			Jackson County. Pacific Hwy. Phoenix area. EX. "F-1".
			Lane County. Willamette Hwy. Oakridge School District #76. Resolution #92 revised. EX. "F-2".
			Jefferson County. Warm Springs Hwy. Warm Springs Agency area. Resolution #35-a amended. EX. "F-3".
24	32411		UMATILLA COUNTY. Umatilla Mission Secdy. Hwy. Oregon-Washington-Old Oregon Trail Section. Abandonment agreement approved.
			HARNEY COUNTY. Central Oregon Hwy. Lakeview-Burns Hwy. Jct. west. Fencing agreement with Bar E-W, Inc., approved.
			JOSEPHINE COUNTY. Redwood Hwy. Grants Pass-Applegate River Section to be named "Redwood Avenue". Resolution adopted. EX."L".
			TRAVEL - OUT OF STATE approved for hwy. personnel.
25	32412		COMMISSION MEETING RECESSED at 11:55 a.m. to reconvene at 1:30 p.m.
			JACKSON COUNTY. Pacific Hwy. Grants Pass-Medford. White property. Acquisition authorized. Resolution adopted. EX. "K-10".
			KLAMATH COUNTY. Klamath Falls-Malin Hwy. Hatfield Secdy. Hwy. Jct. Channelization & stop signs revision. EX. "I".
26	32413		LANE COUNTY. Pacific Hwy. Creswell Interchange north. Payment of brush fire claim approved.
			KLAMATH COUNTY. Klamath Falls Hwy. Maintenance Shops parking lot. Petition to exclude lot from Irrigation District assessments.
			COOS COUNTY. Coos Bay-Roseburg Hwy. North Fork Coquille River-Myrtle Point Section. Abandonment resolution. EX. "G".
			SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES set for March 10-11. April 21-22, 1960, tentative.
27	32414		CONTRACTS completed and accepted. EX. "E".
			HIGHWAY CONSTRUCTION PROGRAM. FA Funds - 1962. Approval recommended.
			Umatilla County. Pendleton-John Day Hwy. Pilot Rock area. Hwy. improvements not included in program
			Program approved.
37	32424		FOREST HIGHWAY PROGRAM - 1961. Program approved.
39	32426		DELEGATION PROBLEMS discussed.
40	32427		MARION COUNTY. Pacific Hwy. Donald Road Interchange. Construction approved by Commission. BPR approval needed.
			DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Completion of hwy. reconstruction within next 5 years.
			PARKS ADVISORY COMMITTEE. V. W. McCormack. Members of Commission and staff conveyed sympathy to Mrs. McCormack.
			COMMISSION MEETING RECESSED at 2:25 p.m. for 15 minutes.

Page		Date 1960	Subject
40	32427	Jan.28	CONTRACTS. Award of contracts publicly announced.
43	32430	Jan.29	COMMISSION MEETING RECONVENED at 10:00 a.m.
			DELEGATIONS:
			MARION COUNTY. Pacific Hwy. Donald Road Interchange. Construction deferred pending BPR approval.
44	32431		CASCADE HWY. ASSOCIATION. Improvements urged for: Cascade Secdy. Hwy. Silverton-Butte Creek Bridge Section. Mt. Angel-Silverton Route.
			TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section. Appreciation of hwy. construction program expressed.
45	32432		DOUGLAS COUNTY. Roseburg. Umpqua River. Washington St. Bridge construction and a one-way couplet.
46	32433		LINCOLN COUNTY. Eddyville-Blodgett Secdy. Hwy. Nashville-Eddyville Section. Improvements to be discussed with Engineer.
			CURRY COUNTY. Gold Beach-Selma Road. Construction urged.
47	32434		MALHEUR COUNTY. Old Oregon Trail. Snake River-Ontario Section. Weight limits on farm products referred to Counsel.
48	32435		MARION-CLACKAMAS COUNTIES. Pacific Hwy. East. New Era-Salem Section. Hwy. widening urged.
49	32436		CLATSOP-COLUMBIA COUNTIES. Columbia River Hwy. Improvements urged. $905,000 allocated and survey in progress.
50	32437		KLAMATH COUNTY. Following improvements requested: Washburn Way-GNRR Overcrossing. Construction urged. Chiloquin-Sprague River Hwy. Secdy. hwy. designation requested. Klamath Lake Secdy. Hwy. Orendale Draw route. East Diamond Lake Secdy. Hwy. Rebuilding for heavier loads.
51	32438		MALHEUR COUNTY. Owyhee Dam-Owyhee Lake Park. Expenditure of $50,000 authorized for road construction.
			COMMISSION MEETING ADJOURNED at 12:20 p.m.

32439	EXHIBIT "A". Real property acquisition.
32440	EXHIBITS "B-1" - "B-6". Sale of excess property.
32449	EXHIBIT "C". Park facilities charges for 1960.
32453	EXHIBIT "D". State tax street fund.
32460	EXHIBIT "E". Contracts completed and accepted.
32462	EXHIBITS "F-1" - "F-3". Speed zones established.
32468	EXHIBIT "G". Abandonment resolution.
32471	EXHIBIT "H". Sherman County. Columbia River. Biggs Rapids Toll Bridge. Construction of Oregon approach.
32473	EXHIBIT "I". Klamath County. Klamath Falls-Malin Hwy. Hatfield Secdy. Hwy. Jct. channelization and stop signs revision.
32475	EXHIBITS "J-1" - "J-3". Surveys.
32481	EXHIBITS "K-1" - "K-10". Condemnations.
32510	EXHIBIT "L". Josephine County. Redwood Hwy. Grants Pass-Applegate River Section designated "Redwood Ave."

TABLE OF CONTENTS

Page	Date 1960	Subject
1	32511 Feb.25	SPECIAL SESSION COMMISSION MEETING CONVENED at 12:05 p.m.
		JACKSON COUNTY. Pacific Hwy. Grants Pass-Rock Point Section. White property. Parcels 2 and 3. Condemnation authorized if negotiations fail. EX. "A".
		TRAVEL - OUT OF STATE. Damage claim. Cronin case. Frank Towle to Gonzaga and Washington Universities to see witnesses.
		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Shell Oil Company property. Settlement of condemnation case approved.
2	32512	TRAVEL - OUT OF STATE. F. B. Crandall to Chicago, March 9-10 for meeting re Uniform Traffic Control Devices.
		CURRY COUNTY. Oregon Coast Hwy. Martin property. "Relinquishment of Title" to owners approved.
		MULTNOMAH COUNTY. Stadium Freeway plan. Portland committee to study plan. Delegation to appear at April meeting.
		PAPERS SIGNED.
		COMMISSION MEETING ADJOURNED at 12:50 p.m.
	32513	EXHIBIT "A". Condemnation.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32517	Mar.10	COMMISSION MEETING CONVENED at 10:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for January 28-29, 1960.
			PARKS SUPT. reports on following matters:
			Lane County. Fern Ridge Lake Government land. Supplemental agreement with Army Engineers modifying 9/5/51 agreement.
			Cape Lookout State Park. Tillamook County. Sale of blow-down timber authorized.
2	32518		Cape Meares Lighthouse State Park. Tillamook County. Lease agreement with US Coast Guard for additional area approved.
			Honeyman State Park. Lane County. Central Lincoln PUD power line construction agreement. Amendment #9 approved.
			Cove Palisades State Park. Jefferson County. Round Butte Dam. Report on park facilities replacement accepted.
			"Owyhee Lake State Park" designation. Malheur County. Cherry Creek area named "V. W. McCormack Area". Resolution adopted.
3	32519,		Parks Advisory Committee. C. H. Reynolds appointed to replace V. W. McCormack, deceased.
			REAL PROPERTY. Acquisition approved. Resolution adopted.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway and Minnesota Sections. Status report re r/w acquisition.
			MISCELLANEOUS SALES AND RENTAL REPORT accepted.
			SALE OF EXCESS PROPERTY authorized. Resolutions adopted.
4	32520		DIRECT SALE OF EXCESS PROPERTY APPROVED for:
			Clatsop County. Oregon Coast Hwy. Seaside. Roosevelt Drive Section.
5	32521		Sale of 2 parcels of property. Resolutions adopted.
			HARNEY COUNTY. Burns. Radio antenna tower. Sale to State Board of Forestry approved.
6	32522		LANE COUNTY. Willamette Hwy. Lookout Point Section. Assignment of access from Army Engineers to US Forest Service approved.
			ACCESS CHANGES on two properties approved.
			LINCOLN COUNTY. Corvallis-Newport Hwy. Depot Slough Connection. Nilsen property. Deed and Grant of Access on 1.28 acres approved.
			DESCHUTES COUNTY. The Dalles-California Hwy. Bend-Redmond Section. Grant of Easement to Central Oregon Irrigation District approved.
			MULTNOMAH COUNTY. Portland east. NE 122nd Avenue. Deed from General Services Administration for 10' strip of land accepted.
7	32523		LANE COUNTY. Willamette Hwy. Dexter Re-regulating Dam. Approved. Deed from Army Engineers transferring relocated r/w to State. Quitclaim deed to Army Engineers for old r/w.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
			CLACKAMAS COUNTY. Oregon City north. County Planning Commission. Industrial center development discussion.
			CONDEMNATION CASES TRIED. Counsel's report accepted.
8	32524		CONDEMNATION CASES SETTLED. Counsel's report accepted.

Page		Date 1960	Subject
10	32526	Mar.10	MULTNOMAH COUNTY. Sunset Hwy. Portland Zoo slide area. Damage claim against State Hwy. Department referred to Counsel.
			MULTNOMAH COUNTY. Cascade Secdy. Hwy. Alberta St. Section. Bitar property. Condemnation case settled.
11	32527		CONDEMNATION CASES. Offers for property confirmed.
12	32528		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
			MULTNOMAH COUNTY. Pacific Hwy. North Portland Harbor-Russell St. Section. Wasse property quitclaim deed to clear title confirmed.
			HIGHWAY INTERIM COMMITTEE. Chief Counsel to submit 3 bills on proposed legislation.
13	32529		"CONSENT TO ANNEXATION" approved for:
			Clackamas County. Pacific Hwy. East. Gladstone south.
			Hood River County. Columbia River Hwy. Hood River east.
			DAMAGE CASES. Counsel reported on 3 cases.
14	32530		"CONSENT TO VACATE" approved for 3 streets.
			DOUGLAS COUNTY. Pacific Hwy. Comstock-Anlauf Section. Contract #5332. Payment to contractor for cost of stumpage approved.
15	32531		ABANDONED CLAIMS. Counsel's report on 15 cases approved.
			BIDS RECEIVED MARCH 1, 1960. Discussion re bids.
			TEMPORARY CONSTRUCTION SPEED ZONES established as follows:
			Umatilla County. Oregon-Washington Hwy. Weston-Milton-Freewater Section.
			Hood River-Wasco Counties. Columbia River Hwy. Hood River-Shogren Section.
			Multnomah County. Columbia River Hwy. Multnomah Falls-Dodson Section.
16	32532		LOAD LIMITS approved as follows:
			Placed:
			Hood River County. Hood River Secdy. Hwy. MP 5.09 - MP 17.28.
			Removed:
			Hood River County. Hood River Secdy. Hwy. MP 16.63- MP 17.28.
			Hood River County. Hood River Secdy. Hwy. MP 5.09 - MP 16.63.
			Klamath County. Lower Klamath Secdy. Hwy. Entire length.
			Linn-Lane Counties. Clear Lake-Belknap Springs Secdy. Hwy. MP 12.13 - MP 18.78.
			LINCOLN COUNTY. Siletz Secdy. Hwy. Toledo-Siletz Section. Request for hwy. improvement deferred.
			UMATILLA COUNTY. Sunnyside-Umapine Secdy. Hwy. MP 5.69 - Freewater Secdy. Hwy. Jct. Reclassified to Group I.
17	32533		UNFINISHED BUSINESS MATTERS discussed:
			MALHEUR COUNTY. Old Oregon Trail. Idaho Line-Ontario Section. Resolution adopted modifying weight differential. Problem to be submitted to Hwy. Interim Committee.
			LINCOLN COUNTY. Eddyville-Blodgett Secdy. Hwy. Eddyville-Nashville Section. Hard surfacing denied. Dust nuisance considered.

age		Date 1960	Subject
8	32534	Mar.10	INCREASE IN PROJECT AUTHORIZATION for contracts #5280-#5200.
			LANE COUNTY. Eugene. Ferry St. Overcrossing-Pacific Hwy. West. Cooperative agreement re off-ramp construction approved.
			LANE COUNTY. Pacific Hwy. West. Eugene. Ferry St. Southbound Off-ramp Section. Cooperative illumination agreement approved.
			GILLIAM-MORROW COUNTIES. Morgan-Arlington Route (proposed). Request for construction denied.
			CLACKAMAS-WASCO COUNTIES. Clackamas River Road. Estacada-Warm Springs Hwy. Request for improvement as a state hwy. denied.
9	32535		LANE COUNTY. Oregon Coast Hwy. Sea Lion Caves. Parks Supt. discussed status of negotiations with Commission.
			COLUMBIA COUNTY. Pittsburg-Scappoose Road (FAS 609). Pittsburg-Spitzenberg Section. Construction agreement with County approved.
			LANE COUNTY. Route "F". Mapleton-Eugene Hwy. Completion of route to be considered for new program.
			MALHEUR COUNTY. Westfall-Harper County Road (FAS). South Unit. Easement-construction agreement with OTR&N-County-State approved.
			MARION COUNTY. Salem. State Hwy. Building. Expenditure of $1,200 approved to finish storage room for office quarters.
20	32536		MULTNOMAH COUNTY. Portland. Grade separations as follows:
			SW Harbor Drive-SW Oak St. Jct. Grade separated off-ramp with sidewalk ramp construction under consideration.
			SW 1st Ave.-SW Ash St. Jct. Grade separated off-ramp construction. $500,000 urban funds from 1958 Div. I allocated. Resolution adopted.
			STATE CONSTRUCTION PROGRAM - 1960. Allocations for the 5 Divisions approved.
23	32539		BENTON COUNTY. Corvallis-Newport Hwy. Country Club Way Jct. Traffic signal installation authorized.
			BENTON COUNTY. Corvallis. North 2nd St.(Hwy. 31)-Van Buren St. (Hwy. 210) Jct. Traffic signals installation approved on 50-50 basis.
24	32540		CONTRACTS. Award of contracts publicly announced.
27	32543		EXTENSION OF TIME for contract #5518 approved.
			CONTRACTS completed and accepted. Resolution adopted.
			WASCO COUNTY. Columbia River Hwy. The Dalles By-pass Section. Survey resolution adopted.
			UMATILLA COUNTY. Oregon-Washington Hwy. Milton-Freewater. Main St. Jct. Request for channelization discussed. No action.
28	32544		SURVEYS completed for following:
			Wheeler County. John Day Hwy. Cummings Pass-Fossil Section. Resolution adopted.
			Union County. Wallowa Lake Hwy. Rhinehart-Elgin Section. Resolution adopted.
			Baker County. Sumpter Valley Secdy. Hwy. Sumpter-McEwen Section. Action deferred pending appearance of delegation.

Page		Date 1960	Subject
28	32544	Mar.10	SHERMAN-GILLIAM COUNTIES. Columbia River. John Day Lock & Dam. Contract agreement with Corps of Engineers re detours approved.
			BENTON COUNTY. Pacific Hwy. West. Corvallis. "P" St.-Tyler St. Section. State to pay 1/3 cost of hwy. widening project.
			MULTNOMAH COUNTY. Interstate Bridge reconstruction. Contract #5205. Withholding 10% of money earned by contractor waived.
29	32545		STATE MAINTENANCE CREWS. Revisions in per diem-transfer-minimum wage allowances approved.
			FAS COUNTY ROAD PROJECTS approved for Linn-Wallowa Counties.
30	32546		SPEED ZONES ESTABLISHED as follows:
			Benton County. Corvallis-Eastside Secdy. Hwy. Peoria Road Jct. Resolution adopted.
31	32547		Josephine County. Pacific Hwy. Wolf Creek area. Resolution adopted.
			Douglas County. Oakland-Shady Secdy. Hwy. Roseburg north. Pacific Hwy. zones rescinded. New speed zone. Resolution adopted.
			Polk County. Monmouth-Independence Hwy. Entire length. Resolution adopted.
			LANE COUNTY. Richardson-Eugene Secdy. Hwy. name changed to Mapleton-Eugene Secdy. Hwy. Resolution adopted.
32	32548		SHOULDER PARKING PROHIBITED on the following:
			Lane County. Mapleton-Eugene Secdy. Hwy. Mapleton area. Resolution adopted.
			Jackson County. Crater Lake Hwy. Prospect School area. Resolution adopted.
			Yamhill County. Pacific Hwy. West. Dundee south. Resolution adopted.
			TRAVEL - OUT OF STATE approved for hwy. personnel.
33	32549		UMATILLA COUNTY. Sale of steel truss span to County approved.
			MULTNOMAH COUNTY. Banfield Expressway. Portland. 92nd Ave. Interchange Ramp. Supplemental agreement re ramp connection approved.
			UMATILLA COUNTY. Umatilla-Mission Secdy. Hwy. Pendleton. Agreement with City re water line protection approved.
34	32550		ABANDONMENT RESOLUTIONS adopted for following:
			Columbia County. Columbia River Hwy. Goble-Tide Creek Section. Resolution adopted.
			Curry County. Oregon Coast Hwy. Hunter Creek-Buena Vista Wayside Section. Resolution adopted.
			Wasco County. The Dalles-California Hwy. The Dalles-Eightmile Creek Section. Resolution adopted.
			Deschutes County. McKenzie Hwy. Deep Canyon-Deschutes River Section. Resolution adopted.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway construction. Agreement with SPRR for test drilling approved.
			SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES set for April 21-22. June 2-3, 1960, tentative.
			BID OPENINGS. One or more Commissioners to attend future bid openings.

Page		Date 1960	Subject
35	32551	Mar.10	MULTNOMAH COUNTY. Stadium Freeway. West Portland. Public hearing to be held as soon as possible re hwy. routings.
			MULTNOMAH COUNTY. Columbia River Hwy. Corbett Overcrossing. Agreement with OWRR&N re encroachment easements approved.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. East Bank Freeway. NE Irving-NE Davis Sts. Agreement with UPRR to use RR r/w approved.
			COOS COUNTY. Oregon coast Hwy. North Bend. Haynes Inlet Access Road Connection. Agreement with Menasha Wooden Ware Corp. approved.
			DELEGATION PROBLEMS discussed.
			STATUS OF PROJECTS FOR FUTURE BID LETTINGS discussed. Status re plans and r/w outlined.
			AGREEMENTS and other papers signed.
			COMMISSION MEETING ADJOURNED at 3:50 p.m.
36	32552	Mar.11	COMMISSION MEETING RECONVENED at 9:45 a.m.
			DELEGATIONS:
			BENTON COUNTY. Corvallis-Newport Hwy. Philomath area. Subdivisions development. Request for info re hwy. plans.
37	32553		BENTON COUNTY. Five-year construction program. Request for 4 projects considered by Commission.
			LINN COUNTY. Willamette River Bridge traffic problem. Request for second bridge. Engineers are studying problem.
38	32554		JACKSON COUNTY. Crater Lake Hwy. Trail-Cascade Gorge Section. Request for hwy. improvement considered.
39	32555		BAKER COUNTY. Sumpter Valley Secdy. Hwy. Hwy. Reconstruction and realignment urged.
40	32556		BENTON COUNTY. Albany-Corvallis Hwy. Dixon Creek. Bank protection agreement with Army Engineers on Willamette River signed.
			DELEGATIONS:
			UMATILLA COUNTY. Requested projects to be considered as follows: US395. Hwy. widening.
			Van Sycle Road. Helix-Wallula (Wash.) Section. Survey.
41	32557		HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks By-pass Section. Property settlement approved for 3 parcels of land.
42	32558		HOOD RIVER COUNTY. Cascade Locks. State to sue City for cost of relocation of power poles.
			DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Elkton-Kellogg Section. Duncan property. Counsel's report accepted.
			SP COMPANY AND PACIFIC MOTOR TRUCKING COMPANY have qualified as self insurers re excess loads-height-size-weight. Bond cancelled. Resolution adopted.
			LEGAL DEPARTMENT. Richard C. Bemis, Attorney. Increase in salary approved by Commission pending approval of Attorney General.
			BAKER COUNTY. Sumpter Valley Secdy. Hwy. Sumpter area. Hwy. improvement to be made on existing hwy. Resolution.
43	32559		COMMISSION MEETING ADJOURNED at 11:30 a.m.

32560	EXHIBIT "A".	Real property acquisition.
32561	EXHIBITS "B-1" - "B-6".	Sale of excess property.
32570	EXHIBITS "C-1" - "C-2".	Direct sale of excess property.
32575	EXHIBITS "D-1" - "D-13".	Condemnations.
32614	EXHIBIT "E".	SPRR and Pacific Motor Trucking Co. qualified as self insurers re excess loads.
32616	EXHIBIT "F".	Contracts completed and accepted.
32618	EXHIBITS "G-1" - "G-4".	Speed zones established.
32626	EXHIBIT "H".	Lane County. Richardson-Eugene Secdy. Hwy. designated Mapleton-Eugene Secdy. Hwy.
32627	EXHIBITS "I-1" - "I-3".	No shoulder parking zones established.
32631	EXHIBITS "J-1" - "J-4".	Abandonment resolutions.
32641	EXHIBITS "K-1" - "K-4".	Surveys.
32649	EXHIBIT "L".	Malheur County. Owyhee Lake State Park designation. Cherry Creek area named "V. W. McCormack Area".

March 10-11, 1960 Commission Meeting.

Salem, Oregon
November 5, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Commission approved the minutes for the meeting held on September 24 and 25, 1959.

The State Parks Superintendent introduced Mr. Clayton Anderson, newly appointed Recreation Director in the State Parks Division. Mr. Anderson, he remarked has been acting as Director of Parks for the City of Springfield and assumed his duties with the State Parks Division on November 2, 1959. Mr. Anderson stated briefly that in the last three days five requests had been received from various communities for services pertaining to recreational facilities.

The State Parks Superintendent reported on the following park matters:

Report on acquisition of land north of Wedderburn in Curry County from the U. S. Plywood Corporation: Conversations with officials of the U. S. Plywood Corporation, the Parks Superintendent stated, indicate that acquisition of the land may be possible, but transfer to the State without charge has not been indicated. It was his opinion that if the land cannot be obtained as a gift there is a good possibility that it may be acquired in exchange for a parcel of equal value of timber land now owned by the State at Cape Sebastian. He pointed out that the Wedderburn land would be far more valuable to the State than the Cape Sebastian property, and he recommended that the Commission authorize such an exchange if it is feasible. His recommendation was approved by the Commission.

Report on negotiations for acquisition of Sea Lion Caves on the Oregon Coast Highway: The Parks Superintendent reported that contact has been made with the owners at which time various methods of acquisition were discussed. It appears that the consideration to be granted

for continuing the lease may be a difficult point to settle. The Commission instructed that negotiations be continued.

Report on status of proposed National Seashore Recreation Area in Lane and Douglas Counties: A written report was presented by the Parks Superintendent outlining advantages, disadvantages, and changes proposed since the bill was originally introduced in Congress. One of the proposed changes would increase the area from 35,000 to 40,000 acres but would eliminate Sea Lion Caves and many of the homes east of Honeyman Park from the proposed park area. Another proposed change would take in the 2,747 acres of the Umpqua Lighthouse State Park. He surmised that the Commission might be asked soon to express its opinion concerning the inclusion of the Umpqua Lighthouse Park. It was his opinion that it would be necessary to secure the consent of several donors of the park property, because the deeds by which the property was donated for park purposes contained reversionary clauses. He also pointed out that the State has spent $4,397 in acquiring land and $22,768.80 in development of park facilities.. The Commission accepted the report.

Request for authority to negotiate for lease of areas in Susan Creek State Park on the Umpqua River east of Roseburg: The Parks Superintendent explained that a part of the area occupied by the park is O & C land being leased from the Bureau of Land Management under a special Use Permit which will soon expire. A section, consisting of approximately 30 acres, has been under Permit to Douglas County and is being relinquished by the County. He recommended that the special Use Permit for the O & C land be renewed and that a lease be entered into for the 30-acre tract which is to be released by Douglas County. The Commission approved his recommendation.

Report on acquisition of property from the Foree Ranch as a part of the Thomas Condon-John Day Fossil Beds State Park in Grant County: At the September Commission meeting, the Parks Superintendent recalled, a member of a delegation had indicated that Mr. Walt Foree might donate a portion of his land for park purposes provided he could retain grazing rights. Mr. Foree has grazing rights on a considerable amount of federal land, and it was his opinion that if he sold a sizeable amount of his property it would affect him adversely in his use of certain grazing rights on federal land. With this thought in mind, it was the Parks Superintendent's belief that the acquisition of one twenty-acre tract and one thirty-acre tract, plus right of way and car parking area for each, would fulfill the park needs for a time. The two tracts, he pointed out, are those which are most highly exposed and are also the least suitable for grazing purposes. The Commission approved the modification in land to be acquired as suggested by the Parks Superintendent and authorized negotiations for acquisition.

Parks Division Budget for 1960: The Parks Superintendent explained the budget briefly, pointing out that the total amount is the same as that approved in 1959. An increase, amounting to $60,000, has been

included for purchase of property; however, the amount requested for construction of park facilities and roads is reduced by $130,000. The cost of administration and supervision, he stated, has been increased considerably because of the addition of personnel required by the Legislature in its provision for a recreational director. He also mentioned briefly a few other features contained in the budget.

Commissioner Jackson inquired as to whether thought had been given to the possibility that some state parks by virtue of their locations might better be operated under county or city supervision. The Parks Superintendent replied that some thought had been given to this idea but no conclusion had yet been reached. Chairman McIver suggested that in considering return of parks to local authorities, and before a recommendation is submitted to the Commission, consultation should be had with the local authorities as well as with the State Parks Advisory Committee. The Parks Superintendent called attention to the relatively low percentage expended in Oregon for parks supervision as compared with the States of Washington and California. Supervision of parks in Oregon amounts to 9.7 percent of the total park expenditures, whereas California expends 23 percent and the State of Washington 49.4 percent; however, he mentioned that differences in bookkeeping procedure possibly accounts for the high percentage in California and Washington so that they are not exactly comparable to Oregon. After some further discussion, the Commission approved the Parks budget as presented. Chairman McIver complimented the Parks Superintendent on the form in which the budget was presented.

Request of Natural Resources Committee, Executive Secretary, for recreational study of Deschutes River Basin: The Parks Superintendent stated that it will cost approximately $91,000 to make a recreational study and survey of somewhat less than half of the basin area, the other portion being under control of the Indian Service, Forest Service, and Bureau of Land Management. No funds have been set up in the parks budget to cover the cost of this study. The Chief Counsel pointed out that the Highway Commission does not have authority to conduct a study for some other governmental organization. Commissioner Jackson inquired as to whether the study is justified as being of benefit to the State Parks Division. The Parks Superintendent replied that in his opinion it is not. . The Commission instructed that the Committee on Natural Resources be advised of the Commission's position because of legal complications.

Report to the Legislative Natural Resources Committee regarding State Parks: A written report was presented by the Parks Superintendent entitled "Oregon State Parks and Recreation Division", dated August 6, 1959, which report had been presented to the Natural Resources Committee. The report outlined the operations of the existing State Parks Division. It was his opinion that it would not be in the interest of economy or the general public to change the present plan of operation. He pointed out that under the present setup many engineering services are available to the Parks Division at nominal cost which would be much more expensive if these services were provided independently; also, in the operation of state parks the use of special

equipment from other state highway divisions is available at very reasonable cost. He advised that some other states which operate their parks under legislative appropriations sometimes find it difficult to maintain a high standard of service due to the uncertainty of funds. He remarked that the Parks Advisory Committee is in sympathy with the attitude as presented. The Commission accepted his report.

Report on hearings held concerning the Round Butte Hydroelectric Project on the Deschutes River: The Parks Superintendent recalled that the only statement made by the State Parks Division at the hearing held by the Hydroelectric Commission in May had been to the effect that the existing state park area and facilities at Cove Palisades State Park should be re-established in the reservoir area at the expense of the applicant, Portland General Electric Company. At a subsequent hearing by the Water Resources Board in Portland in October, the same statement and testimony had been submitted. Notice has since been received that a Federal Power Commission hearing will be held in Portland on November 30, 1959 to consider the application for a lease under the Federal Power Act. It will be necessary that testimony be submitted at this hearing and preparation is being made in conjunction with the Legal Division. The Commission accepted the report.

The Parks Superintendent stated that the Highway Interim Committee had suggested that overnight camping areas in certain state parks be kept open for year-round use. He called attention to the probability that because of the small number of overnight visitors, the cost of operating and maintaining the overnight camping facilities during the winter season would show a very high cost per visitor. He pointed out that attendance data had been kept for the month of October, 1958 in five state park overnight camping areas. Because of greatly decreased use during late October, he estimated that the cost of operating overnight camping areas during the winter months would be between $2.88 and $4.71 per camper night. In view of these costs, it was his opinion that the Commission might be criticized if overnight camping areas were kept open during the winter months, especially since the State receives a return of only 30 cents per camper night.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman McIver inquired as to whether right of way offices had

been established in the Minnesota freeway area of the Pacific Highway in Portland, as previously discussed. The Right of Way Engineer replied that the offices have been established and are operating satisfactorily. They are being kept open to 7 p.m. and it is planned to keep them open on Saturdays.

The Property Manager's report covering miscellaneous sales since the last Commission meeting and a supplemental rental report for the period from September 15 to October 22, 1959 were presented by the Right of Way Engineer. He pointed out that $22,751.43 had been received from miscellaneous sales, and that total rental receipts for the month of September amount to $7,164.19. The Commission accepted the reports.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of highway property which are no longer required for highway purposes. Sale of these parcels, he continued, has been approved by the Highway Engineer and the minimum prices have been established by careful appraisal. Access provisions have been allowed or denied according to the policy established in the area in which the property is located. Upon his favorable recommendation, the Commission authorized public sale of the following properties and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(a) 0.4 acre of the former McKenzie property, File No. 28216, on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, without access to the new Columbia River Highway and subject to a sign restriction clause, for a minimum consideration of $2,000. See Exhibit "B-1".

(b) 0.78 acre of the former Fennimore property, File No. 8515, on the Silverton-Pine Tree Corner Section of the Cascade Highway in Marion County, without access control, for a minimum consideration of $150.

(c) 1,039 square feet of land from the former Gray-House property, File No. 27798, on the Roosevelt Drive Section of the Oregon Coast Highway in Clatsop County, without access to the Oregon Coast Highway, for a minimum consideration of $200.

(d) 0.04 acre of land from the former Hattan property, File No. 27801, on the Roosevelt Drive Section of the Oregon Coast Highway in Clatsop County, with one point of access to the Oregon Coast Highway unrestricted as to use, for a minimum consideration of $300.

(e) 3.05 acres of land from the former Cole property, File No. 21232, on the Goshen-Divide Section of the Pacific Highway in Lane County, without direct highway access and subject to a sign restriction clause, for a minimum consideration of $2,500. See Exhibit "B-2".

(f) 0.17 acre of land from the former Seliger property, File No. 22691, on the S. E. Flavel Street-Southern Pacific Overcrossing Section of the Cascade Highway in Clackamas County, with two points of access unrestricted as to use, for a minimum consideration of $1,200. See Exhibit "B-3".

(g) 2.0 acres of land from the former Bedwell property, File No. 18176, on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, without access to the new highway and subject to a sign clause, for a minimum consideration of $1,000. See Exhibit "B-4".

(h) 19.76 acres of land from the former Thomas property, File No. 18301, on the Salem By-pass Section of the Pacific Highway in Marion County, without access to the highway and subject to a sign clause, for a minimum consideration of $3,000. See Exhibit "B-5".

(i) 3.8 acres of land from former Board of Control property, File No. 22217, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County, without access to the new highway and subject to an easement for a detour road for a period of two years, for a minimum consideration of $3,000. See Exhibit "B-6".

(j) 0.14 acre of land from the former Anderson property, File No. 3125, on the Olalla Creek-Toledo Section of the Corvallis-Newport Highway in Lincoln County, without access to the relocated Corvallis-Newport Highway, for a minimum consideration of $1,000. See Exhibit "B-7".

(k) 5,000 square feet of land from the former Starr property, File No. 24681, on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, with one point of access to the relocated Beaverton-Hillsdale Highway unrestricted as to use, for a minimum consideration of $1,200. See Exhibit "B-8".

Direct sale of several parcels of highway property was recommended by the Right of Way Engineer. He explained that the parcels are no longer required for highway purposes and their sale has been approved by the Highway Engineer. The proposed selling prices represent appraised values on each of the following properties:

(a) 0.05 acre of land from the former Lehigh, Inc.-Avery property, File No. 25478, on the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County, with access to Twelfth Avenue only and subject to the usual advertising sign restrictions, to William A. Stickney for a consideration of $175.

(b) 0.4 acre from the former Atlantic Western Company property, File No. 11687, on the Otter Rock-Agate Beach Section of the Oregon Coast Highway in Lincoln County, to the Beverly Beach Water District for the sum of $125, without access control and with a clause restricting the land to public use.

(c) 4.29 acres of land from the former Weight property, File No. 12757, on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, to Lane County for the sum of $500, for use as a stockpile site. This sale, he explained, is to supercede authority for a public sale granted by the Commission at its meeting September 24. The deed will not carry a public use clause.

(d) A 100-foot by 300-foot parcel of land, File No. Q-203, on the Pilot Butte Section of the Central Oregon Highway in Deschutes County, to the City of Bend for the sum of $150, and subject to a public use clause. Concerning this property, the Right of Way Engineer recalled that the City previously had secured an adjoining parcel which was not of sufficient size to meet their needs.

NOA A 30-foot by 400-foot strip of land, File No. 8885, on the Prairie City-Dixie Summit Section of the John Day Highway in Grant County to Mr. and Mrs. Ernest Ricco for the sum of $100, with access limited to two points now existing.

The Commission authorized sale of the parcels of land as presented.

Changes in points of access to adjoining highways were presented by the Right of Way Engineer. He explained that each of the proposed changes had been investigated in the field and had been approved by the Deputy Highway Engineer, and are for the safety of the traveling public and the convenience of the respective property owners. Following his favorable recommendation, the Commission approved the following "Indentures of Access":

(a) Klein property, File Nos. 26328 and 26329, on the Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway, Yamhill County.

(b) Boniols property, File No. 6776, on the Oakland-Shady Section of the Pacific Highway in Douglas County.

(c) Oregon Pulp and Paper Company property, File No. 28371, on the Neskowin-Salmon River Section of the Oregon Coast Highway in Tillamook County.

(d) Webster-Campbell property, File Nos. 14787 and 14956, on the Davis Slough-Delmar Section of the Oregon Coast Highway in Coos County.

A "Modification of Width of Access" form was presented by the Right of Way Engineer concerning the Gentle-Ward property, File No. 19305, on the Rickreall-Monmouth Section of the Pacific Highway West in Polk County. Under the terms of a deed dated October 3, 1953, the property owners were granted an access 25 feet in width. The owners have now requested a width of 50 feet, which width he recommended because of new highway construction and as no hazard will be presented to the traveling public. The Commission approved the revised access for residential and farm products use only.

The Right of Way Engineer also presented, and the Commission approved, a "Modification of Access" to the Bird A. Bennett property, File No. 17087, on the south side of the La Grande-Ladd Canyon Section of the relocated Oregon Trail Highway in Union County, opposite Highway Engineer's Station 15+00. The modification provides for a change from a width of 25 feet restricted as to use to a width of 40 feet unrestricted as to use, provided that the State is paid the sum of $230. The Right of Way Engineer commented that the sum of $230 represents the amount that the State paid for restricted use of the access. No harm will accrue to the State or the traveling public by the granting of an unrestricted access which is in line with the practice on access in this area, but if unrestricted access is allowed, the State should be reimbursed for the amount paid.

"Grant of Access" to two properties were presented by the Right of Way Engineer, as follows:

(a) To the Wear (Woods) property, File No. 19739, on the Tigard-Newberg Section of the Pacific Highway West in Washington County, for an additional right of access on the easterly side of the Pacific Highway West opposite Highway Engineer's Station 462+00 of a width not to exceed 25 feet, for residential and farm products use only.

(b) Chilton property, File No. 4388, on the Siletz Bay-Newport Section of the Oregon Coast Highway in Lincoln County, to Central Lincoln Peoples' Utility District, a point of access to the relocated Oregon Coast Highway opposite Highway Engineer's Station 968+35 for a width of 50 feet for construction, operation and maintenance of an electric sub-station.

The Commission also approved, after the favorable recommendation of the Right of Way Engineer, grants of access to Bonneville Power Administration for rights of ingress and egress at eight locations for servicing their facilities on the Reedsport-Lakeside Junction Section of the Oregon Coast Highway in Douglas and Coos Counties. These rights of access, the Right of Way Engineer explained, are granted at locations heretofore reserved by abutting owners,and are subject to the requirement that Bonneville Power Administration procure consent from the owners prior to use.

The Right of Way Engineer reported that a property survey near Mapleton in Lane County had brought to light an error in the deed descriptions whereby the State had acquired a one-acre stockpile site. To correct the error he proposed an exchange of quitclaim deeds with Ingeborg Fosback and the United States Plywood Corporation whereby these two owners would deed to the State the correctly described property, and the State would deed back to them the erroneously described property so that clear title may be obtained to the area presently occupied and used by the State Highway Department. The Commission approved the exchange.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "C-1" through "C-15", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated November 5 and 6, 1959, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report was submitted by the Chief Counsel showing condemnation cases which have been tried in court since the last Commission meeting. He mentioned briefly highlights concerning some of these cases. The Commission accepted the report which is summarized as follows:

(See next page for summary)

REPORT OF CONDEMNATION CASES TRIED

September 25, 1959 to November 4, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3168 Skinner, et al.	Curry	Oregon Coast	Gold Beach-Cape Sebastian	$ 3,100	$ 8,000	$ 3,500
L-3391 Clark, et al.	Hood River	Columbia River	Cascade Locks-By-Pass	3,960	11,500	3,960
L-3246 Calhoun, et al.	Josephine	Pacific	Grants Pass-Rock Point	13,540	17,000	21,500
L-3240 Wachholz, et al.	Josephine	Redwood	Wilderville-Grants Pass	7,660	9,100	7,660
L-2999 Crews, et vir.	Lane	Pacific	Albany-Judkins Pt.	7,500	20,000	10,700
L-2592 Goyne, et al.	Lincoln	Oregon Coast	Neskowin-Salmon River	2,860	12,390 (answer)	3,100
L-2737 Salway, et ux.	Lincoln	Oregon Coast	Beverly Beach State Park	665	2,300	800
L-3006 Coyne	Malheur	Central Oregon	Tunnel-Namorf	5,006	13,652.95	10,350
L-3119 McKinney, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	4,300	12,000	5,500
L-3088 Cherry City Milling Co.	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	3,845	10,000	3,845
L-3091 Peterson, et ux.	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	5,045	7,995	6,250

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3064 Spada	Multnomah	Cascade Secondary	Portland International Airport-N.E. Alberta St.	$ 6,000	$ 12,500	$ 10,000
L-3020 Smith, et al.	Washington	Tualatin Valley	Forest Grove-Hillsboro	970	2,500 (Answer)	1,600
L-3143 Mutch, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	3,865	64,000 + Atty. fees (Answer)	Voluntary Non-Suit (This matter has been dismissed on the basis of the fact that need for the property no longer exists. Resolution to this effect is being submitted for adoption at this meeting.)
L-3220 Frazier, et al.	Josephine	Pacific	Grants Pass-Rock Point	(This is a supplemental report to the June 11, 1959 report of trial)		
L-2653 Brown, et al.	Douglas	Pacific	Myrtle Creek-Canyonville	3,950	9,500 (Answer)	1,750
L-3221 Yordon, et ux.	Josephine	Pacific	Grants Pass-Rock Point	4,700	9,000 (Answer)	6,000
L-3078 Kromwall	Marion	Santiam	Lancaster Drive-Sublimity Gun Club	9,800	13,000	9,800
L-3049 Bitar, et al.	Multnomah	Cascade	Alberta St.	47,000	100,000	50,000
L-3293 Suwol, et al.	Multnomah	Pacific	East Bank Freeway	5,200	8,500	8,000

REPORT OF TRIAL OF OTHER CASES

Case:	L-2868
Plaintiff:	S. P. Matheny, et al.
Defendant:	State of Oregon
County:	Clackamas
Cause of Action:	Damage to farm land due to interference with drainage caused by highway construction.
Demands of Plaintiff:	$39,000
Verdict:	After plaintiff landowner put on his case State interposed a demurrer that facts did not constitute cause of action. State upheld and case dismissed on judgment of involuntary non-suit. The case can be re-instituted by plaintiff but only on a new complaint.

Case:	L-2893
Plaintiff:	Marion Alderman, dba Alderman Trucking Company
Defendant:	State Highway Commissioners, et al.
County:	Marion
Cause of Action:	Damage to log truck out of accident involving operators of two highway dump trucks and flagmen.
Demands of Plaintiff:	$4,000
Verdict:	Demurrer on behalf of State Highway Commissioners and the State Highway Commission upheld and case dismissed as to said parties defendant. Employee's insurance company has settled case otherwise.

Case:	L-3307
Plaintiff:	J. Earl Shaffer and Northwestern Mutual Insurance Company, a corporation.
Defendant:	Arthur Douglas Tiller and the State of Oregon, by and through its State Highway Commission.
County:	Multnomah
Cause of Action:	Damages arising out of an accident between plaintiff's automobile and a truck owned by the Department and operated by defendant Tiller.
Demands of Plaintiff:	$2,247
Verdict:	Demurrer interposed on behalf of State Highway Commission, which demurrer was sustained and order entered that complaint does not constitute cause of action against defendant, State of Oregon.

(For further details see the Chief Counsel's letters of October 28, 1959, and November 4, 1959, on Report of Condemnation and Other Cases Tried - September 25, 1959 to November 4, 1959, in the General Files.)

The Chief Counsel presented a written report on condemnation cases which have been settled out of court since the last Highway Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28713 Meinikheim	Hood River	Columbia	Cascade Locks-Viento	$ 800	$ 1,000
R-27128 Child, et al.	Josephine	Pacific	Grants Pass-Rock Point	9,100	10,500
R-25362 Wyle, et al.	Lane	Pacific	Albany-Judkins Pt.	26,550	26,737
R-28477 Buck, et al.	Multnomah	Pacific	East Bank Freeway	18,050	18,050
R-29150 B & M Farms, Inc.	Umatilla	Oregon-Washington	Milton Freewater-Weston	29,000	35,000
R-29147 Shannon, et al.	Umatilla	Oregon-Washington	Milton Freewater-Weston	14,800	19,000
R-28996 Peugh, et al.	Sherman	Wasco-Heppner	Wasco-Hay Canyon	1,060	1,250
R-28187 Duncan, et ux.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	1,000	1,750
R-28805 Moore, et al.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	3,000	3,750
R-28231 Maxey, et ux.	Multnomah	Pacific	East Bank Freeway	12,500	13,200

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28746 McChesney, et al.	Clackamas	Cascade	Lake Road-Oregon City	$ 6,000	$ 6,300
R-28059 Brown, et ux.	Baker	Old Oregon Trail	Baker-Pleasant Valley	300	500
R-29131 Johnson	Multnomah	Pacific	East Bank Freeway	5,750	6,250

(For additional details see the Chief Counsel's letters to the Commission dated October 28 and November 4, 1959, entitled "Report of Cases Settled" in the General Files of the Highway Commission in Salem.)

In accord with a resolution adopted by the Commission December 20, 1951, the Chief Counsel presented a list of offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the following offers:

East Bank Freeway Section of the Pacific Highway

R-28227 - George Powe, et al. 1,363.5 square feet for right of way purposes. Offer of $4,000.00 approved by Mr. McIver October 20, 1959.

R-28342 - T & S Realty Co., et al. 15,575 square feet for right of way purposes. Offer of $102,250.00 approved by Mr. McIver October 5, 1959.

R-29369 - The United States National Bank of Portland, et al. 3,273 square feet for right of way purposes. Offer of $10,000.00 approved by Mr. McIver November 2, 1959.

R-30224 - Noel Webster, et al. 3,955 square feet for right of way purposes. Offer of $51,900.00 approved by Mr. McIver October 7, 1959.

R-28232 - David Nance, et al. 1,700 square feet for right of way purposes. Offer of $6,200.00 approved by Mr. McIver October 5, 1959. Offer of $5,350.00 was previously authorized by Mr. McIver September 29, 1959. This revision is due to purchase of fixtures.

Washington County Line-Highlands Interchange Section of the Sunset Highway

R-30423 - Chas. E. Jensen, et ux. 2,575 square feet for right of way purposes. Offer of $25.00 approved by Mr. McIver October 20, 1959.

Lake Road - Oregon City Section of the Cascade Secondary Highway

R-28763 - W. C. Burghardt, et ux. 0.09 acre for right of way purposes. Offer of $9,200.00 approved by Mr. McIver October 1, 1959.

R-28692 - Ray Forman, et ux. 1.48 acres for right of way purposes. Offer of $12,800.00 approved by Mr. McIver October 1, 1959.

Wilderville-Grants Pass Section of the Redwood Highway

R-28510 - Nathaniel Daron, et al. Parcel No. 1: 0.06 acre for right of way purposes; Parcel No. 2: 0.18 acre for right of way purposes. Offer of $4,150.00 approved by Mr. McIver September 29, 1959.

Seven Oaks-Neil Creek Section of the Pacific Highway

R-28415 - John Bohnert, et al. Parcel No. 1: 5.55 acres for right of way purposes; and Parcel No. 2: 2,000 square feet for drainage ditch easement. Offer of $20,760.00 approved by Mr. McIver October 1, 1959. Offer of $16,425.00 was previously authorized by Mr. McIver April 28, 1959. This revision is due to purchase of fixtures.

Cascade Locks By-Pass Section of the Columbia River Highway

R-27485 - Max H. Neff, et al. 5,500 square feet for right of way purposes. Offer of $6,730.00 approved by Mr. McIver October 12, 1959.

Dodson-Cascade Locks Section of the Columbia River Highway

R-29538 - Joseph F. Dolezal, et ux. 0.07 acre for right of way purposes. Offer of $1,635.00 approved by Mr. McIver October 22, 1959.

Florence-Mapleton Section of the Siuslaw Highway

R-17438 - Jean M. Shelley, et al. 0.8 acre for right of way purposes. Offer of $594.00 approved by Mr. McIver October 21, 1959.

Orders which have been issued by the Public Utilities Commissioner concerning matters in which the State Highway Commission has been made a party were presented in a written report by the Chief Counsel. The Commission accepted the report which included:

PUX 295: Order No. 36887 concerning the Ensina Overcrossing of tracks over Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., on the Old Oregon Trail Highway in Baker County.

PUX 312: Order No. 36842 concerning Queen Avenue Grade Crossing of tracks over Southern Pacific Company in the City of Albany in Linn County.

PUX 324: Order No. 36889 concerning the relocation of the Southern Pacific Company tracks on 6th and 7th Streets in the City of Grants Pass in Josephine County.

PUX 329: Order No. 36852 concerning the Horseshoe Bend Overcrossing of the tracks over Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co. on the Central Oregon Highway in Malheur County.

(For additional details see the Chief Counsel's letter to the Highway Commission dated November 2, 1959, entitled "PUC Matters" in the General Files of the Highway Commission in Salem.)

Consideration was given to a claim submitted by Ross Cruickshank, Dayton, in the amount of $40 for damage to his tractor tire which was punctured by a construction survey stake. The Chief Counsel stated that the claim has been investigated, is just, and should be paid. Upon his favorable recommendation, the Commission approved the payment of $40.

The resignation of William A. Mansfield, Attorney with the Legal Division, effective November 12, 1959, was reported by the Chief Counsel. He explained that Mr. Mansfield has accepted a position with the Bureau of Public Roads in Washington, D. C. The Commission accepted the resignation.

The Chief Counsel reported that Lester Humphreys, Attorney with the Legal Division, resigned effective October 21, 1959. He stated that as a result of injuries sustained in a fall from a horse, Mr. Humphreys thought it best that he resign his position because it would be quite difficult for him to travel to and from work between Portland and Salem. The Commission accepted the resignation.

Authority was requested by the Chief Counsel to employ Robert Anderson as a replacement for Mr. Humphreys, effective November 2, 1959, at a salary of $715 per month. He explained that Mr. Anderson has been in the Attorney General's office for almost five years and prior to that time was a deputy district attorney for several years. Mr. Anderson is an experienced attorney, well qualified for the position, and his appointment has been approved by the Attorney General. The Commission approved the appointment.

The Chief Counsel reported that applicants are still being interviewed for the replacement for Mr. Mansfield. He requested authority to employ a replacement at a salary commensurate with his ability and experience. The Commission granted the Chief Counsel authority to hire an employee to replace Mr. Mansfield.

The Commission considered the assignment of seven right of way agents and three attorneys to attend a two-weeks MAI Course #1 at the University of Oregon, at a cost of $100 each in addition to their wages and expenses. The Commission authorized the Chief Counsel and the Right of Way Engineer to select seven right of way agents and three attorneys to attend this course. The Chief Counsel explained that the Commission had previously authorized the Legal and Right of Way Division to select a section of highway to be reconstructed and appraise it entirely with Highway staff appraisers. He mentioned that this was done on the North Santiam Highway between Lancaster Drive and Aumsville in Marion County, and it was very successful. He felt that the State should train its own personnel and look to the future in using Highway appraisers as much as possible. The State, however, would have to hire fee appraisers on many difficult and industrial properties.

The Commission approved a recommendation made by the Chief Counsel to adopt a resolution rescinding a previous declaration of necessity in the State of Oregon vs. Elliott T. Mutch, et al. (L-3143, R-26721), on the basis that the property is not needed for public use. The Commission confirmed the Chief Counsel's action in dismissing the condemnation case and thereupon adopted the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to the acceptance of $41.61 from Earl Frank Thompson, et al. (Claim No. CAO-59-168) as a result of damages to a highway fence near M.P. 57.40 on the Pacific Highway. The Chief Counsel stated that if the State is to prosecute this case it might be difficult to win. He recommended that this amount be accepted, which is 50 percent of the damages. The Commission accepted the recommendation.

The Chief Counsel asked permission for Mr. Walter Wright and himself to be excused from the Commission meeting tomorrow to attend the Highway Interim Committee Meeting in Portland. He stated that this Committee had requested his attendance, and it is believed that the Committee wishes to discuss methods of acquiring properties. The Commission excused them.

The Chief Counsel presented to the Commission for consideration a preliminary draft of a letter to be presented to the landowner before the negotiator appears. It was his thought that this explanatory letter would improve relations between the property owner and the State

and at the same time give the property owner advance warning that an agent would be calling on him in the near future. He stated that this matter would be presented in final form for the Commission's consideration at a later date.

The Chief Counsel reported on the Traffic Court Rules Committee, which, he explained, was formed for the purpose of recommending to the Supreme Court of the State of Oregon certain rules and regulations concerning traffic, traffic control, bails, etc. At a recent meeting Judge Whitman, Eugene, was elected Chairman; Vern Hill, Department of Motor Vehicles, Vice Chairman; and himself, Secretary. At the present time the Committee is circularizing the law enforcement agencies of the State, district attorneys, and city attorneys relative to these matters. It was his opinion that this Committee will recommend to the Supreme Court and the Legislature the adoption of a definite speed limit in addition to the Basic Rule. The next meeting of the Committee is scheduled for November 20, after which a report will be made. The Commission accepted his report.

Under terms of an agreement previously entered into with the City of Portland and the Union Pacific Railroad Company concerning property adjacent to the off-ramp at N. E. Holladay Street, Portland, the Chief Counsel stated that an ordinance had been passed by the City of Portland at the State's request. This ordinance requires acceptance by the Highway Commission and signature by a member of the Highway Department. The Commission approved its acceptance and authorized the Secretary to sign it.

Authority was requested by the Chief Counsel to institute such legal action as may be required to recover damages sustained by Highway Commission property, as follows:

(1) W. T. Davis, Defendant: Timber Trespass, Date - 3-59, Loeb State Park, Curry County.
Double Damages - $578.00

(2) Thrifty Finance Company, Defendant: Damage to highway fencing HS #101 by automobile. Date of loss - 1-30-59.
Claim #CAO-59-89. Amount - $197.50

(3) F. C. Hathaway, Defendant: Timber Trespass, Yeon, Oregon State Park 1954. Multnomah County.
Double Damage - $2,730.00.

(4) James H. Brigham, Defendant: Damage to State vehicle in two-car accident 7-25-58, U.S. 101.
Claim #CAO-58-175. Amount - $130.90.

(5) June Ellen Lawson and James Lawson, Defendants: Vehicle wiped out lighting facilities on highway near Phoenix, Oregon on 12-19-56.
Claim #CAO-57-43. Amount - $343.26.

(6) Frank E. Parke, Defendant: State vehicle in two-car accident 8-2-58, Medford, Oregon.
Claim #CAO-58-170. Damage - $172.55.

(7) Clackamas River Sand & Gravel Co. and E. V. Hastorson, Defendants: Structure damage by automobile to Rock Creek Bridge, Clackamas Secondary #171 - May 5, 1959.
Claim #CAO-59-166. Amount of Damage $462.72.

(8) Joan Elaine Dyson, Defendant: State vehicle damaged in two-car collision on Ross Island Bridge, Portland, 11-14-58.
Claim #CAO-59-35. Amount of Damage - $183.91.

(9) Wayne A. Harris Defendant: State vehicle involved in two-car collision on Linn West County Road near Highway 99E, 9-2-58. Amount of damage - $207.88.

The Commission granted the authority to institute legal action.

The Chief Counsel brought up the matter of a proposed settlement of a condemnation case with Westfair Corporation, its lessee, Eastside Terminal, and 16 sub-lessees, for property on the East Bank Freeway Section of the Pacific Highway in Portland. Four appraisals had been made on this property, ranging from $138,000 to $145,000, and an offer had been made in the amount of $145,000. The Corporation had demanded $166,000 but has now offered to settle for $158,000 or $13,000 more than the State's offer. The property is needed in connection with arrangements being made with the City of Portland for a fireboat station. He pointed out that the Bureau of Public Roads will not cooperate in payment of attorneys' fees if the case is decided in court. It was his opinion that if the case is tried in court, the additional cost to the State would probably be near $20,000 as there are at least seven attorneys representing the corporation. He also pointed out that it will probably be several months before the case can be brought to trial and interest at the rate of 6 percent on the amount awarded by the court would be a considerable item. In response to Chairman McIver's inquiry as to the length of negotiations, the Chief Counsel replied that about one year had been spent in negotiating with the Corporation. Following the Chief Counsel's favorable recommendation, the Commission approved settlement for $158,000.

Temporary construction speed zones were reported by the Highway Engineer at the following locations:

(1) 35 miles per hour on the Davis Slough Bridge Section of the Oregon Coast Highway, south of Coos Bay, between M.P. 241.20 and M.P. 242.32 This speed zone is to be effective at intermittent intervals as construction needs dictate.

(2) 35 miles per hour on the Gardner Mountain Slide Correction Section of the Oregon Coast Highway between M.P. 205.16 and M.P. 208.06, effective 10:00 a.m., October 23, 1959.

The Commission confirmed the speed zones as presented by the Engineer.

A request from Mr. W. T. Triplett, President of Columbia Food Company, concerning additional access facilities at Murray Road on the Sunset Highway was brought up by the Engineer. No action was taken at this time as Mr. Triplett is scheduled to appear before the Commission on the following day regarding this matter.

Consideration was given to a letter from Mr. Ben C. Huntington, Superintendent of the McKenzie River Schools, requesting improvement of the McKenzie Highway in the Finn Rock-McKenzie Bridge area. The Engineer reported that a short section easterly from Finn Rock had been improved in 1957 at a cost of $161,000. Improvement of this section of highway to modern standards will cost, he stated, between $150,000 and $200,000 per mile. He called attention to urgent requests from other areas in Division 3 for improvement on primary highways, mentioning the Oregon Coast Highway, the Redwood Highway and the Coos Bay-Roseburg Highway. Because of a shortage of funds for making improvements to the primary system in Division 3 he recommended that the McKenzie River people be advised that no funds are available at this time and that improvements to the McKenzie Highway will be considered at a future time. The Commission approved the recommendation.

Attention was given to items of unfinished business appearing on the Secretary's Summary, dated September 25, 1959, as follows:

(1) Proposed acquisition of property near Wedderburn from U.S. Plywood Corporation for park purposes: The Parks Superintendent earlier in the day had submitted a report on this item, and the Commission ordered it deleted from the list of unfinished business.

(2) Request of Willamina delegation for removal of a double curve on the old Salmon River Highway between Willamina and Wallace Bridge: The Engineer stated that the requested improvement will cost about $40,000 and that it

is being considered in formulation of the next construction program. The Commission instructed that the Willamina people be so advised and ordered this item deleted from the list of unfinished business.

(3) Request of Astoria delegation that (1) Washington and Oregon legal staffs prepare legislation to submit to the 1961 Legislature for construction of a bridge across the Columbia at Astoria and (2) that a new traffic study be conducted on potential traffic to use the bridge: The Engineer stated that he could see no particular reason for conducting a new traffic study. He suggested that close contact be maintained with Washington Highway officials in their study of traffic conditions in the Astoria vicinity. No action was taken at this time pending the appearance of a delegation on the following day from Astoria concerning the same matter. This item was ordered deleted from the list of unfinished business.

(4) Offer of Walt Foree as presented by Grant, Wheeler and Gilliam Counties delegation to donate additional land for the Thomas Condon-John Day Fossil Beds Park provided that grazing rights may be retained: Earlier in the day a report was presented by the State Parks Superintendent concerning this matter and the Commission ordered the item deleted from the list of unfinished business.

Attention was given to a request from the City of Portland for installation of traffic signals on the one-way couplet at (1) S. W. Second Avenue and S. W. Market Street and (2) S. W. Second Avenue and S. W. Clay Street, both being on the route of the Mt. Hood Highway. The Engineer stated that the requests had been reviewed by the Traffic Engineering Department and the facts determined indicated that signals are warranted. He recommended that the signals be installed at the two intersections at a total estimated cost of $5,000, provided that the City of Portland will assume half the cost of installation and provide all of the cost of maintenance and power to operate the signals. The Commission approved the recommendation.

Authority was requested by the Engineer for increase in project authorizations on the following State Highway Contracts:

(1) $4,721 on Contract No. 5531 for traffic signal installation and signing on the Airport-Alberta Street Section of the Cascade Highway in Multnomah County. The cost of signing, the Engineer explained, was not included in the original authorization.

(2) $16,000 on Contract No. 5052 for structures on 26th Avenue on the new Baldock Freeway in Portland. Extremely wet subgrade, heavy detour maintenance and additional engineering costs composed the major items of the increase, the Engineer reported.

(3) $9,778.80 on Contract No. 5409 on the Meda Section of the Little Nestucca Highway in Tillamook County. The installation of fencing, a change in grade line, additional drainage, and a change in cattle pass design were the principal causes of the overrun, the Engineer stated.

The Commission approved the increased authorizations.

An assessment against the State Highway Department for a proposed street improvement in the City of Newport was presented by the Engineer. He explained that the State Highway Maintenance Headquarters is located along Bradshaw Street which the City intends to improve. The total cost of the assessment is $1,704.00 which he recommended be paid as the proposed improvement will be a definite asset to the Highway property. The Commission approved the payment.

Consideration was also given to an assessment submitted by the City of Chiloquin for construction of a sewer system in the city. The Engineer explained that the Highway Maintenance Headquarters, although it is outside the city limits of Chiloquin, is served by the new sewer system. The assessment in the amount of $840 has been checked and is proper, and he recommended that it be paid. The Commission approved the payment.

The Engineer presented a tabulation and maps showing proposed additions and revisions to the County FAS system in Baker, Lane and Lincoln Counties totalling 49.8 miles. The projects, he stated, are eligible for Federal-aid Secondary money, and he recommended that the Commission approve the following additions and revisions:

Baker County: FAS 498, Haines-Pocahontas County Road, 4.9 miles extending from FAS 507 west of Haines southerly to FAS 506 west of Wingville.

FAS 499, Keating County Road, 5.5 miles.

FAS 510 (extension), New Bridge County Road, 0.4 mile, to extend FAS 510 easterly from New Bridge.

FAS 521, Lone Fir County Road, 3.5 miles, extending from FAS 505 (Halfway-Cornucopia State Highway) approximately 2½ miles northwest of Halfway southeasterly to FAS 505 in Halfway.

FAS 522, Pine Town and Greener Lane County Road, 3½ miles, extending from FAS 505 approximately one mile

southeast of Halfway easterly and northerly to FAS 504 approximately 3 miles east of Halfway.

FAS 523, Crow Lane County Road, 1.3 miles, extending from FAS 504 approximately 2 miles east of Halfway southerly to proposed FAS 522.

FAS 526, Bridgeport County Road, 6.0 miles, extending from FAS 501 (Baker-Unity State Highway) easterly to the community of Bridgeport.

FAS 534, Snake River County Road, 3.5 miles, extending from the Old Oregon Trail Highway at Huntington easterly to the Snake River Reservoir area.

Lane County: FAS 238, Richardson-Eugene State Highway Revision, 0.5 mile. The Commission by resolution adopted August 13, 1959, revised the routing of the Richardson-Eugene Secondary Highway within the City of Eugene. This proposed FAS route revision is in accordance with the revised state highway route so that the two routes will coincide.

Lincoln County: FAS 143, Elk City-Harlan County Road, 21.2 miles, extending from FAS 584 at Elk City easterly to FAS 151 at Harlan.

The Commission approved the additions and revisions as presented.

The Commission also considered a tabulation presented by the Engineer showing requests made by Baker and Clackamas Counties for Federal-aid Secondary projects on county roads. These projects, the Engineer stated, have been approved by the Bureau of Public Roads and as they meet the standards prescribed for such work he recommended that the following projects be approved:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Baker	506	Pocahontas Section, 1 mile. Leveling course and oil mat.	$ 15,000	1960
	511	Richland-Powder River, 1.7 miles. Leveling course and oil mat.	15,000	1960
		Subtotal, Baker County	$ 30,000	
Clackamas	133	Milwaukie-Cascade Highway, 2 miles. Grade and pave.	$ 260,000	1961
		TOTAL	$ 290,000	

SUMMARY BY FISCAL YEARS:	1960	1961	Total
*Available Funds	$3,760,000	$3,600,000	$7,360,000
Previously Approved	3,603,000	1,506,000	5,109,000
Unprogrammed Balance	$ 157,000	2,094,000	2,251,000
Proposed Projects 10/22/59	30,000	260,000	290,000
Unprogrammed Balance	$ 127,000	$1,834,000	$1,961,000

*Fiscal year 1960 funds ($3,900,000) reduced by $140,000 which Harney County made available for expenditure on Frenchglen State Highway. Fiscal year 1961 funds revised as per actual apportionment.

The Commission approved the projects as presented.

A tabulation showing apportionment of 1961 Federal-aid Secondary funds to the individual counties was presented by the Engineer, who explained that the apportionment in the total amount of $3,600,000 has been made in accordance with procedure approved by the Commission for the County FAS Program. Following his favorable recommendation the Commission approved the following apportionment:

FISCAL YEAR 1961 FAS ALLOCATION TO COUNTIES

County	Gross Federal Funds	Less "L" Funds	Net Federal Funds	TOTAL FUNDS - Including State' & Counties' Match Mone (Rounded to Thousand
Baker	$ 36,893	$ 1,800	$ 35,093	$ 59,000
Benton	45,291	2,200	43,091	72,000
Clackamas	147,320	8,400	138,920	232,000
Clatsop	47,026	2,200	44,826	75,000
Columbia	57,398	2,300	55,098	92,000
Coos	69,553	3,400	66,153	110,000
Crook	37,046	1,700	35,346	59,000
Curry	27,439	1,350	26,089	44,000
Deschutes	48,030	2,300	45,730	76,000
Douglas	99,918	6,900	93,018	155,000
Gilliam	25,859	1,400	24,459	41,000
Grant	34,784	1,500	33,284	56,000
Harney	34,241	--	34,241	57,000
Hood River	37,980	1,550	36,430	61,000
Jackson	78,922	4,100	74,822	125,000
Jefferson	33,645	1,550	32,095	54,000
Josephine	49,033	1,900	47,133	78,000
Klamath	66,068	2,900	63,168	105,000
Lake	44,748	--	44,748	75,000
Lane	154,545	7,500	147,045	245,000
Lincoln	53,402	2,500	50,902	85,000
Linn	88,952	3,850	85,102	142,000
Malheur	77,953	3,650	74,303	124,000

Fiscal Year 1961 FAS Allocation to Counties (Cont.)

County	Gross Federal Funds	Less "L" Funds	Net Federal Funds	TOTAL FUNDS - Including State' & Counties' Match Money (Rounded to Thousands)
Marion	$ 124,996	$ 5,700	$ 119,296	$ 199,000
Morrow	35,431	2,250	33,181	55,000
Multnomah	176,971	9,000	167,971	280,000
Polk	62,991	3,050	59,941	100,000
Sherman	24,940	2,800	22,140	37,000
Tillamook	48,132	2,350	45,782	76,000
Umatilla	80,604	3,950	76,654	128,000
Union	37,335	1,650	35,685	60,000
Wallowa	34,937	2,250	32,687	55,000
Wasco	36,671	2,450	34,221	57,000
Washington	115,764	5,750	110,014	184,000
Wheeler	25,824	1,250	24,574	41,000
Yamhill	66,272	2,750	63,522	106,000
Totals	$ 2,266,914	$ 110,150	$2,156,764	$ 3,600,000

SUMMARY, ENTIRE STATE - Fiscal Year 1961 County FAS Funds:

Federal Funds (50% of Oregon's apportionment of $4,599,727)	$2,299,863
Less Planning Survey Funds	32,949
Gross Total Federal Funds for Construction	$2,266,914
Less 50% of "L" Funds Advanced for County "D" (Crash) Projects	110,150*
Net Total Federal Funds for Construction	$2,156,764
Plus Estimated Required Match Money (State Funds	721,618
(County Funds	721,618
TOTAL COUNTY FAS FUND	$3,600,000

*Includes $6,900 "L" funds for Garden Valley Road Section in Douglas County programmed as an urban (DU) project on the urban extension of county FAS 800.

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with State and County funds estimated to be approximately 20% each.

Attention was given by the Commission to a request received from the Umatilla County Development Commission for construction of four traffic lanes on the Old Oregon Trail Highway from Stanfield Junction to Pendleton. The Engineer stated that the volume of traffic and the accident rate on this section does not warrant four-lane construction on the interstate system ahead

of more urgently needed sections. It was his recommendation that the persons making the request be advised that construction of this section to a four-lane standard will have to be accomplished later in the interstate program after more pressing sections are taken care of. Action was deferred pending the appearance of a delegation on the following day.

The Commission considered a letter from Deschutes County Judge D. L. Penhollow, that the State contribute 50 percent toward the cost of snow removal on the Century Drive Highway between Bend and the Bachelor Butte Ski area. The Engineer recalled that a one-year agreement expiring June 30, 1959 had been entered into whereby the State reimbursed the County for 25 percent of the cost of snow removal on this section. The Bachelor Butte Ski area, he continued, is rapidly developing into one of major importance and he pointed out that the State does pay all of the costs of snow removal to Timberline Lodge. It was his opinion that while the cost of snow removal is somewhat higher on the County's portion of the road by reason of deeper snowfall, he did not believe that the Commission would be out of line in cooperating with the County on a 50-50 basis. The cost of snow removal during the preceding year, which was very light, was slightly over $5,000, of which the State's share was 25 percent. The Commission approved the County's request.

The Commission also gave attention to a letter from J. R. Castner, City Manager of Milton-Freewater, for construction of a left-turn refuge at the intersection of the Oregon-Washington Highway and Fifth Avenue in Milton-Freewater. The Engineer explained that in 1948 a section of the Oregon-Washington Highway had been constructed, bypassing the business district of Freewater. However, the existing route was retained on the state system as the Freewater Secondary Highway. The City built a connection to the Oregon-Washington Highway using Fifth Avenue which leads into the business district. Approximately 4,000 vehicles use the Oregon-Washington Highway daily, and about 1,570 use Fifth Avenue, with between 400 and 500 left-hand turns off the Oregon-Washington Highway onto Fifth Avenue. In view of the serious traffic condition he recommended the installation of a left-turn refuge at this intersection at an estimated cost of $20,000, provided that federal aid is available. The Commission approved the project.

The meeting was recessed at noon and reconvened at 1:50 p.m. in the same room with the same persons present and participating.

Attention was given to a proposed budget submitted by the Engineer covering highway expenditures for the calendar year 1960. He explained briefly that receipts are now estimated at $122,587,000 for the year 1959 compared with the original estimate of $135,233,000. This reduction was caused by curtailment of Federal funds. Estimated total receipts for the year 1960 he estimated at $109,000,000. He explained briefly other details in the budget and answered questions directed to him by the Commission. After careful consideration, the Commission approved the budget as presented by the Engineer. (For details

see copy of the budget marked "Office Copy" in the Commission's files in Salem.)

The Commission considered the following requests for extensions of time within which to complete state highway contracts:

(1) Parker-Schram Company, Contract No. 5025, for grading and paving on the Highlands Interchange Section of the Sunset Highway in Multnomah County, requested an extension of time from 130 to 166 workdays within which to complete the contract without payment of liquidated damages. The Commission granted the extension of time as requested, provided the Bureau of Public Roads will concur therein.

(2) Warren Northwest, Inc., Contract No. 5240, for grading, paving and three structures on the Airport-Alberta Street Section of 82nd Avenue and Cascade Secondary Highway in Multnomah County, requested an extension of time from 130 to 161 workdays within which to complete the contract without payment of liquidated damages. The Commission approved the extension of time as requested and noted that the Bureau of Public Roads had also concurred.

(3) C. R. O'Neil, Contract No. 5249, for grading on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, requested an extension of time from 80 to 105 workdays within which to complete the contract without payment of liquidated damages. The Commission approved the extension of time as requested.

(4) Earl L. McNutt Company, Contract No. 5393, for grading the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, requested an extension of time from 150 to 215 workdays within which to complete the contract without payment of liquidated damages. The Commission approved an extension of time from 150 to 169 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring therein.

FOOTNOTE: Action taken by the State Highway Commission upon the extensions of time listed above was based upon the recommendations of the Engineer and his reports which considered, but did not necessarily adopt, any of the reasons given by the contractors in their requests for extensions of time. (For details see the original of the contractors' requests and the Engineer's recommendations filed in the contracts mentioned, in the Secretary's office in Salem.)

The Engineer reported that contract numbers 4828, 4998, 5024, 5112, 5164, 5173, 5207, 5236, 5247, 5280, 5294, 5295, 5317, 5346, 5357, 5367, 5371, 5382, 5390, 5391, 5413, 5420, 5422, 5431, 5434, 5443, 5444, 5466, 5480, 5485, 5487, 5501, 5502, 5506, 5511, 5523,

5524 and 5527 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to expend $1,250 to revise Room 24 in the basement of the State Highway building in Salem to provide additional space for the processing of aerial photography and for the contact printing of drawings reproduced by photographic means. The Commission approved the authorization.

The Commission considered and, following the favorable recommendation of the Engineer, approved the payment of 1960 AASHO dues in the amount of $1,519.50 and 1960 WASHO dues in the amount of $50.

Attention was given to a request for construction of an access to the Oregon Coast Highway at Haynes Inlet northerly from North Bend. The Engineer explained that the Menasha Wooden Ware Corporation is constructing a new $6,000,000 plant in this area and they are building a road in cooperation with Coos County to serve the plant, which road will be a public highway under County jurisdiction. In order to provide a suitable connection for this new road to the Oregon Coast Highway, the Engineer recommended that the State cooperate in the amount of $43,750 to be paid when construction on the State Highway right of way is completed, the work to be performed by parties other than the State. The matter is to be covered by an appropriate agreement. The Commission approved the expenditure.

The Commission also considered a request from the City of Portland for widening from 23 to 45 feet, construction of a fence along the river bank, and landscaping of the esplanade on the East Bank Freeway Section of the Pacific Highway. The Engineer displayed a map and pointed out pertinent features of the project. He estimated that the cost of the enlarged project would be $80,000 more than the Bureau of Public Roads would participate in. The City, he stated, has offered to pay 25 percent of this amount, or $20,000. He recommended that the project be approved as outlined and that an agreement be prepared. The Commission approved the project.

An agreement with the U.S. Bureau of Public Roads was considered covering acquisition of rights of way by the State in construction of Forest Highway Project 3-A5 (Neskowin-Otis Section in Lincoln County). The Engineer explained that under the terms of this agreement, the Bureau will reimburse the State for all costs incurred in acquiring rights of way up to, but not exceeding, $60,000. The Commission approved the agreement.

Attention was given to a petition submitted by Canadian Motels and Hotels, Inc., Pendleton, to extend easterly the existing 45 mile-per-hour speed zone on the Columbia River Highway through Rufus. The Engineer stated that an investigation which was conducted indicated that the speed zone established August 6, 1953 should be amended to provide for an extension of the 45 mile-per-hour speed zone from Mile Point 108.37 to a point 0.43 mile east of the road to Wasco, (M.P. 108.62), and he so recommended. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that within a short time the section of the Columbia River Highway between the east city limits of Mosier and the west city limits of The Dalles will be completed to freeway standards. When it is completed, he recommended that a 70 mile-per-hour speed zone be established on the completed section between the east city limits of Mosier at M. P. 68.93, and a point 0.27 mile east of Chenoweth Creek at M. P. 80.49. The Commission approved the recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Abandonment resolutions were presented by the Engineer covering disposal of old sections of highways which are no longer needed as a part of those highways because of the completion of new sections. He explained that in each case an agreement had been approved at an earlier date with the counties involved which provided for disposal of the old sections when the new highway sections are completed and opened to public travel. These new sections are now completed, and he recommended that the Commission adopt abandonment resolutions on the following sections:

(1) Bear Creek Section of the Siuslaw Highway in Lane County. See Exhibit "E-1".

(2) Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties. See Exhibit "E-2".

(3) Wauna-Westport Section of the Columbia River Highway in Clatsop County. See Exhibit "E-3".

(4) Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County. See Exhibit "E-4".

The Commission accepted the Engineer's recommendations by adopting the attached resolutions relative thereto, marked Exhibits "E-1" through "E-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Attention was given to an abandonment agreement with Malheur County concerning disposition of the old route of the Namorf-Harper

Section of the Central Oregon Highway when the new route has been completed and opened to public travel. The Engineer stated briefly that the agreement provides that the old section of highway shall revert to Malheur County. The Commission approved the agreement.

The Commission considered a request from Mrs. Verne I. Brader, Chemult, President of The Oregon State Federation of Garden Clubs, Inc., that The Dalles-California Highway, US 97, in Oregon be designated as a Blue Star Memorial Highway. The Engineer introduced Mark Astrup, Landscape Engineer, who explained that the garden clubs are attempting to have US 97 designated through California, Oregon and Washington as a Blue Star Memorial Highway, and that California and Washington have agreed to this movement. He also pointed out that the Blue Star Memorial designations are in honor of the veterans of all wars and that no expense is involved other than the very nominal cost of erecting roadside memorial markers which are furnished by the garden clubs. The Commission approved the designation as requested.

The Commission considered and upon the favorable recommendation of the Engineer approved a Pipe Line Agreement with Union Pacific Railroad Company authorizing the State to lay a one-inch pipe line across railroad right of way on the Wallowa Lake Highway near Minam for the benefit of a state roadside rest area. There is no cost to the State for the agreement.

The Commission also considered a lease agreement with Ortho Investment Group for the lease of 750 square feet of building space at 8665 S. W. Canyon Road, Portland. The Engineer explained that due to lack of space in the Milwaukie Division Office it is necessary to move one of the Resident Engineers. The lease covers a period of one year at $90 per month, with an option to continue for an additional six months on a month-to-month basis. Following the Engineer's favorable recommendation, the Commission approved the lease.

The Engineer stated that on September 21, 1949, a resolution was adopted whereby the Midland Secondary Highway No. 420 was established as a through-stop highway. Traffic conditions at the intersection of LaVerne Street at M. P. 1.30, he stated, have changed so that a revision in the stop signs is in order. He recommended that the resolution of September 21, 1949 as it pertains to Highway 420 be revised to contain the following exception:

> "Except at LaVerne Street (M.P. 1.30) traffic entering the intersection from the Midland Highway from the west shall be required to stop."

The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report of papers signed on behalf of the Commission during the period of September 18 through October 30, 1959.

The next regular Highway Commission meeting was set for December 17 and 18, 1959, in the Conference Room of the State Highway Building in Salem. A tentative date of January 28 and 29, 1960, was set for the following meeting.

Out-of-state travel expenses were recommended by the Engineer and approved by the Commission for the following Highway personnel:

(1) W. C. Williams, State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer G. S. Paxson, Assistant State Highway Engineer; L. I. Lindas, Chief Counsel; and Mark H. Astrup, Landscape Engineer; to attend the Highway Research Board meeting in Washington, D. C., January 11-15, 1960, at an estimated cost of $450 each.

(2) J. Al Head, Assistant Traffic Engineer, to attend the Highway Research Board meeting and the meeting of the Institute of Traffic Engineers, Board of Direction, in Washington, D. C., January 8-17, 1960. Expenses are to be paid by the Highway Research Board and the Institute of Traffic Engineers.

(3) R. C. Edgerton, Research Engineer, to attend the meeting of the Highway Research Board in Washington, D. C., January 11-15, 1960, with expenses to be paid by the Highway Research Board.

(4) Carl W. Jordan, Director of Travel Information Division, to attend the American Convention and Travel Institute Convention at Long Beach, California, November 29-December 2, 1959, at an estimated cost of $242.60.

The Commission considered a resolution submitted by the Engineer rescinding a resolution adopted September 23, 1954, so as to remove the four-hour overnight camping restriction in roadside rest areas, which was embodied in the original resolution. The Engineer explained that there has been considerable demand for use of the rest areas for a longer period, and he recommended that motorists be allowed to use the rest areas for a period not to exceed 18 hours. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recalled that by a previous action, the Commission had abandoned to Lane County a section of the Alsea-Deadwood Secondary Highway between Alpha School and Preacher Creek Road.

Also, the Commission by previous action had prohibited the transportation of logs, poles, or piling on this section of highway under Schedule "B" of log hauling permits. He recommended that the Public Utilities Commissioner be requested to delete this highway from the Schedule "B" as shown on log hauling permits. The Commission approved the recommendation.

The Engineer stated that the AASHO Manual for Signing and Pavement Marking of Interstate Highways requires, among other things, that parking be prohibited on interstate highways except in such instances where parking is of an emergency nature. It was his opinion that it would facilitate signing of interstate sections as they are completed if the Commission would delegate to the Engineer authority to post the sections for "Emergency Parking Only", and he recommended that the Commission adopt a resolution to that effect. Commissioner Fridley called attention to the fact that a great many people fish for sturgeon, salmon, steelhead, and other fish in the Columbia River and that some means should be provided for them to park their cars off the Columbia River Highway. He pointed out that this type of recreation is an important asset to the State. The Engineer stated that under the regulations controlling interstate highways, it is not possible to allow parking on the right of way, but he also pointed out that access points which fishermen can use will be granted to the highway at intervals of approximately 8 or 10 miles, and he mentioned Blalock, Koberg Beach near Hood River, Rowena, Celilo, Rufus and Arlington. The Commission approved the Engineer's recommendation concerning emergency parking on interstate highways by adopting the attached resolution relative thereto, marked Exhibit "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the construction of a new interchange at Barbur Boulevard (US 99W) and S. W. 26th Avenue as a connection to the Baldock Freeway, the Engineer stated that the City of Portland had requested that illumination be installed. The project has been investigated and it was found that it would cost approximately $1,600. He recommended that the work be performed by the State provided the City will agree to maintain the lights and furnish electrical energy for their operation. The Commission approved the project.

The matter of the sale of approximately 85 acres from the Patterson Bar property near Eugene in Lane County to the State Board of Higher Education, University of Oregon, was brought up by the Engineer. He recalled that purchase of the property had been requested by the University of Oregon as a site for an athletic stadium, and the Commission had agreed to sell it to them at the price the State paid for it, or $1,000 an acre. It appears now that the University officials are not certain whether the area can be used for stadium purposes, and they want to insert an escape clause in the deed allowing them to sell the

property if they cannot use it and to remove the "public purposes only" restriction. In brief, he continued, they have agreed to return to the Commission all money received from the sale of the property above what was paid for it. The Engineer recommended that they be allowed to sell the property if they cannot use it, but that they be required to pay to the Highway Department all money received above that which they originally paid. However, they have now indicated that they would like to have interest on the money they have paid from the time the property was purchased from the Highway Commission until they sell it. He recommended that the answer be no to this suggestion. The Chief Counsel read provisions in the deed and pointed out that these provisions allow the Commission to dictate the terms of the sale if the property is sold by the Board of Higher Education, and gives the Highway Commission good protection. Commissioner Jackson inquired about the feasibility of using a straight reversionary clause in the deed. The Engineer replied if the reversionary clause is used, it would have to cover all of the property to prevent development of the more valuable portions and possible reversion of undesirable or less valuable portions. After some further discussion, the Commission approved the insertion of a reversionary clause in the deed covering all of the property with a 5-year limitation, and with the further stipulation that no interest payment is to be allowed.

A letter from the Governor was read by the Engineer which letter pointed out that the State may use up to 3 percent of monies received from the Federal Government for highway construction for the acquisition of scenic natural areas along such highways without the use of State matching funds. The Engineer explained that there are several types of projects which are financed totally by federal funds, but all such federal funds come out of monies available for highway construction. The use of monies as suggested for scenic areas would simply reduce the amount of federal monies available for highway construction. All federal funds are now used and no additional federal monies are available. The Commission requested the Engineer to draft a letter to be sent to the Governor.

The Commission discussed with the Engineer bids received for highway construction projects on October 13, 1959 and on November 3, 1959. At 3:00 p.m. the Commission announced awards of projects as follows:

BIDS RECEIVED IN SALEM ON OCTOBER 13, 1959

"Structures and grading on Muddy Creek Section of Bellfountain Road, Benton County. The Commission awarded the contract to the low bidder, James F. Turner, Corvallis, at $86,805.40.

"Middle Creek Bridge on Myrtle Point-Fairview Road, Coos County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $24,154.

"Grading and stone base on Bear Creek Road-Cascade Lakes Junction Section of North Umpqua Road, Douglas County. The Commission awarded the contract to the low bidder, Access Construction, Oregon Ltd., Roseburg, at $62,796.

"Emigrant Creek Bridge on Dead Indian Road, Jackson County. The Commission awarded the contract to the low bidder, Merlin R. Stam, Eugene, at $23,130.

"Grading on the East Unit, Adel-Blizzard Gap Section of Adel-Nevada State Line Road, Lake County. The Commission awarded the contract to the low bidder, Miller & Hutchins Contractors, Inc., Roseburg, at $296,414.

"Construction of reinforced concrete lining inside existing timber lining in Cape Creek Tunnel on Oregon Coast Highway, Lane County. The Commission awarded the contract to the low bidder, C. H. Strong Engineering and Construction, Eugene, at $111,000.

"Swisshome Bridge over Lake Creek on Richardson-Swisshome Section of County Road No. 517, Lane County. Low bid was submitted by Tom Lillebo Construction Co., Reedsport, in the amount of $79,285. However, as this is a County project, all bids were referred to Lane County for award.

"Grading and paving on Depot Slough Section of the Corvallis-Newport Highway, Lincoln County. The Commission elects to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of $92,484 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Lake Creek Bridge on Orleans-Lebanon Road over Lake Creek, Linn County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $29,737.

"Muddy Creek Bridge on Tulsa Road, Linn County. The Commission awarded the contract to the low bidder, Walder & Kenworthy, Portland, at $15,925.

"Structure, grading and paving on the Pudding River Bridge Section of Silverton Road, Marion County. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at $95,797.

"Pudding River Bridge on Pratum Road, Marion County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $27,001.

"Overcrossing of S. W. Hood Avenue in Portland, Harbor Drive-Washington County Line Section of Pacific Highway, Multnomah County. The Commission awarded the contract to the low bidder, Johnston & Bryant, Newberg, at $169,712.50.

"Roadside improvement on Airport-Alberta Street Section of Cascade Highway, Multnomah County. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at $7,995.

"Undercrossing of S. W. Corbett Avenue in Portland, Harbor Drive-Washington County Line Section of Pacific Highway (R.H. Baldock Freeway), Multnomah County. The Commission awarded the contract to the low bidder, Kuckenberg Construction Company, Inc., Portland, at $315,595.50.

"Reconstruction of Union Avenue Bridge over Union Avenue-37th Avenue Section of Columbia River Highway, Multnomah County. The Commission elects to accept the low bid of C. J. Montag and Sons, Portland, in the sum of $386,675.30, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Rooster Rock Park-Multnomah Falls Section of Columbia River Highway Sign Installation, Multnomah County. The Commission awarded the contract to the low bidder, Highway Protection Corporation, Chicago, Illinois, at $16,850.57.

"Rowena-Chenoweth Creek Section of Columbia River Highway Sign Installation, Wasco County. The Commission awarded the contract to the low bidder, Highway Protection Corporation, Chicago, Illinois, at $17,883.61.

BIDS RECEIVED IN SALEM ON NOVEMBER 3, 1959

"Grading and oiling on East Unit, Forest Boundary-Haines Section of the Haines-Anthony Highway, Baker County. The Commission elects to accept the low bid of Clarence Braden Construction Company, Walla Walla, Washington, in the sum of $399,936.90 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Realigned Corvallis-Newport Highway Overcrossings of SPRR & 4th Street at Corvallis, and highway signing, Benton County. The Commission awarded the contract to the low bidder, Lord Brothers Contractors, Portland, at $222,902.

"Birdseye Creek Bridge widening at M.P. 290.65 on old alignment of Pacific Highway, Jackson County. The Commission awarded the contract to the low bidder, R & M Construction Company, Central Point, at $19,903.

"Redwood Junction Section of the Pacific and Redwood Highways signing, illumination, and traffic signal installations, Josephine County. The Commission awarded the contract to the low bidder, Electric Corp., Salem, at $67,630.

"Toilet Building for Beaver Marsh Rest Area on The Dalles-California Highway, Klamath County. The Commission awarded the contract to the low bidder, Raymond B. Ems, at $7,315.

"Structures, grading and paving on Willamette River Bridge and Judkins Point Overcrossing of SPRR on Pacific and McKenzie Highways, respectively, Lane County. The Commission elects to accept the low bid of Peter Kiewit Sons' Company, Omaha, Nebraska, in the sum of $2,138,285.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"McKenzie River-Willamette River Section, Pacific Highway, McKenzie River Overflow Bridges, Lane County. The Commission awarded the contract to the low bidder, Hamilton and Thoms, Inc., Eugene, at $337,092.

"Grading and paving on Burns Junction Section of I.O N. Highway, Malheur County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $82,042.

"Structure, grading and oiling on the South Unit, Westfall-Harper Section of the Westfall-Harper County Road, Malheur County. The Commission elects to accept the low bid of Durbin Brothers, Eugene, in the sum of $157,870.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $35,800 is deposited by the County.

"Stores Warehouse at Highway Department Shop Area, Marion County. The Commission awarded the contract to the low bidder, Richard L. Martin Company, Oswego, at $270,250.

"Building demolition project on N. E Glisan Street-S. E. Main Street Unit of the East Bank Freeway of Pacific Highway in Portland, Multnomah County. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Washington, at $109,745.

"Widening of three bridges on Umatilla-Stanfield Highway, Umatilla County. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at $22,232.

The Chief Counsel presented a supplemental agreement with the City of Portland whereby the State transfers to the City certain land secured from the Westfair Corporation which the City wishes to use to construct a fireboat station. He recalled that a settlement had been approved by the Commission earlier in the day concerning acquisition of the Westfair property, and he recommended that the agree-

ment be approved so that the City may relocate its fireboat station. The Commission approved the agreement.

Two proposed settlements of condemnation cases were presented by the Chief Counsel. In the case of State vs. Isenhart, he stated that Isenhart has agreed to accept the sum of $250 for an easement to the Bennett Butte Radio Station site. He had been offered $100. As the amount of money involved would not warrant a trial, he recommended, and the Commission approved, settlement for $250. In the case of Theresa Odalovich, the owner had been offered the sum of $24,500 for her apartment house on the East Bank Freeway, plus $1,000 for fixtures and $500 interest, or a total of $26,000. The owner has offered to settle for the sum of $28,000, and he recommended that settlement be approved for this amount. He also commented that she owns another apartment building which the State originally planned to acquire. On this assumption the tenants all vacated the building, but the State's plans were changed and the building was not acquired. It was his opinion that the State owed something for this inconvenience and that consideration be given to this point in allowing the amount of settlement. The Commission approved the settlement of $28,000.

The Chief Counsel also brought up the matter of access to a piece of property on the Black Bridge-Richland Section of the Baker-Homestead Highway, Baker County, formerly owned by Oscar Burnside (File No. 26017, L-2784). He explained that the State had paid $114 for access rights to this property which in the meantime had been sold to a Clarence and Mona Urie, who now lack access to the property. The location has been re-examined, and it is feasible to grant access without endangering the traveling public. He recommended that a point of access be granted to the property provided the State is refunded the sum of $114 originally paid for the access rights. The Commission approved the recommendation.

The Engineer brought up the matter of the Highway Commission paying a part of the WASHO expense for the annual meeting which is to be held in June, 1960, in Portland. He explained that the meeting place rotates among the western states and that each state is responsible for financing the meeting when the meeting is held in that state. He suggested that the Highway Commission aid in financing the cost by paying rent for the hotel rooms used for the highway technical sessions. The Chief Counsel stated that such cooperation would be legal. The Commission approved payment of rent for the technical sessions rooms in the amount of $430.

The Commission signed agreements and other papers, and the meeting was declared adjourned at 3:20 p.m. to be reconvened on the following day at 10:00 a.m.

Salem, Oregon
November 6, 1959

The Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. G. S. Vergeer, City Manager of Klamath Falls, appeared before the Commission regarding problems resulting from construction of the West Side By-pass Section of US 97. Accompanying Mr. Vergeer were Mr. James M. Barnes and Mr. Ladd M. Hoyt, City Councilmen of Klamath Falls. Mr. Vergeer acted as spokesman and introduced the members of his delegation. He stated that the City of Klamath Falls is very appreciative of the work that has been done by the Highway Commission in the vicinity of Klamath Falls; however, they wish to call to the Commission's attention hazards which they feel will exist upon the opening of the West Side By-pass. Loaded trucks and trailers, he pointed out, will be traveling down a six percent grade upon entering Main Street from the north, and under winter weather conditions such vehicles may be unable to stop before entering Main Street. Likewise, traveling from the south in a northerly direction such vehicles will have a tendency to gain speed to overcome the six percent grade. He presented a tabulation of the vehicular traffic count at this location. Two ninety-degree turns, he added, must be negotiated by vehicles traveling the by-pass that wish to continue on US 97, and if such vehicles go out of control they will either crash through the bridge or head down the steep embankment into the Link River. He told of the number of school children who will be required to cross the intersection twice daily and that no provision has been made for their safety. It was his thought that if traffic could be stopped before it intersects with the West Side By-pass on Main Street, it will be materially controlled until such time as the by-pass is completed across the Link River and a suitable interchange designed and installed at the Main Street intersection. He requested that the completion of the West Side By-pass with a connection to US 97 across the Link River be included in the next budget appropriation. He presented photographs in support of his presentation. Mr. Barnes expressed the belief that if semi-trucks and trailers have skidding

difficulties on these two ninety-degree curves during adverse weather conditions, the by-pass will not be utilized to its fullest extent because the trucks will continue using the city route on Klamath Avenue. Chairman McIver thanked the group for bringing this matter to the Commission's attention.

Judge D. R. Cook, Pendleton, County Judge of Umatilla County, appeared before the Commission requesting information regarding the Commission's plans for four-laning the Pendleton-Stanfield Section of US 30. He called attention to the bad accidents which have occurred on this highway and pointed out that an average of 1,000 vehicles per day use the Umatilla Toll Bridge which has increased travel on US 30 both east and west of Stanfield Junction. He spoke of the few turnouts provided on this highway section and of the hazards created by people who develop automobile trouble and find it necessary to stop along the highway. Chairman McIver advised Judge Cook that the Commission at the present time has no plans for this section of highway. The Commission, he continued, has discussed such improvement and is aware of the accidents; however, there are other sections of highways in that division which have higher priority.

Highway 99W Alternate Road Association appeared before the Commission regarding the routing and improvement of the 99 W Alternate Road from McMinnville through Forest Grove, Vernonia and to Rainier. Clifford Elliott, McMinnville, President of the Association, acted as spokesman. Appearing with Mr. Elliott were the following: Arthur Ireland, State Representative, Homer Waltz, Vice President of the Association, Richard Hendricks, Chamber of Commerce, John St. Amant, Chamber of Commerce, Arnold N. Franks, Manager of the Chamber, C. R. Cummings, President of the Chamber and Everett Haney, Road Association, all from Forest Grove; Mona Gordon, Manager of the Chamber of Commerce and Secretary of the Road Association, Mary Dripps, Chamber of Commerce, and Lewis Towne, West Oregon Cooperative, all from Vernonia; Gale Vinton, Vice President of the McMinnville Industrial Promotions, Norris Johnson, Manager of Chamber of Commerce, Leonard Gillam, photographer, Ron Eborall, President of the Chamber, and N. A. Cramer, realtor, all from McMinnville; Hazel Whitcomb, Chamber of Commerce and Sue Sweere, Chamber of Commerce, both from Banks George Zimmerman, Chamber of Commerce and Road Association, Keith Schrepel, Director of the Road Association, and Paul Armour, Road Association, all from Yamhill. Mr. Elliott advised that the purpose for their appearance and the main aims of their Association are to promote a new alignment for north-south interstate traffic, to open up a new area and to obtain improvement of existing state highways. He introduced the members of his delegation. Mr. Ireland reviewed the history over the past 25 years for a direct north-south route from McMinnville to Rainier and to Longview. The Longview Bridge, he stated, should be toll free in a few years which would be advantageous to this route. The following benefits, he advised, would be derived from this route: (1) it will provide a shorter, easier route to the

area for north-south traffic, (2) it will by-pass the congested Portland area; and (3) it will encourage the development of an area that is not too well developed at the present time. While they realize it will be necessary to develop this road on a long-term program, nevertheless, he added, they would like to see it placed on the program as quickly as possible. He spoke of their desire for the continuation of the improvement program on the Tualatin Valley Highway from Beaverton to Forest Grove and construction of a better two-lane highway between Forest Grove and McMinnville. He concluded his presentation by asking the following questions: (1) What standards must be met before the Apiary Junction-Rainier county road can be added to the State Highway system? (2) If Columbia County brings this road up to the necessary standards, will the State take it over as a State Highway? and (3) What are the Commission's plans and time schedule for completion of the Tualatin Valley Highway? Chairman McIver advised that although this highway starts and ends in Division II, most of it is in Division I which is important from the standpoint of allocation of funds. In response to Chairman McIver's inquiry if their Association has any preference as to priority on this road and whether the courts of the counties through which the route passes have given their concurrence, Mr. Elliott answered that the three counties involved, Washington, Columbia and Yamhill, are in regular attendance at the Association's meetings and he believed that the three county courts are very much interested in this project. One reason for their appearance today, Mr. Elliott reiterated, is to ascertain what standards the Columbia County road must meet before it can be added to the highway system. When the program is made up, Chairman McIver stated, the Commission and the Highway Engineer have quite a problem determining which projects to add. He pointed out that the Commission is trying desperately to complete the southern portion of US 99W and that there is a great need for funds in that particular area. He thanked the delegation for their presentation.

The meeting adjourned at 10:35 a.m. for a ten minute recess.

Mr. W. T. Triplett, President of the Columbia Food Company, and Mr. Norm Wiener, Attorney, both from Portland, appeared before the Commission requesting a deceleration lane, and regarding other matters pertaining to the shopping center at Murray Road on the Sunset Highway. Chairman McIver asked the Engineer to bring the Commission up to date on the Murray Road Interchange, which is directly west of the shopping center. The Engineer advised that the Commission inspected the interchange while enroute to the recent Astoria hearing. He exhibited a map showing the original plan devised in 1957 which consisted of a diamond interchange. He recited the history of the Commission's plans for this interchange, advising that in September, 1957, the original plan was rejected by Mr. Triplett as he felt it would harm the shopping center property. On September 16, 1957, he continued, he forwarded to Mr. Triplett a print of the present design that would miss the shopping center property and which had the tentative approval of the Bureau of Public

Roads. No word, he pointed out, was received from Mr. Triplett until July, 1958 when Mr. Triplett questioned the closing of Murray Road. This year, he added, after meeting with Highway Department personnel at the shopping center site, Mr. Triplett presented a modified plan which proposed to utilize a portion of the existing right of way and make a turn into old Murray Road. He pointed out that by that time the section was practically built. He concluded by stating that Mr. Triplett's plan does not meet highway construction standards, and he could not recommend its adoption. Mr. Triplett displayed a map of the revised preliminary plan furnished him by the Engineer. The shopping center, he continued, was purchased in 1956, at which time an agreement was reached with Columbia Markets that when there was a demand, the shopping center would be developed and Columbia Markets could occupy space. He pointed out that the first highway plan was unsatisfactory because it consisted of an overpass with embankments through the center of the property, and they requested that the overpass be moved over to the vacant area next to the shopping center. In the revised preliminary and final plans, he stated, it appeared to them that old Murray Road would remain open and they did not discover it was to be closed until so advised by the shopping center tenants. They immediately protested this action to the Commission but their objection was denied. They have now been advised by Columbia Markets and the other tenants in the shopping center that the lessees will either abandon or cancel their leases unless there is a better access into the property. He requested that a deceleration lane and access from the west be provided into the shopping center property. He pointed out that their competitor, Cedar Hills Shopping Center, has two entrances similar but probably not as good as the facility he proposed. He also pointed out that the shopping center has been injured and its tax producing ability has been impaired. Mr. Wiener added that their proposal is merely for traffic to come off the Sunset Highway onto Murray Road and not for it to get on the Sunset Highway. Chairman McIver thanked the delegation for their presentation, and told them that the Commission will consider their request and advise them of the decision reached. (Later in the day the Commission denied Mr. Triplett's request.)

The Waldport Junior Chamber of Commerce appeared before the Commission regarding improvements on the Alsea Highway. Mr. C. E. Hall, Waldport, was spokesman and introduced the following members of his group: J. R. Fisher, H. C. Zeek, and Mrs. Zeek, all from Waldport; Wayne Giesy, Corvallis, Benton County Highway Committee; N. E. Barclay, Tidewater Logging, Floyd Malcolm, Treasurer of the Waldport Community Chamber of Commerce, Mrs. N. E. Barclay, and Mrs. Lee Barclay, both from the Junior Chamber of Commerce, and A. V. Haslett, Coquille Valley Lumber Company, all from Alsea. Mr. Fisher stated that they wish to call attention to the need for an improvement program on Highway 34 (Alsea Highway). It is their feeling that development in the community of Waldport is comparatively slow due to the limited means of access or highways. He expressed the belief that most of the Alsea Highway needs to be modernized in order to keep up with the increased travel,

which includes house and boat trailers and lumber trucks. A large amount of lumber products are hauled over the Alsea Highway, he remarked, and there are vast timber reserves in Lincoln County. In answer to Mr. Giesy's inquiry if the final survey has been completed on the Alsea Mountain cut, the Engineer replied that the survey has been started but it will take approximately one year to complete, and it is his understanding that this section has the first priority. Mr. Giesy explained that Benton County Highway Committee, of which he is a member, represents all of the official bodies in the county, including the County Court, Chamber of Commerce, the cities of Corvallis, Monroe and Philomath, as well as other governmental bodies, and although they are mainly interested in the Alsea Mountain cut, they would like to like to give their support to the improvement of the highway westward to the Waldport area. During the past year, he pointed out, more than 200,000,000 feet of logs came over the Alsea Mountain and economically this highway is as important to Benton County as any other highway in the county. The Engineer advised that he had received a telephone call from State Senator Francis W. Ziegler who had planned on attending with the delegation but found it impossible to do so; however, the Senator said he wished to lend his support to the furtner improvement of the Alsea Highway and mentioned that he thought the Alsea Mountain section was very important. The improvement of this highway, the Engineer pointed out, would cost about $6,000,000 -- $3,000,000 for the Alsea Mountain and another $3,000,000 for the section west of the Alsea Mountain. In reply to Mr. Giesy's question if funds will be available in the near future, Chairman McIver answered that the Commission has some funds set up for the Alsea Highway; however, it is a question of where to put this money -- on the Alsea Mountain Section or the section west of the mountain. Mr. Fisher stated that whatever section of the Alsea Highway the money was spent on would be helpful to Waldport. Mr. Giesy asked if there is any possibility of using on the Alsea Highway some other governmental agency funds, such as the Bureau of Land Management, since the highway serves the timber area. The Engineer replied that the Alsea Highway does not qualify for forest highway funds because no part of it is in the national forest, or for Bureau of Land Management funds because such funds cannot be used on any state highway. There are no funds available, he added, other than regular federal-aid funds. Chairman McIver thanked the group for their presentation and advised them that although the Commission realizes they have a worthy project it is simply a matter of money and priority; however, the Commission will give consideration to their request.

Mr. R. J. Bettendorf, Manager of the Port of Astoria, appeared before the Commission regarding plans for the construction of the bridge across the Columbia River at Astoria. He asked what action has been taken on the request he made at the previous meeting for the legal staff of Oregon to meet with Washington's legal staff to prepare appropriate legislation for the construction of the Astoria-Megler Bridge. Chairman McIver answered that the Engineer had been requested to prepare a report on the subject but that there were no new developments. The

Engineer pointed out that it is entirely up to the State of Washington to make the next move since Oregon already is in a position to go ahead with the bridge. A question has been raised, Mr. Bettendorf continued, whether the statute passed by the Oregon Legislature is constitutional. The Engineer replied that in the summation of the report from the bond attorney some doubt was cast as to whether the legislation is constitutional since the money is specifically earmarked for one particular project. Mr. Bettendorf expressed the opinion that it will be necessary to have legislation prepared for both Oregon and Washington, it being his feeling that the legal staffs of both highway departments are the proper agencies to draw up legislation which will be compatible to both states with Oregon taking the initiative. Chairman McIver commented that if the initiative is taken by the State of Oregon it should be by the State Legislature; however, it is a matter of policy for the Commission to determine if it wants to sponsor the bridge. At the last legislative session, he pointed out, the Commission did not sponsor the Astoria Bridge Bill and so advised the Legislature. Mr. Bettendorf expressed concern that there might be insufficient time in which to prepare adequate legislation unless work begins soon. In reply to Mr. Bettendorf's question as to when the Commission could act on this matter, Chairman McIver expressed doubt that the Commission could give Mr. Bettendorf an answer very soon because the Commission in its deliberations might consider (1) whether it should, as a matter of policy, recommend that money be taken from the rest of the districts in order to construct this bridge, and (2) whether the bridge warrants the Commission's support. Mr. Bettendorf concluded his presentation by reiterating that the Commission take immediate steps to prepare legislature for the next legislative session and the the Oregon Highway Department initiate it. Chairman McIver thanked Mr. Bettendorf for presenting this matter.

Members of the Astoria and Warrenton Chambers of Commerce appeared before the Commission regarding commencement of construction on US 101 between Astoria and Gearhart. Present were E. R. Baldwin, City Manager, Warrenton; Chas. DeFoe, Manager of the Chamber of Commerce, Astoria; and Forrest Vaughn, Chairman of the Highway Committee of the Chamber of Commerce, Astoria. Mr. Baldwin acted as spokesman for the group and inquired as to whether the Commission could start purchasing right of way in 1959 and begin construction in 1960 on the Astoria-Gearhart Section of US 101. He pointed out that at the recent public hearing in Astoria almost all the governmental agencies submitted resolutions strongly supporting the Camp Rilea Route. Chairman McIver advised the delegation that the Commission has not acted on the selection of the route and will not make its decision until the next Commission meeting. Mr. Baldwin added that they would like to see the Commission select the route, acquire right of way and start construction to eliminate the dissension among the people in Clatsop County.

Mr. DeFoe pointed out that from all indications the Astoria-Megler Ferry will be operating for at least another five years, so certain improvements may be necessary. The area, he commented, is

not getting the type of ferry service to which it is entitled. There are three state-owned ferries, he added, that operate at certain times during the year; however, the smallest ferry, Tourist No. 2, presently is in service until Tourist No. 3 is completely repaired, and then the No. 3 will be the sole service ferry during the winter months except when there are overloads. Tourist Nos. 2 and 3, he pointed out, are older ferries and do not have the modern technical equipment on them that is on the M. R. Chessman Ferry. The Chessman can carry 44 cars while the Tourist Nos. 2 and 3 carry only 22 and 23 each. He pointed out the difficulties encountered by trucks on the smaller ferries because of the vertical height limitations, and that many of these trucks must be rerouted via the Longview Bridge or reloaded in Astoria onto smaller trucks. He told of the recent overloads on the ferry which resulted in delays to cars and trucks of about one and one-half hours, and it was his opinion that if the Chessman had been in operation such a situation would not have occurred. To provide the best service to the traveling public, it was his opinion that the Commission should give serious consideration to the operation of the Chessman Ferry during the winter months, except, of course, during the Chessman's annual Coast Guard inspection and overhaul period. Chairman McIver thanked the delegation for their presentation.

For the Commission's information the Engineer advised that it is contemplated to hold the annual conference of the American Association of State Highway Officials in Portland, Oregon, in 1963. He pointed out that all costs of the conference will be paid by AASHO. It is planned that the official headquarters for this conference will be in the new Hilton Hotel which will be completed by that time, and if adequate reservations can be secured, he will submit a bid to hold the 1963 conference in Portland. Chairman McIver stated that he will have the Hilton Hotel Convention Manager advise the Engineer whether the hotel can furnish the proper accommodations.

In response to an inquiry from the Commission, the Engineer advised that the Hillsdale-Barbur Boulevard-Hamilton Street structures on the Beaverton-Hillsdale and Pacific West Highways in Multnomah County will be officially opened to traffic on November 13, 1959.

The Assistant Chief Counsel presented for approval a resolution changing the necessity of taking which had been authorized by the Commission in May, 1959 on the Helen R. Miller property (File Nos. R-29425 and R-28866) on the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway, Multnomah County. He explained that this resolution is to amend a previous resolution from a fee taking of 250 square feet to the taking of an easement, and he recommended adoption of the resolution. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "C-16", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

There being no further business to come before the Commission, the meeting was declared adjourned at 12:00 noon.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "J"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

November 5 and 6, 1959

EXHIBIT "A"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highway herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated November 5, 1959, pages 1 through 46, as presented by the Right of Way Engineer and approved by the Highway Commission on November 5, 1959 and by this reference said right of way resolution of November 5, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

32188

EXHIBIT "B-1"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Rowena-Chenoweth Creek Section of the Columbia River Highway described as follows:

A parcel of land lying in Lot 22, Rowena Tracts, situated in Section 11, Township 2 North, Range 12 East, W. M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 138, Page 374 of Wasco County Records of Deeds; the said parcel being that portion of said property lying Southerly of a line which is parallel to and 150 feet Southerly of the center line of the relocated Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1900+23.53, said Station being 1759 feet North and 964 feet West of the East quarter corner of said Section 11; thence South 68° 47' East, 676.47 feet to Station 1907+00.

Bearings used herein are based upon the Oregon Coordinate System, North zone.

The parcel of land to which this description applies contains 0.40 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Columbia River Highway and shall also provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the relocated Columbia River Highway, except such use to which the property conveyed is

EXHIBIT "B-1" (Cont)

devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 235 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

EXHIBIT "B-2"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the Goshen-Divide Section of the Pacific Highway described as follows:

PARCEL A. A parcel of land lying in the John Cochran D. L. C. #55, situated in Section 27, Township 20 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that property conveyed to the State of Oregon by and through its State Highway Commission by that certain deed recorded on Reel 38-54D, Instrument No. 30356 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning on the East line of said Cochran D. L. C. #55 at the Northeast corner of that property described in that deed to George E. and Etta A. Finnerty, recorded in Book 359, Page 29 of Lane County Deed Records, said corner being North 1908.5 feet from the Southeast corner of said Cochran D. L. C.; thence Southerly along the East line of said Cochran D. L. C., 331 feet, more or less, to the Southerly line of said State of Oregon property; thence Westerly along said Southerly line 195 feet, more or less, to a line which is parallel to and 190 feet Easterly of the center line of the relocated Pacific Highway as said center line is described in said State of Oregon deed; thence North 20° 40' East, parallel to said center line 615 feet, more or less, to the East line of said Cochran D. L. C.; thence Southerly along said East line 220 feet, more or less, to the point of beginning.

The center line bearing used above is based on the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 1.3 acres outside of existing right of way.

PARCEL B. A parcel of land lying in the John Cochran D. L. C. #55, situated in Section 27, Township 20 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon by and through its State Highway Commission, recorded on Reel 39-54D, Instrument No. 31313, Lane County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Northerly line of the right of way of the O. P. & E. Railroad with the East line of said Cochran D. L. C.; thence Northerly along the East line of said Cochran D. L. C., 740 feet, more or less, to the North line of said property; thence Westerly along said North line 200 feet,

EXHIBIT "B-2" (Cont)

more or less, to a line which is parallel to and 200 feet Easterly of the center line of the relocated Pacific Highway as said center line is described in said State of Oregon deed; thence South 20° 40' West, parallel to said center line 630 feet, more or less, to the Northerly right of way line of said railroad; thence Easterly along said railroad right of way line 430 feet, more or less, to the point of beginning.

ALSO beginning at the intersection of the Northerly line of the right of way of the O. P. & E. Railroad with the West line of the John Partin D. L. C. #64, Township 20 South, Range 3 West, W. M. and running thence North along the West line of said claim, 750 feet; thence East 115 feet; thence South 750 feet, more or less, to the Northerly line of the right of way of said railroad; thence Westerly along the Northerly line of said railroad to the place of beginning, in Lane County, Oregon.

The center line bearing used above is based on the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 6.75 acres, outside of the existing right of way.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,500.00 for Parcels A and B, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Pacific Highway and shall also provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the relocated Pacific Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 236 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

32192

EXHIBIT "B-3"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the S.E. Flavel Street-S.P. Co. Overcrossing Section of the Cascade Highway described as follows:

A parcel of land lying in the SW¼SW¼ of Section 33, Township 1 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 495, Page 260, of Clackamas County Records of Deeds; the said parcel being that portion of said property lying East of a line which is parallel to and 75' East of the center line of the Cascade Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 428+00, said Station being 1704.4 feet South and 58.3 feet West of the W¼ corner of said Section 33; thence South 1° 57' 30" West (deed bearing South 1° 48' W) 300 feet to Station 431+00, the Westerly line of said parcel crossing the North and South lines of said property approximately opposite Stations 429+16 and 430+34, respectively.

The parcel of land to which this description applies contains 0.17 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,200.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Cascade Highway except there shall be two points of access, each 30 feet in width, from said property to the relocated Cascade Highway at points to be determined prior to the conveyance of the property, said access points to be unrestricted as to use.

EXHIBIT "B-3" (Cont)

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 237 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

EXHIBIT "B-4"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Rowena-Chenoweth Creek Section of the Columbia River Highway described as follows:

A parcel of land lying in Lots 46, 47 and 50, Rowena Tracts, situated in Section 12, Township 2 North, Range 12 East, W.M., Wasco County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 124, Page 523; Book 123, Page 667; Book 124, Page 428; Book 124, Page 170 and in Book 124, Page 505 of Wasco County Records of Deeds; the said parcel being described as follows:

Beginning at a point opposite and 150 feet Southerly of Station 1960+00 on the center line of the relocated Columbia River Highway; thence North 71° 41' West, parallel to and 150 feet Southerly of said highway center line, a distance of 880 feet, more or less, to the Westerly line of said State of Oregon property, described in Book 124, Page 523; thence Southerly along said Westerly line 95 feet, more or less, to the Northerly right of way line of the old Columbia River Highway; thence Easterly along said Northerly right of way line 860 feet, more or less, to a point opposite Station 1960+00 on the centerline of said relocated highway; thence North 18° 19' East, at right angles to said center line, a distance of 60 feet, more or less, to the point of beginning.

The center line herein referred to is described as follows:

Beginning at Engineer's center line Station 1943+19.34, said Station being 2867.74 feet North and 2216.67 feet West of the Southeast corner of said Section 12; thence South 71° 41' East, 2180.66 feet to Station 1965+00.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 2.0 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

EXHIBIT "B-4" (Cont)

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Columbia River Highway and shall also provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the relocated Columbia River Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 238 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

EXHIBIT "B-5"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem By-Pass Section of the Pacific Highway described as follows:

A parcel of land lying in Section 25, Township 8 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 453, Page 101 of Marion County Records of Deeds; the said parcel being described as follows:

Beginning at the Southeast corner of said property, said corner being on the quarter section line extending North and South through the center of Section 25, Township 8 South, Range 3 West, of the Willamette Meridian in Marion County, Oregon, at a point which is 27 chains North 0° 04' West from the quarter section corner on the South line of the said Section 25; thence North 0° 04' West 6.099chains; thence North 89° 47' West 30.678 chains; thence North 4° 12' West 1.716 chains; thence North 89° 47' West, 130 feet, more or less, to a line which is parallel to and 120 feet Easterly of the center line of the relocated Pacific Highway; thence Southerly parallel to said center line, 515 feet, more or less, to the South line of said property; thence South 89° 47' East, 2124 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 19.76 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amourt.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Pacific Highway and shall also provide that said property shall never be used for placing, maintenance or display of any

EXHIBIT "B-5" (Cont)

advertising sign within view of the relocated Pacific Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 239 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

32198

EXHIBIT "B-6"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Salem-Stout Creek Section of the North Santiam Highway described as follows:

A parcel of land lying in Lots 1, 2, 20 and 21, Maplewood Subdivision, situated in Section 5, Township 8 South, Range 2 West, W.M., Marion County, Oregon, the said parcel being described as follows:

Beginning at a point opposite and 125 feet Northerly of Station 236+40 on the center line of the relocated North Santiam Highway, said point also being 1877.91 feet South and 2173.16 feet East of the Northeast corner of the South half of the Benjamin Munkers DLC, Township 7 and 8 South, Range 2 West, W.M.; thence S 64° 53' E, parallel to and 125 feet Northerly of said center line 1800 feet, more or less, to the Northeasterly line of said Lot 20; thence Northwesterly along the Northeasterly lines of said Lots 20 and 21, a distance of 630 feet, more or less, to the most Northerly corner of said Lot 21; thence Southwesterly along the Northwesterly line of said Lot 21 to the most Easterly corner of said Lot 2; thence Northwesterly along the Northeasterly line of said Lot 2, a distance of 1075 feet, more or less, to a line which is parallel to and 30 feet Southeasterly of the center line of Holland Drive (a County Road); thence S 47° 19' W, parallel to the center line of Holland Drive, 155 feet, more or less, to a point opposite Station 10+00 on said center line of Holland Drive; thence S 39° 10' 36" W, 336.69 feet to the point of beginning.

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 8.8 acres.

The property will be sold subject to an easement to be of two years duration for the purpose of a detour road during construction of an overpass at Station 235+05.09.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found

EXHIBIT "B-6" (Cont)

and estimated to be the sum of $3,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the North Santiam Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 240 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

32200

EXHIBIT "B-7"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Olalla Creek-Toledo Section of the Corvallis-Newport Highway described as follows:

> A parcel of land lying in the SW¼ of Section 8 and the NW¼ of Section 17, Township 11 South, Range 10 West, W. M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, Recorded in Book 72, Page 529 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Westerly of the Westerly line of the old Corvallis-Newport Highway and lying Easterly of a line which is parallel to and 60 feet Easterly of the center line of the present Corvallis-Newport Highway, the said parcel lies between center line stations 2550+50 and 2553+50 respectively and contains 0.14 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Corvallis-Newport Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 241 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

EXHIBIT "B-8"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway described as follows:

A parcel of land lying in Lot 8, Block 10, Glenn Cullen, situated in Section 17, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being that portion of said Lot 8 lying Northerly of a line which is parallel to and 45' Northerly of the center line of the relocated Beaverton-Hillsdale Highway, which center line is described as follows:

Beginning at Engineer's center line station 57+80.85, said station being 421 feet North and 967 feet West of the center of said Section 17; thence on a spiral curve left (the long chord of which bears North 58° 30' 20" West), 150 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears North 64° 21' 40" West, 290.37 feet; thence on a spiral curve left (the long chord of which bears North 70° 13' West), 150 feet to Station 63+71.22.

The parcel of land to which this description applies contains 6,000 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,200.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the relocated Beaverton-Hillsdale Highway, except for one point of access, 25 feet in width, unrestricted as to use for service of the said land.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 242 be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

32202

EXHIBIT "C-1"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C-1" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transporation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

to said parcels of real property, or interest therein that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1217.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1217, under the heading "Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated North Santiam Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "C-2" (Cont.)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1218.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1218, under the heading "Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32208

EXHIBIT "C-3"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Washington County Line-Highlands Interchange Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "C-3" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and the maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-3" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959 as Condemnation Resolution No. 1219.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1219, under the heading "Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Albany-Judkins Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Albany-Judkins Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-4" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November , 1959, as Condemnation Resolution No. 1220.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1220, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32214

EXHIBIT "C-5"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Forest Boundary-Haines Section of the Haines-Anthony Secondary Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Forest Boundary-Haines Section of the Haines-Anthony Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-5" (Cont.)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Haines-Anthony Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Forest Boundary-Haines Section of the said Haines-Anthony Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959 as Condemnation Resolution No. 1221.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1221, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32216

EXHIBIT "C-6"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Unit, Lost Creek-Cascade Gorge Section of the Crater Lake Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Unit, Lost Creek-Cascade Gorge Section of the Crater Lake Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "C-6" (Cont.)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Crater Lake Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Unit, Lost Creek-Cascade Gorge Section of the said Crater Lake Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1222.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1222, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32218

EXHIBIT "C-7"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the S. E. Flavel St.-Lake Road Section of the Cascade State Secondary Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said S. E. Flavel St.-Lake Road Section of the Cascade State Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

EXHIBIT "C-7" (Cont.)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Cascade State Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said S. E. Flavel St.-Lake Road Section of the said Cascade State Secondary Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1223.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1223, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any exisiting state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C-8" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

EXHIBIT "C-8" (Cont.)

to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November , 1959, as Condemnation Resolution No. 1224 .

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1224, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cedar Creek-Chitwood Creek Section of the Siletz Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cedar Creek-Chitwood Creek Section of the Siletz Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "C-9" (Cont.)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Siletz Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cedar Creek-Chitwood Creek Section of the said Siletz Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1225.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1225, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Camp Adair-Lewisburg Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "C-10" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1226.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1226, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32228

EXHIBIT "C-11"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of the hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Depot Slough Section of the Corvallis-Newport Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C-11" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Depot Slough Section of the Corvallis-Newport Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Corvallis-Newport Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Depot Slough Section of the Corvallis-Newport Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to

final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1227.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1227, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-12"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or

fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1228.

EXHIBIT "C-12" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1228, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32234

EXHIBIT "C-13"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Oregon-Washington Highway-Old Oregon Trail Highway Section of the Umatilla Mission Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Oregon-Washington Highway-Old Oregon Trail Highway Section of the Umatilla Mission Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of

EXHIBIT "C-13" (Cont.)

the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Umatilla Mission Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Oregon-Washington Highway-Old Oregon Trail Highway Section of the said Umatilla Mission Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1229.

EXHIBIT "C-13" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1229, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-14"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Wilderville-Grants Pass Section of the Redwood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately

needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Redwood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Wilderville-Grants Pass Section of the Redwood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels

EXHIBIT "C-14" (cont.)

of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1230.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, being Resolution No. 1230, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32240

EXHIBIT "C-15"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Judkins Point-Goshen Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the

EXHIBIT "C-15" (Cont.)

location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the Judkins Point-Goshen Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Judkins Point-Goshen Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and

EXHIBIT "C-15" (Cont.)

is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1231.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1231, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-16"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or stree ; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways: or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as thr ughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, includi g easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Willamette River-42nd Avenue Section of the T. H. Banfield Expressway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and

EXHIBIT "C-16" (Cont.)

maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated T. H. Banfield Expressway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Willamette River-42nd Avenue Section of the T. H. Banfield Expressway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which

EXHIBIT "C-16" (Cont.)

will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 6th day of November, 1959 as Condemnation Resolution No. 1152-a.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1152-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract #4828 with Roy L. Houck & Sons, for grading-paving the Tillahee-North Jefferson Jct. Section of Pacific Highway East in Marion County, completed February 24, 1959.

"Contract #4998 with G. D. Dennis & Sons, for grading the SW 14th Avenue-Washington County Line Unit of Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, completed July 22, 1959.

"Contract #5024 with Roy L. Houck & Sons, for grading the South Unit of the SPRR Overcrossing-Santiam Jct. Section of Pacific Highway in Linn County, completed May 30, 1959.

"Contract #5112 with Porter W. Yett, for structure-grading-paving the Murray Road Interchange of Sunset Highway in Washington County, completed September 28, 1959.

"Contract #5164 with McNutt & Sons, Inc., for grading-paving the Minam-Rock Creek Section of the Wallowa Lake Highway in Wallowa County, completed April 20, 1959.

"Contract #5173 with C. R. O'Neil, for structure-grading-paving the Shady-Roberts Creek Section of Pacific Highway in Douglas County, completed August 3, 1959.

"Contract #5207 with R. A. Heintz Construction Co., for grading the Saddle Butte-Twin Buttes Section of Pacific Highway in Linn County, completed October 21, 1959.

"Contract #5236 with Sig Andersson, for construction of Cooper Bridge on the North Fork Coquille River Section of Myrtle Point-Fairview County Road in Coos County, completed October 9, 1959.

"Contract #5247 with Central Paving Co., for structures-grading-paving the Jonesboro-Tunnel Section of Central Oregon Highway in Malheur County, completed September 2, 1959.

"Contract #5280 with Warren Northwest, Inc., for structure-grading-paving the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County, completed August 4, 1959.

EXHIBIT "D" (Cont)

"Contract #5294 with Fred H. Slate Co. Oreg. Ltd., & E. C. Hall Co., for grading-paving the Wauna-Westport Section of the Columbia River Highway in Clatsop County, completed September 11, 1959.

"Contract #5295 with The United Contracting Co., for grading-paving the Seaside Section of the Oregon Coast Highway in Clatsop County, completed July 9, 1959.

"Contract #5317 with Babler Brothers, Inc., for bridge construction on the Nehalem River Bridge Section of the Nehalem Secondary Highway in Columbia County, completed October 2, 1959.

"Contract #5346 with Hamilton and Thoms, Inc., for bridge construction on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County, completed October 16, 1959.

"Contract #5357 with Thornton-Bell, for grading-oiling the Fairgrounds Interchange (Roseburg), on the Frontage Road Section of Pacific Highway in Douglas County, completed July 15, 1959.

"Contract #5367 with Sig Andersson, for construction of the Fairview Bridge on the Myrtle Point-Fairview Road in Coos County, completed September 8, 1959.

"Contract #5371 with Tom Lillebo Construction Co., for construction of the California Avenue Overcrossing (Klamath Falls), on The Dalles-California Highway in Klamath County, completed August 14, 1959.

"Contract #5382 with Tom Lillebo Construction Co., for construction of five drainage structures on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County, completed October 28, 1959.

"Contract #5390 with K. C. Dack Construction Co., for structure-grading-oiling on the East Birch Creek Bridge-Pearson Creek Road Section of the East Birch Creek Road in Umatilla County, completed July 20, 1959.

"Contract #5391 with Babler Bros., Inc., for grading-paving South 3rd Street in Bend, on The Dalles-California Highway, Deschutes County, completed May 18, 1959.

"Contract #5413 with Gibbons and Reed Co., for grading the Hood River-Shogren Section of the Columbia River Highway in Hood River-Wasco Counties, completed August 26, 1959.

"Contract #5420 with E. C. Hall Co., for stone base-oiling the Richardson-Siuslaw River Section of the Richardson-Eugene Secondary Highway in Lane County, completed October 7, 1959.

"Contract #5422 with Cartwright Construction Co., for the Heppner-Nye Jct. Rock Production Project on the Heppner-Nye Jct. Section of the Heppner Highway in Morrow-Umatilla Counties, completed August 28, 1959.

EXHIBIT "D" (Cont)

"Contract #5431 with O. R. Kennen, Jr., for the construction of the Alsea River Bridge on the Salmonberry Road (FAS 865) in Benton County, completed September 25, 1959.

"Contract #5434 with J. C. Compton Co., for stone base-oiling the Halfway-Copperfield Section of the Baker-Homestead Highway in Baker County, completed October 2, 1959.

"Contract #5443 with Steeck Electric Company, for traffic signal installation on Helman St.-Morse St. Section (Ashland), of Pacific Highway, Jackson County, completed October 9, 1959.

"Contract #5444 with Steeck Electric Company, for traffic signal installation on East 6th St., at Washburn Way (Klamath Falls), on the Klamath Falls-Lakeview Highway in Klamath County, completed August 19, 1959.

"Contract #5466 with Arthur Simonsen & Co., for grading-oiling-rock production on Mason Siding-Poker Creek and Bridgeport Jct.-Baker Sections of the Sumpter Valley Highway and Baker-Unity Highway in Baker County, completed October 20, 1959.

"Contract #5480 with Gateway Electric Co. Inc., for traffic signal installation on Barbour Blvd.,at Capitol Highway, Pacific Highway West, Multnomah County, completed September 23, 1959.

"Contract #5485 with Inter-City Sand & Gravel Co. Inc., for grading-paving the Booth Ranch Truck Scale Site Section of Pacific Highway in Douglas County, completed August 29, 1959.

"Contract #5487 with Electric Corporation, for traffic signal installation in Salem on the Silver Creek Falls Secondary Highway and Pacific Highway, Marion County, completed October 13, 1959.

"Contract #5501 with R. A. Heintz Construction Co., for "Q" St. Interchange Pipe Enclosure and Supports Project on the McKenzie River-Willamette Section of Pacific Highway in Lane County, completed November 2, 1959.

"Contract #5502 with Porter W. Yett, for grading-paving the Beaverton Section of Western Avenue and Allen Avenue, Washington County, completed October 27, 1959.

"Contract #5506 with Pelican Bay Construction Services, Inc., for grading-paving Pacific Avenue in Brookings, Curry County, completed October 16, 1959.

"Contract #5511 with Babler Bros. Inc., for oiling Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County, completed September 29, 1959.

EXHIBIT "D" (Cont)

"Contract #5523 with James F. Turner, for construction of box culverts on Steer Creek and Spout Creek on Siletz-Logsden-Nashville Road and Burnt Woods-Harlan Road in Lincoln County, completed September 29, 1959.

"Contract #5524 with Babler Bros. Inc., for stone base-oiling on the North Birch Avenue and Riverside Drive in Burns, Harney County, completed September 29, 1959.

"Contract #5527 with Babler Bros. Inc., for grading-oiling the West Fork, Silvies River-Wrights Point Section of the Frenchglen Secondary Highway in Harney County, completed October 9, 1959.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 85 shall be entered in the minutes and records of the Commission as of the 5th day of November, 1959.

32250

EXHIBIT "E-1"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed the Bear Creek Section of the Siuslaw Highway, State Primary Highway No. 34, in Lane County, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 505+00 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 563+00 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as a section of the original Siuslaw Highway, State Primary Highway No. 34. The said section to be eliminated is hereinafter designated as Units "A" and "B" as shown colored in brown on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Siuslaw Highway, State Primary Highway No. 34, in Lane County, a section of the original Siuslaw Highway is no longer needed by the State of Oregon and is not required for part of the said new right of way of the said relocated Siuslaw Highway, nor is it needed for the service of persons living thereon, or communities served thereby, which said section to be eliminated is identified as Units "A" and "B" as shown on the attached Exhibit "A" and described as follows: *

Unit "A": All the land situated within the right of way boundary lines of the Siuslaw Highway as formerly routed,

EXHIBIT "E-1" (Cont.)

beginning at the easterly right of way line opposite relocated Highway Engineer's Centerline Survey Station 545+95 of said highway as relocated in the northeast quarter of the northeast quarter ($NE\frac{1}{4}$-$NE\frac{1}{4}$), Section 25, Township 16 South, Range 6 West, W.M.; thence northerly along said former highway to the easterly right of way line opposite relocated Highway Engineer's Centerline Survey Station 533+35 of said relocated highway in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$-$SE\frac{1}{4}$), Section 24, Township 16 South, Range 6 West, W. M.

Unit "B": All the land situated within the right of way boundary lines of the Siuslaw Highway as formerly routed beginning at the southeasterly right of way line opposite relocated Highway Engineer's Centerline Survey Station 530+40 of said highway as relocated in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$-$SE\frac{1}{4}$), Section 24, Township 16 South, Range 6 West, W.M.; thence northeasterly along said highway as formerly routed to the southeasterly right of way line opposite relocated Highway Engineer's Centerline Survey Station 524+65 of said relocated highway in the southeast quarter of the southeast quarter ($SE\frac{1}{4}$-$SE\frac{1}{4}$), Section 24, Township 16 South, Range 6 West, W. M.

2. That Units "A" and "B" are hereby duly eliminated as a part of the Siuslaw Highway, State Primary Highway No. 34 and the state highway system; and all right, title, and interest which State has in said Units "A" and "B" hereby pass to and vest in the abutting property owners.

3. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 364 this 5th day of November, 1959, and the Secretary is ordered to mail certified copies hereof to the Lane County Board of Commissioners.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 364, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

32252

EXHIBIT "E-2"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon, or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, under the provisions of ORS 271.330, State may relinquish title to any of its property not needed for public use to any governmental body or political subdivision within the State, providing such property shall be used and continue to be used for a public purpose by such governmental or political subdivision within the State; and

WHEREAS, under the provisions of ORS 373.010, whenever the route of any state highway passes through the corporate limits of any city the Highway Commission shall select and designate the streets of the city over which the state highway shall be routed and may alter or change such routing when in its opinion the interests of the motoring public will be better served; and

WHEREAS, State has relocated a section of the Hillsboro-Silverton Highway, State Secondary Highway No. 140, in Marion and Yamhill Counties known as the Newberg-Gerin Corner Section, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 0+00 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 231+00 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original Hillsboro-Silverton Highway, State Secondary Highway No. 140, which section to be eliminated is hereinafter designated as Units "A", as shown colored in

EXHIBIT "E-2" (Cont.)

blue and "B" and "C", as shown colored in red, all on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, State, Marion County, Yamhill County, and the City of Newberg entered into an agreement dated February 15, 1957, relating to the elimination and disposition to be made of the said section of the said original Hillsboro-Silverton Highway which is subject to elimination; and

WHEREAS, said agreement provides that State, by resolution, upon the completion of the said relocated section of the said Hillsboro-Silverton Highway, shall:

1. Eliminate Unit "A" as part of the said highway; and all right, title and interest of State in said Unit "A" shall pass to and vest in the City of Newberg.

2. Formally eliminate said Unit "B" as part of the Hillsboro-Silverton Highway, State Secondary Highway No. 140, and the state highway system; and all right, title and interest which State has in said Unit "B" shall pass to and vest in Yamhill County and Yamhill County shall accept all right, title and interest which State has in said Unit "B" and shall maintain said Unit "B" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby.

3. Formally eliminate Unit "C" as part of said Hillsboro-Silverton Highway, State Secondary Highway No. 140, and the state highway system; and all right, title and interest which State has in said Unit "C" shall pass to and vest in Marion County and Marion County shall accept all right, title and interest which State has in said Unit "C" and shall maintain said Unit "C" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby.

4. Eliminate the existing Willamette River Bridge as part of said highway; and all right, title and interest of State in said bridge shall pass to and vest in the City of Newberg so long as said bridge is used for public purposes. Said bridge is located in Section 29, Township 3 South, Range 2 West, W.M. as shown on said Exhibit "A" and is known as State Highway Bridge No. 1326. *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Hillsboro-Silverton Highway, State Secondary Highway No. 140, a section of the former right of way of the Hillsboro-Silverton Highway is no longer needed by the State of Oregon and is not required for part of the said new right of way

EXHIBIT "E-2" (Cont.)

of the said relocated Hillsboro-Silverton Highway which said section to be eliminated is identified as Units "A", "B" and "C" as shown on the attached Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundaries of the Hillsboro-Silverton Secondary Highway as formerly routed, beginning at the intersection of said highway as formerly routed and the Pacific Highway West in the City of Newberg; thence southerly, easterly and southeasterly via said Hillsboro-Silverton Secondary Highway as formerly routed to the southerly city boundary of the City of Newberg.

Unit "B"

All the land situated within the right of way boundaries of the Hillsboro-Silverton Secondary Highway as formerly routed, beginning on said highway as formerly routed at the southerly city boundary of the City of Newberg; thence southerly via said highway as formerly routed to the mean high-water line on the northeasterly bank of the Willamette River in Section 29, Township 3 South, Range 2 West, W. M.

Unit "C"

All the land situated within the right of way boundaries of the Hillsboro-Silverton Secondary Highway as formerly routed, beginning at the mean high-water line on the southwesterly bank of the Willamette River in Section 29, Township 3 South, Range 2 West, W.M.; thence southerly and southeasterly via said highway as formerly routed to the westerly right of way line opposite Highway Engineer's Survey Station 179+18.18 in the northwest quarter ($NW\frac{1}{4}$), Section 4, Township 4 South, Range 2 West, W.M.

2. That pursuant to said agreement entered into with Marion County, Yamhill County and the City of Newberg on February 15, 1957, Units "A", "B" and "C" as heretofore described and as shown on said attached Exhibit "A" are hereby duly eliminated as part of the Hillsboro-Silverton Highway, State Secondary Highway No. 140, and the state highway system; and all jurisdiction which State has in said Unit "A" hereby passes to and vests in the said City of Newberg and all control and maintenance of said Unit "A" shall hereafter be the responsibility of the City of Newberg; all right, title and interest which State has in said Unit "B" hereby passes to and vests in said Yamhill County; and all right, title and interest which State has in said Unit "C" hereby passes to and vests in Marion County. *

3. That pursuant to said agreement, the aforementioned bridge spanning the Willamette River, as shown on the attached Exhibit "A", is hereby duly eliminated as part of the Hillsboro-Silverton Highway and the state highway system and all right, title and interest which State has in

EXHIBIT "E-2" (Cont.)

said bridge hereby passes to and vests in said City of Newberg so long as it is used for public purposes. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 325 this 5th day of November, 1959, and the Secretary is hereby ordered to mail a duplicate original hereof to the County Courts of Marion and Yamhill Counties and to the City Recorder of the City of Newberg.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 325, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

32256

EXHIBIT "E-3"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon.

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Columbia River Highway, State Primary Highway No. 2, known as the Wauna-Westport Section in Clatsop County, the westerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 202+00 and the easterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 337+00 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the original Columbia River Highway, State Primary Highway No. 2, which sections to be eliminated are hereinafter designated as Unit "A" as shown colored in red, and Unit "B" as shown colored in brown on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Clatsop County and the State Highway Commission entered into an agreement on the 20th day of June, 1958, relating to the elimination and disposition to be made of that certain section of the said original Columbia River Highway which is subject to elimination and is hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution upon completion of the said section of said Columbia River Highway, shall formally eliminate said Unit "A" as part of the Columbia River Highway, State Primary Highway No. 2, and the state highway system; and that all right, title, and interest which State has in Unit "A"

EXHIBIT "E-3" (Cont.)

shall pass to and vest in the County and County shall accept all right, title, and interest which State has in said Unit "A" and shall maintain said Unit "A" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Columbia River Highway, State Primary Highway No. 2 in Clatsop County, a section of the former right of way of said Columbia River Highway is no longer needed by the State of Oregon and is no longer required for part of the new right of way of said relocated Columbia River Highway, which said section is identified as Unit "A" as shown colored in red on said Exhibit "A" and described as follows: *

Unit "A"
All the land situated within the right of way boundaries of the Columbia River Highway as formerly routed, beginning at the southerly right of way line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 202+40 in the northwest quarter of the northeast quarter ($NW\frac{1}{4}$-$NE\frac{1}{4}$), Section 27, Township 8 North, Range 6 West, W.M.; thence southeasterly and easterly via said highway as formerly routed to the westerly end of a road connection between said relocated highway and said former highway at Highway Engineer's Centerline Survey Station 5+60.2 of said connection in the southeast quarter of the northeast quarter ($SE\frac{1}{4}$-$NE\frac{1}{4}$), Section 35, Township 8 North, Range 6 West, W.M.

2. That pursuant to the said agreement entered into with Clatsop County on the 20th day of June, 1958, Unit "A", as heretofore described and as shown colored in red on Exhibit "A", is hereby duly eliminated as part of the Columbia River Highway, State Primary Highway No. 2, and all right, title, and interest which State has in said Unit "A" hereby passes to and vests in said Clatsop County. *

3. That, by reason of the relocation of the Columbia River Highway, State Primary Highway No. 2, in Clatsop County, the hereinafter described section of the former right of way of the said Columbia River Highway is no longer needed by the State of Oregon for highway or other public use or for the service of persons living thereon or communties served thereby, which said section to be eliminated is identified as Unit "B" as shown colored in brown on said Exhibit "A" and described as follows: *

EXHIBIT "E-3" (Cont.)

Unit "B"

All the land situated within the right of way boundary lines of the Columbia River Highway as formerly routed, beginning at the easterly right of way line of a road connection between said highway as relocated and said highway as formerly routed in the southeast quarter of the northeast quarter ($SE\frac{1}{4}$-$NE\frac{1}{4}$), Section 35, Township 8 North, Range 6 West, W.M.; thence southeasterly along said highway as formerly routed to the easterly right of way line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 321+80 in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$-$SW\frac{1}{4}$), Section 36, Township 8 North, Range 6 West, W.M.

4. That Unit "B", as heretofore described and as shown colored in brown on the attached Exhibit "A", is hereby duly eliminated as a part of the Columbia River Highway, State Primary Highway No. 2, and all right, title, and interest which State has in said Unit "B" hereby passes to and vests in the abutting property owners. *

5. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 353 this 5th day of November, 1959, and the secretary is ordered to mail a certified copy hereof to the Clatsop County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 353, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-4"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

a. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon:

b. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or valuable for any public use; and

WHEREAS, the State has relocated a section of the Richardson-Eugene Highway, State Secondary Highway No. 220, known as Richardson-Siuslaw River Section, in Lane County, the westerly terminus of which is at relocated Highway Engineer's Center Line Survey Station 647+05.33 and the easterly terminus of which is at relocated Highway Engineer's Center Line Survey Station 640+50 on the said relocated highway, and said relocated section of highway has now been completed and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the said original Richardson-Eugene Highway, State Secondary Highway No. 220, which section is hereinafter designated as Unit "A" as shown on Exhibit "A" which is attached hereto and by this reference made a part hereof; and *

WHEREAS, Lane County and the State Highway Commission entered into an agreement on the 11th day of February, 1958, relating to the elimination and disposition to be made of that certain section of the said original Richardson-Eugene Highway, which is subject to elimination, and hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides the State, by resolution, would formally eliminate the said Unit "A" as part of the Richardson-Eugene Highway, State Secondary Highway No. 220, and the state highway system, and that all right, title and interest which State has in said Unit "A" should pass to and vest in the County and the County should accept all the right, title and interest which State has in said Unit "A"

EXHIBIT "E-4" (Cont.)

and would maintain said Unit "A" as the county road so long as needed for the service of persons living thereupon or communities served thereby; and

WHEREAS, in the judgment of the Commission, certain other portions of the right of way of the former Richardson-Siuslaw River Section of the Richardson-Eugene Highway, State Secondary Highway No. 220, together with the real property acquired by State for highway right of way and other public purposes, are needed and valuable for public use, and that title should remain in the public to the said portion as shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That by reason of the relocation of the Richardson-Siuslaw River Section of the Richardson-Eugene Highway, State Secondary Highway No. 220, in Lane County, a section of the former right of way of the Richardson-Siuslaw River Section of the Richardson-Eugene Highway is no longer needed by the State of Oregon, and is no longer required for a part of the said new right of way of said relocated Richardson-Eugene Highway, which said section is identified as Unit "A" on said Exhibit "A" and is described as follows: *

Unit "A":

All the land situated within the right of way boundaries of the Richardson-Eugene Highway as formerly routed beginning at a junction of said highway as formerly routed with Route "F" Road and Stagecoach Road in the southwest quarter of the northeast quarter ($SW\frac{1}{4}$ $NE\frac{1}{4}$), Section 18, Township 18 South, Range 8 West, W.M.; thence easterly via said highway as formerly routed to a junction with the Siuslaw River Road in the northeast quarter of the southeast quarter ($NE\frac{1}{4}$ $SE\frac{1}{4}$), Section 16, Township 18 South, Range 8 West, W. M.

2. That pursuant to an agreement entered into with Lane County on the 11th day of February, 1958, Unit "A" as heretofore described and as shown colored in red on said attached map marked Exhibit "A", is hereby duly eliminated as part of the Richardson-Eugene Highway, State Secondary Highway No. 220 and the state highway system, and all right title and interest which State has in said Unit "A" does hereby pass to and vest in said Lane County. *

3. That title shall remain in State to that portion of the right of way of the former and of the relocated section of the Richardson-Eugene Highway, Oregon Secondary Highway No. 220, known as the said Richardson-Siuslaw River Section, in Lane County, together with any and all real property acquired by State for the highway right of way and other public use, as shown in green on said Exhibit "A" attached hereto. *

EXHIBIT "E-4" (Cont.)

4. That this resolution be entered in full in the minutes and records of this Commission as Resolution No. 348, this 5th days of November, 1959, and the Secretary is ordered to mail a duly certified copy hereof to the Board of County Commissioners of Lane County, Oregon.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 348, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 366.345, has acquired roadside rest areas adjacent to, along or in close proximity to state highways for the convenience of the public and to contribute to the safety, general welfare and pleasure of the motoring public; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission is authorized to make regulations and provisions for the use and administration of said areas in a manner that will best afford the motoring public the necessary conveniences and accommodations; and

WHEREAS, such roadside rest areas are planned and operated to promote highway safety and provide convenient off-the-highway parking and accommodations for short intervals only, for rest, relaxation and recuperation, but are not provided with facilities for prolonged stays; and

WHEREAS, on September 23, 1954, the Commission enacted Miscellaneous Resolution No. 117 which provided that neither individuals nor vehicles could use the said roadside rest areas for a period of more than 4 hours in any 24-hour period; however, after due consideration it is now the opinion of the Commission that it would be to the convenience and pleasure of the motoring public to lengthen the time permitted for individuals or vehicles to camp or stay in the said rest areas to 18 hours during any 24-hour period;

NOW, THEREFORE, based upon the power and authority vested in this Commission by the State of Oregon, IT IS HEREBY ORDERED that no person or individual shall occupy, stay or camp in a roadside rest area for more than 18 hours during any 24-hour period.

IT IS FURTHER ORDERED, that no person or individual shall park or allow a motor vehicle to remain in a roadside rest area for more than 18 hours during any 24-hour period.

IT IS FURTHER ORDERED, that appropriate signs informing the public of the above orders be erected immediately at all roadside rest areas and that said orders shall become and remain effective upon the erection of such signs.

IT IS FURTHER ORDERED, that the prohibitions contained in this resolution shall be and are regulations adopted under authority of ORS 366.350 and violations of the same shall be punishable as provided in ORS 366.990.

IT IS FURTHER ORDERED, that this resolution shall fully rescind and cancel State Highway Commission Miscellaneous Resolution No. 117

EXHIBIT "F" (Cont)

dated September 23, 1954. (Now identified as No Parking Resolution No. 120-1)

IT IS FURTHER ORDERED, that a duly certified copy of this resolution be filed with the Secretary of State, and the Superintendent of State Police.

IT IS FURTHER ORDERED, that this resolution be entered as No Parking Resolution No. 120-1-a, in the minutes and records of the Oregon State Highway Commission this 5th day of November, 1959.

32264

EXHIBIT "G"

Minutes of November 5 and 6, 1959

R E S O L U T I O N

WHEREAS, on June 20, 1958, the State Highway Commission, by resolution, declared the necessity of acquiring a parcel of land lying in the South half ($S\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 3, Township 18 South, Range 47 East, Willamette Meridian, Malheur County, Oregon, consisting of 0.01 acre, and in addition a right of entry to go upon the remaining real property owned by Elliott T. Mutch, et al., (File No. R-26721 L-3243), for the relocation, construction, improvement and maintenance of the Ontario-Snake River Section of the Old Oregon Trail Highway; and

WHEREAS, it has now been determined that the Ontario-Snake River Section of the Old Oregon Trail Highway can be completed without the necessity of acquiring the said parcel and right of entry from the said Elliott T. Mutch, et al.; and

WHEREAS, present highway construction plans do not comtemplate using the said parcel or right of entry at this time or in the immediate future; and

WHEREAS, pursuant to the said resolution of June 20, 1958, the Legal Department of the State Highway Commission filed a condemnation proceeding to acquire the said parcel and right of entry on August 25, 1958, which said proceeding was pending in the Circuit Court of Malheur County, Oregon, and being Malheur County Circuit Court Case No. 8265-L, and was dismissed without prejudice on motion of the Chief Counsel for the State Highway Commission; and

WHEREAS, the State Highway Commission had not taken physical possession of the said parcel described in said resolution of June 20, 1958, and which parcel is also described in the said condemnation proceeding.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That that certain resolution adopted by this Commission on June 20, 1958, and identified as Condemnation Resolution No. 1039, declaring the necessity of acquiring the real property described above, is hereby cancelled and revoked.

2. That the action of the Chief Counsel for the State Highway Commission in dismissing, without prejudice, Malheur County Circuit Court Case No. 8265-L, entitled State of Oregon, by and through its State Highway Commission, composed of M. K. McIver, Robert B. Chesaman and Kenneth N. Fridley, vs. Elliot T. Mutch, et al. is hereby affirmed.

3. That this resolution be entered in full in the minutes and records of the Commission this 5th day of November, 1959, as Condemnation Resolution No. 1039-a.

EXHIBIT "H-1"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Columbia River

Highway number 2 Route number US 30

Location of Termini		Established Speed
M.P. 108.37 (0.18 mile east of the road to Wasco)	to M.P. 108.62 (0.43 mile east of the road to Wasco)	45 MPH

This resolution amends Speed Zone Resolution No. 115, adopted August 6, 1953, so as to provide for an extension of the 45 mile-per-hour speed zone.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 115-a be entered in the minutes and records of the Commission as of the 5th day of November, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "H-2"

Minutes of November 5 and 6, 1960

RES OLU TION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Columbia River

Highway number 2 Route number US 30 (I80N)

Location of Termini		Established Speed
M. P. 68.93 (east city limits of Mosier)	to M. P. 80.49 (0.27 mile east of Chenoweth Creek)	70 MPH

Rowena Interchange

Eastbound Off Ramp ---------- 35 MPH
Westbound Off Ramp ---------- 35 MPH

This resolution becomes effective as of MAY 1, 1960, when construction work is completed.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 322 be entered in the minutes and records of the Commission as of the 5th day of November, 19 59, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "I"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways signs or markers, notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 21st day of September 1949, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of September 21, 1949, the Highway Commission declared the Midland Highway No. 420 to be a through highway and stipulated that traffic should stop before entering said highway; and

WHEREAS, since adoption of said resolution of September 21, 1949, a traffic engineering investigation has been made which reveals that a revision of "Stop" signs is in order, and, based upon results of said investigation, the State Highway Engineer has recommended a modification of the order contained in the aforementioned resolution of September 21, 1949.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendations of the State Highway Engineer, this Commission does hereby find, declare, resolve and order as follows:

1. That said resolution of September 21, 1949, be amended by adding the following exception pertaining to the Midland Highway:

> "Exception: At LaVerne Street (M.P. 1.30) traffic entering the intersection from the Midland Highway from the west shall be required to stop."

In all other respects the provisions of said resolution of September 21, 1949, shall remain in full force and effect.

2. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and

EXHIBIT "I" (Cont.)

regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

3. That this resolution shall be entered in the minutes and records of the Commission as of the 5th day of November, 1959, as "Through Highways" Resolution No. 13-i, and a duly certified copy thereof delivered to the U. S. Bureau of Public Roads, and a like copy to the County Clerk of Klamath County and to the Superintendent of the Department of State Police for their information.

EXHIBIT "J"

Minutes of November 5 and 6, 1959

RESOLUTION

WHEREAS, the governments of the United States of America and the State of Oregon are presently in the process of constructing, in the State of Oregon, a portion of the National System of Interstate and Defense Highways, hereinafter referred to as the Interstate System, which is designed to accommodate a maximum volume of traffic with a minimum hazard resulting from intersections, cross-movement and friction of traffic; and

WHEREAS, traffic hazards are materially increased by obstructions, friction and cross-movement created by vehicles parking or accelerating or decelerating for the purpose of parking upon the right of way of such highways; and

WHEREAS, the State Highway Commission is authorized by ORS 483.346 to regulate, control or prohibit the parking of motor vehicles upon the right of way of any state highway, outside the corporate limits of incorporated cities and towns; and

WHEREAS, the State Highway Commission is also authorized by ORS 483.346 to regulate, control or prohibit parking upon the right of way of any state highway within the corporate limits of any incorporated city or town, if access to or from said highway and real property abutting thereon was restricted, controlled or prohibited by the Highway Commission before said highway was included within said corporate limits, and if said highway was included within the corporate limits of an incorporated city or town by incorporation, annexation or extension of corporate limits occurring after July 21, 1953.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That, except in the case of emergency, the parking or stopping of vehicles upon the right of way of any highway in the Interstate System, or any highway which may hereafter be added to and designated as a part of said Interstate System, shall be prohibited, once said highways or any section thereof are constructed and opened to the public for travel.

2. That once the aforesaid Interstate System, or any section thereof, is constructed and opened to the public for travel, the State Highway Engineer shall place and maintain appropriate "Emergency Parking Only" signs or markings at such places as he may determine to be necessary to fully inform the motoring public of the regulations, restrictions and prohibitions established by this resolution.

EXHIBIT "J" (Cont.)

3. That this resolution shall amend and supersede all existing resolutions in conflict herewith pertaining to the above-mentioned highways.

4. That this resolution be entered in the minutes and records of the Commission this 5th day of November, 1959, as "No Parking" Resolution No. 203, and that duly certified copies thereof be forwarded to the Secretary of State and the Superintendent of State Police.

Salem, Oregon
December 16, 1959

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Carl W. Jordan, Director of Travel Information
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on November 5 and 6, 1959.

The State Parks Superintendent reported on the following park matters:

Request of Mr. and Mrs. J. L. Campbell for renewal of their concession lease of the lodge building at Silver Falls State Park: The Parks Superintendent reported that the Campbells have been operating the lodge in a satisfactory manner for several years and the income to the State has been approximately $700 per year. The Commission approved his recommendation that the lease be extended for the year 1960.

The Commission approved out-of-state travel expense for C. H. Armstrong, State Parks Superintendent, to attend the Board of Directors meeting of the National Conference on State Parks, in Washington, D. C., on January 22 and 23, 1960 at an estimated cost of $270.

Request of Charles Hart, South Beach, to purchase part of the Ona Beach State Park in Lincoln County for road purposes: The Parks Superintendent explained that Mr. Hart is planning to subdivide his property into small tracts and is in need of a roadway to the highway, which would involve a 100-foot strip along the north line of the State Park property on the east side of the Oregon Coast Highway. Due to the uncertainty of this plan, the Parks Superintendent recommended that Mr. Hart's request be denied until such time as it appears that some definite progress is made in the development, at which time his

reques: can be reconsidered. The Commission approved his recommendation.

Extension of the power line 3.2 miles into three youth camps at Silver Falls State Park in Marion County: The Parks Superintendent pointed out that the State had provided gas-driven generators for lights in these areas, which have not been entirely satisfactory. This matter has been discussed with the Portland General Electric Company and they have agreed to provide service to the areas providing the State pays for the initial installation, estimated to cost $11,300. The Portland General Electric Company plans to receive bids for the installation, and after construction the power line is to be the property of the Company and is to be maintained by them. Upon his favorable recommendation, the Commission approved the extension of the power line as presented.

Request of the Douglas County Court for a deed to 0.52 acre of State property occupied by a county road which crosses the southeast corner of a small tract at the mouth of the Umpqua River: The Parks Superintendent reported that the road, which has been in place for many years, passes through a corner of the Umpqua Lighthouse State Park. He recommended the deeding of this right of way to Douglas County without charge. The Commission approved the recommendation.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In response to an inquiry from Chairman McIver, the Right of Way Engineer outlined the status of acquisition of rights of way on several state highway sections, including the East Bank Freeway Section and the Minnesota Freeway Section of the Pacific Highway in Portland.

The Property Manager's reports covering miscellaneous sales, property transfers and rental receipts received since the last Commission meeting were presented by the Right of Way Engineer. He mentioned briefly that miscellaneous sales amounted to $20,478.40 and that rental receipts for the period October 21 to December 4, 1959 amounted to $19,561.99. The Commission accepted the reports.

Direct sales of several parcels of state highway property were presented by the Right of Way Engineer. He explained that in each instance the property has been declared as excess by the State Highway Engineer,

the value of the property has been determined by appraisal, and access has been granted or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission approved sale of the following parcels of property:

(a) 1.2 acres of the former Daley, File No. 24113, and Harris, File No. 24457, property on the Valley Junction-Sheridan Section of the Salmon River Highway, Yamhill County, to Yamhill County to be used for a park site and without access to the relocated Salmon River Highway. The consideration was $25.

(b) 1.08 acres of the former Ruedy property, File No. 22651, on the Salem-Stout Creek Section of the North Santiam Highway, Marion County, to Verner E. Ruedy for a consideration of $250 and without access to the relocated North Santiam Highway.

(c) 450 square feet of land from the former Neer property, File No. 24235, on the Corvallis-Philomath Section of the Corvallis-Newport Highway, Benton County, to Ralph L. Benton for the sum of $60 and without access to the relocated Corvallis-Newport Highway.

(d) 0.18 acre of land from the former Horigan property, File No. 26881, on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County, to D. C. Ferebee for a consideration of $126 and without access to the relocated The Dalles-California Highway.

(e) 1,250 square feet of land from the former Franciscan Fathers property, File No. 25022, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, to the Franciscan Fathers of Oregon for the sum of $450 which is the price that was paid for the tract.

Several "Indentures of Access" were presented by the Right of Way Engineer concerning changes in access locations. He explained that in each instance the change is to be made for the safety of the traveling public and for the benefit of the property owner, and has been approved by the State Highway Engineer. The Commission approved the following "Indentures of Access":

(a) Eldridge property, File No. 24218, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, Umatilla County.

(b) Hawke property, File No. 24223, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, Umatilla County.

(c) Eldridge property, File No. 24219, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, Umatilla County.

(d) Pittenger, Corliss, Fong, Shew, and Hang property, File No. 18426, on the Medford County Farm Section of the Pacific Highway, Jackson County.

Attention was given to an "Access Road License" presented by the Right of Way Engineer granting to Bonneville Power Administration access to their existing Reedsport-Coos Bay transmission line by crossing a State Highway stockpile site on the Catching Slough-Enegren Ferry Section of the Coos River Highway, Coos County. The use of the access road, he explained, will not be detrimental to the State, and upon his favorable recommendation the Commission approved the License.

Public sale of two parcels of state highway property was presented by the Right of Way Engineer who explained that in each instance the parcels have been determined by the State Highway Engineer as not being required for highway purposes. The minimum sale prices, he continued, have been determined by appraisals, and access points have been granted or denied in accord with departmental policy prevailing in the area in which each parcel is located. The Commission authorized public sale of the following properties and thereupon adopted the attached resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein:

(a) 0.12 acre of property obtained from Clatsop County, File No. 6313, on the Roosevelt Drive Section of the Oregon Coast Highway, Clatsop County, with one point of access unrestricted as to use, for a minimum consideration of $750.

(b) 8,602 square feet of property listed under File No. 8862, on the Eugene Section of the Pacific Highway in Lane County, with one point of access unrestricted as to use, for a minimum consideration of $4,850. See Exhibit "B".

Consideration was given to a request made by Pacific Telephone and Telegraph Company for right to use a point of access at Station 586+00 on the Pendleton-Deadmans Pass Section of the Old Oregon Trail Highway, Umatilla County. The Right of Way Engineer explained that the Company wishes to use the access for construction and maintenance of their relocated telephone line; however, the use of the access must necessarily be contingent on their obtaining permission from the owners of the property, Roy F. and Vera B. Hobby. Following his favorable recommendation, the Commission approved the "Grant of Use of Access".

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "C-1" through "C-20", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated December 16, 1959, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

Status of acquisition of the Lloyd property on the East Bank Freeway Section of the Pacific Highway was also mentioned by the Chief Counsel. He pointed out that even though the State is now in the process of negotiating with the Lloyd Corporation and in all probability a settlement will be reached on the five parcels of land involved, nevertheless it was his opinion that the Commission should declare the necessity of the property and authorize institution of condemnation action in the event the State is unable to agree on a settlement with the Corporation.

He also reported briefly concerning acquisition of the White properties along the Rogue River between Grants Pass and Medford. These properties, he pointed out, are being acquired not only for right of way for the Grants Pass-Rock Point Section of the Pacific Highway, but because of their value as a potential state park site. Settlement without court action at this time does not appear imminent as the owners of the property are asking $152,000 whereas appraisals indicate the property is worth approximately $60,000, and an offer was made in that amount. In the pending condemnation action, he continued, a request has been made to the court for permission to amend the action to allow consolidation of the two cases, one for property to be acquired for right of way purposes and the other for property to be used for park purposes. Commissioner Jackson remarked that he had heard that the principal reason for the Whites' refusal to negotiate is due to the fact that they wish to retain their home for living purposes during the remainder of their lives. It was his feeling that there might be a basis of settlement if they were approached with this idea in mind. Chairman McIver mentioned that this land, consisting of approximately 150 acres, will provide an excellent site for a state park which is badly needed in this area.

A written report supplemented by oral comments was submitted by the Chief Counsel concerning condemnation cases which have been tried in court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

November 6, 1959 to December 16, 1959

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3296 Anhorn, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 17,500	$ 22,500 (Answer)	$ 18,000
L-3357 Matulewski	Benton	Corvallis-Newport	Corvallis City	6,750	9,000	6,500
L-3384 Hawthorne Investment Co., et al.	Multnomah	Pacific	East Bank Freeway	250,000	287,500 (plus atty. fees)	260,000
L-3340 O'Meara	Sherman	Wasco-Heppner	Wasco-Hay Canyon	650	1,000	1,350
L-3376 Robinson	Sherman	Wasco-Heppner	Wasco-Hay Canyon	128	3,000 (at time of trial)	2,428
L-3283 U.S. National Bank of Portland	Sherman	Sherman	Moro-Kent	100	100	100 (Judgment)
L-2920 Haney, et ux.	Washington	Tualatin Valley	Forest Grove-Hillsboro	3,000	6,000	1,300

The Commission accepted the report. (For additional details, see the Chief Counsel's letter of December 9, 1959, entitled "Report of Cases Tried" in the General Files in Salem.)

The Commission also considered and accepted a report submitted by the Chief Counsel concerning condemnation cases which have been settled out of court, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-22481 Alspaugh	Douglas	Pacific	Myrtle Creek-Canyonville	$ 924	$ 1,300
R-22482 Amesbury	Douglas	Pacific	Myrtle Creek-Canyonville	1,141	1,450
R-22480 Klose, et al.	Douglas	Pacific	Myrtle Creek-Canyonville	686	1,000
R-25364 McKy, et ux.	Lane	Pacific	Albany-Judkins Point	14,000	14,000
R-17438 Shelley	Lane	Siuslaw	Florence-Mapleton	100 (for land)	100
R-28249 Schoenfeldt, et al.	Multnomah	Pacific	East Bank Freeway	38,000	38,000
R-28746 McChesney	Clackamas	Cascade	Lake Road-Oregon City	6,000	6,300 (+$157 interest)
R-30163 Isenhart, et ux.	Curry	--	Bennett Butte Radio Station	100	250
R-28337 Odalovich	Multnomah	Pacific	East Bank Freeway	24,500 (without fixtures)	28,000 (includes fixtures)
R-28210 Westfair Corp., et al.	Multnomah	Pacific	East Bank Freeway	145,000	158,000
R-28866 R-29425 Miller, et al.	Multnomah	Pacific	East Bank Freeway	1,790 (+$1,260 for sign removal)	4,500 (+1,260 for sign removal)
R-26548 Norris Walker Paint. Co., et al.	Marion	Pacific	Salem By-Pass	159	400

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28260 Franklin, et al.	Multnomah	Pacific	East Bank Freeway	$28,000	$28,000
R-28506 McAllister, et al.	Douglas	Pacific	Curtain Interchange	3,500	2,500 (+ exchange of land)
R-29686 Smith	Clackamas	Cascade	Hilda Street-Beaver Creek Road	600	850

(For additional details see the Chief Counsel's letter of December 9, 1959 entitled "Report of Cases Settled" and his letter of December 11, 1959 entitled "Supplemental Report of Cases Settled" in the General Files in Salem.)

Employment of Leonard W. Pearlman, attorney, effective November 23, 1959, was reported by the Chief Counsel. He recalled that the Commission had previously granted authority to hire an attorney to replace Mr. William Mansfield who had resigned. Mr. Pearlman's salary has been set at $480 per month, the minimum amount for a beginning attorney.

The Chief Counsel presented a list of offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed the following offers which were made in compliance with a resolution adopted by the Commission December 20, 1951:

East Bank Freeway Section of the Pacific Highway

R-28212 - Mildred G. Klug, et al. 7,250 square feet for right of way purposes. Offer of $44,200 approved by Mr. McIver November 13, 1959.

R-28255 - Ruth Helliwell, et al. 9,500 square feet for right of way purposes. Offer of $18,000 approved by Mr. McIver November 27, 1959.

R-28275 - Julius O. Selberg, et ux. 6,250 square feet for right of way purposes. Offer of $12,250 approved by Mr. McIver November 6, 1959.

R-28310 - Thomas Johnson, et al. 375 square feet for right of way purposes. Offer of $575 approved by Mr. McIver November 19, 1959.

East Bank Freeway Section of the Pacific Highway (Cont.)

R-28339 - Ernst A. Rosen, et al. 5,000 square feet for right of way purposes. Offer of $12,500 approved by Mr. McIver December 14, 1959.

Cedar Creek-Chitwood Creek Section of the Siletz Highway

R-30128 - Charles W. Parker, et ux. 0.23 acre for right of way purposes. Offer of $180 approved by Mr. McIver November 25, 1959.

R-30130 - James J. Bolliger, et al. 0.62 acre for right of way purposes. Offer of $400 approved by Mr. McIver November 18, 1959.

R-30131 - George Kentta, et ux. 0.61 acre for right of way purposes. Offer of $325 approved by Mr. McIver December 10, 1959.

Albany-Judkins Point Section of the Pacific Highway

R-20116 - Hoffman, Schuchart and Wright, Inc. et al 0.54 acre for right of way purposes. Offer of $4,400 approved by Mr. McIver November 25, 1959.

Judkins Point-Goshen Section of the Pacific Highway

R-20120 - Martin E. Hill, et al. 1,410 square feet for right of way purposes. Offer of $280 approved by Mr. McIver November 25, 1959.

Grants Pass-Rock Point Section of the Pacific Highway

R-28961 - Southern Pacific Company, et al. 5.87 acres for right of way purposes. Offer of $136,300 approved by Mr. McIver October 22, 1959.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28732 - Frank H. Busch, et ux. 1.48 acres for right of way purposes. Offer of $10,350 approved by Mr. McIver November 30, 1959.

R-28736 - Dean Sheridan, et al. 0.14 acre for right of way purposes. Offer of $2,250 approved by Mr. McIver October 1, 1959.

R-28749 - Walter C. Burghardt, et ux. 0.47 acre for right of way purposes. Offer of $14,000 approved by Mr. McIver November 19, 1959.

Buxton-Manning Section of the Sunset Highway

R-30217 - Spencer F. Hess, et ux. 3.4 acres for maintenance site. Offer of $680 approved by Mr. McIver December 14, 1959.

Forest Boundary-Haines Section of the Haines - Anthony Highway

R-30288 - The Unknown Heirs at Law and Devisees of Louene C. Geran, Deceased, et al. 1.2 acres for right of way purposes. Offer of $1,088 approved by Mr. McIver November 10, 1959.

Washington County Line-Highlands Interchange Section of the Sunset Highway

R-28358 - Portland General Electric Company, et al. Parcel No. 1: 3,200 square feet for right of way purposes; and Parcel No. 2: 16,100 square feet for right of way purposes. Offer of $10,300 approved by Mr. McIver November 9, 1959.

Sandy-Forest Boundary Section of the Mt. Hood Highway

R-25426 - Maryan B. Kokich, et al. 0.01 acre for right of way purposes. Offer of $252 approved by Mr. McIver November 16, 1959.

A written report was submitted by the Chief Counsel and accepted by the Commission concerning orders issued by the Public Utility Commissioner having to do with matters in which the State Highway Commission has been made a party. The report is summarized as follows:

PUX 333: Grade crossing signals at tracks of Southern Pacific Company on Depot Street in Rogue River, Jackson County. This construction will involve an overcrossing of Depot Street and the overcrossing structure and highway embankment will obstruct the view of the crossing for traffic traveling into Rogue River from the west. The order was issued in accord with the petition.

L-1539: R. A. Briggs and Sons private road crossing of The Dalles-California Highway, north of Diamond Lake Junction, Klamath County. A private road crossing was granted on June 21, 1948. Operations were discontinued by the permittee in 1956, and the present order cancels the order issued in 1948.

The institution of a damage claim by Harold Donald Christy against the State of Oregon and the State Highway Commission was reported by the Chief Counsel. Mr. Christy, he pointed out, claims that he was injured while carrying a plank when he slipped on an oily substance on the floor of the equipment shop building in Klamath Falls. It was the Chief Counsel's opinion that the State's tort immunity is available to the Highway Commissioners and that a demurrer in their behalf is in order. However, they are covered by liability insurance

carried by the State and the insurance company has been notified. Appropriate action will be taken to protect the interests of all concerned. The Commission accepted the report.

The Commission confirmed their prior approval of a "Release of Slope Easement" requested by Warren Baker on property in Lots 3 and 4 of the Oceanside Addition to Depoe Bay in Lincoln County. The Chief Counsel explained that the matter had been investigated by the Division Engineer and there was no objection on his part to release of the easement inasmuch as the property has been brought up to grade with the highway. The matter was to have been presented to the Commission at the November meeting but was not because of unavoidable delays.

The Chief Counsel presented a report on the public sale of the Rosenfeld and Preble properties located at 1931 S. W. Highland Road and 1934 S. W. Highland Road, Portland. These properties, he recalled, had been damaged by earth movement and appraised on such basis. Prior to sale, the Rosenfeld property had been appraised at $17,500 and the Preble property at $10,000. Mr. T. F. Maginnis, Portland, submitted a bid of $27,500 for the Rosenfeld property, and Mr. Harry E. Coleman, also of Portland, submitted a bid of $18,750 for the Preble property. The Chief Counsel pointed out that the conveyances to the purchasers of the properties will include a provision relieving the State and its officers of all responsibility for any future earth slippage or damage caused by it. The Commission approved his recommendation that the bids be accepted.

A report was made by the Chief Counsel concerning a complaint filed against the Highway Commission and Wayne W. Mummey by H. L. Robinson Company. He explained that in December, 1955, the Robinsons entered into a lease agreement with Mr. Mummey involving premises at 8816 S. W. Barbur Boulevard, Portland, and permitting the Robinsons to maintain painted, printed or illuminated advertising signs upon the building. In 1957 the property was purchased from Mr.Mummey by the State Highway Department. The Pacific Title and Trust Company, who furnished the title insurance on this property, overlooked the Robinson lease in their report to the Highway Department. The Title Company, he continued, has been advised that they will be required to defend this action in accordance with the terms of their insurance policy. The Commission accepted the report.

A "Release of Slope Easements"form was presented by the Chief Counsel relinquishing the State's interest in slope easements on the Siletz Bay-Newport Section of the Oregon Coast Highway in Lincoln County. He explained that the release of easements are in favor of Ross J. and Corinne Murry as the easements are no longer required by the NOA

State Highway Department. The Commission approved the release of easements.

Chairman McIver called attention to several buildings located near the edge of cut embankments along the Baldock Freeway in Portland in that it appeared there might be some damage to the buildings if earth movements occurred. The Engineer stated that a careful watch would be maintained to prevent any foreseeable damage.

The Chief Counsel reported that Mr. William Walsh, in behalf of the State Board of Higher Education, had requested removal of the five-year clause included in a form of deed for approximately 88 acres of land from the Patterson Bar property to be acquired by the University of Oregon for an athletic stadium. He recalled that negotiations had been under way for some time and that at the November, 1959 meeting the Commission had approved the 5-year reversionary clause to which Mr. Walsh now refers. In lieu of the objectionable clause he recommended that the following language be included in the deed: "To have and to hold the said premises, with their appurtenances, unto the said Grantee, its successors and assigns, only so long as said property shall be used and continued to be used for public purposes, and in the event said property or any part thereof is used for purposes other than public, all of said property shall revert to the Grantor herein. It is understood that if said property shall remain inactive, such inactivity shall not be construed as a violation of the condition that the property be used for public purposes." Concerning the language pertaining to inactivity of the land, the Chief Counsel pointed out that it may be four or five years before construction can be undertaken and the Board of Higher Education officials had indicated they might wish to use the property for grazing purposes or for the growing of grain or hay crops during that time. He recommended that the property be sold to the University for $85,160, that the revised clause be incorporated in the deed, and that the University be permitted to lease the land for grazing or the growing of certain crops until construction of the stadium. The Commission accepted his recommendation.

Settlement of a condemnation case with Miles E. McKay, (File L-3351) was also presented by the Chief Counsel. This property, he stated, is located on the Coburg Road-Pacific Freeway Junction Section of the Eugene-Springfield Highway. The offer made by the State, based on appraised values, was $60,700. The owner has agreed to accept the sum of $62,700 and the Chief Counsel recommended the settlement be made for that amount as the cost of conducting the trial would probably amount to more than the difference between the two figures. The Commission approved the settlement as presented.

The Chief Counsel also presented a proposed settlement of a condemnation case involving a 57-unit apartment building owned by Richard Henry Feves (File L-3421) on the East Bank Freeway Section of the Pacific Highway in the City of Portland. He explained briefly

that the State had offered $154,500 for the land and buildings, excluding furnishings such as beds, chairs, lamps and similar items. The owner has stated his willingness to accept the sum of $165,000 on the same basis and let the courts decide if the furnishings in the 57-unit apartment building are to be classified as trade fixtures which the State would be required to purchase. It was the Chief Counsel's recommendation that the settlement be approved in the amount of $165,000, and the courts decide the status of the furnishings. The Commission approved the proposed settlement, subject to approval by the Bureau of Public Roads.

A proposed settlement of a condemnation case with Donald F. Nolan, File L-3216, was presented by the Chief Counsel. This property, he stated, is located on the Klamath Falls-West Side By-Pass Section of The Dalles-California Highway. An offer in the amount of $880 was made, based on appraisals of $880 and $1,200, plus interest of approximately $200. The owner has agreed to accept the sum of $1,750, which the Chief Counsel recommended be approved. The Commission approved the settlement.

A settlement with Robert T. Nichols, File L-3153, was also presented by the Chief Counsel for property located on the Klamath Falls-West Side By-Pass Section of The Dalles-California Highway in Klamath County. Based on appraised values, an offer had been made to Mr. Nichols in the amount of $5,750 plus accrued interest in the amount of $300. Mr. Nichols has agreed to accept the sum of $6,500 and the Chief Counsel recommended that the settlement be made for that amount. The Commission approved the settlement.

Concerning the condemnation case of Robert A. Bitar, L-3049, tried in Portland, involving property located on the Alberta Street Section of the Cascade Highway in Multnomah County, the Chief Counsel stated that the Court had awarded a verdict in the amount of $50,000 for the property, the owner asked $90,000 and the State had offered $47,000. The owner filed for a new trial. The presiding Judge telephoned stating that the owner had advised him that he would withdraw the appeal for a new trial provided he was paid $2,500 more than awarded in the judgment. The Judge also indicated that he felt disposed to grant the motion for a new trial. The Chief Counsel pointed out that if the case is retried the judgment would most likely be at least as much as the original amount, and in addition there would be an attorney fee of approximately $2,000. It was his opinion that if the case is to be retried the jury might very well award an amount considerably larger than $50,000, and although he disliked the proposal as made by the owner through the Judge, it was his feeling that this settlement is probably the least expensive for the State and he recommended that it be accepted, provided the Bureau of Public Roads will approve it. The Commission accepted his recommendation.

The Engineer reported that he had made award of contracts referred to him by the Commission to award when certain conditions had been fulfilled as follows:

(1) Grading and paving Depot Slough Section of Corvallis-Newport Highway, Lincoln County. Bids received October 13, 1959. Contract awarded November 10, 1959 to Tom Lillebo Construction Company, Reedsport, low bidder.

(2) Reconstruction of Union Avenue Bridge over Union Avenue-37th Avenue Section of Columbia River Highway, Multnomah County. Bids received October 13, 1959. Contract awarded November 10, 1959, to C. J. Montag and Sons, Portland, low bidder.

(3) Structures, grading and oiling on South Unit, Westfall-Harper Section of Westfall-Harper County Road, Malheur County. Bids received November 3, 1959. Contract awarded November 12, 1959 to Durbin Brothers, Eugene, low bidder.

(4) Grading and oiling East Unit, Forest Boundary-Haines Section of Haines-Anthony Highway, Baker County. Bids received November 3, 1959. Contract awarded November 30, 1959 to Clarence Braden Construction Company, Walla Walla, Washington, low bidder.

(5) Structures, grading and paving on Willamette River Bridge and Judkins Point Overcrossing of SPRR on Pacific and McKenzie Highways in Lane County. Bids received November 3, 1959. Contract awarded December 1, 1959 to Peter Kiewit Sons' Company, Omaha, Nebraska, low bidder.

The Commission confirmed the award of the contracts.

Establishment of temporary construction speed zones was reported by the Engineer, to protect traffic through construction projects when warranted by construction activities, as follows:

(1) On Pacific Highway No. 1 from the junction of Pacific Highway West, at M. P. 126.07, to a point 500 feet south of Laurelhill Drive, at M. P. 126.36, in Lane County.

(2) On Pacific Highway West from a point 400 feet east of Walnut Street, at M. P. 125.49, to the junction of the Pacific Highway at M. P. 126.23 in Lane County.

(3) On McKenzie Highway from a point 250 feet east of the westbound junction of the Pacific Highway West, M. P. 0.05W, to a point 300 feet east of Jenkins Drive at M. P. 0.36, in Lane County.

The Commission confirmed establishment of the construction speed zones.

Authority was requested by the Engineer for an increase in project authorization on State Highway Contract No. 5153 in the amount of $51,000. This contract, he explained, is for construction of a bridge to carry the Pacific Interstate Highway over the McKenzie River in Lane County. Unanticipated foundation conditions were encountered during construction which required the use of steel piling and additional excavation. The Commission approved the increase in authorization.

The Commission gave attention to an agreement with Southern Pacific Company covering installation of a flashing signal at the crossing of the railroad with Monmouth-Independence Highway at Second Street in the City of Independence. The Engineer stated that the Public Utilities Commissioner has issued an order for the signal in which the railroad was assessed 10 percent of the cost. The State's participation will be entirely from Federal funds. Following the Engineer's favorable recommendation the Commission approved the agreement.

Attention was also given to the Engineer's recommendation that a railroad crossing signal be installed on the old route of the North Santiam Highway where it is crossed by the Southern Pacific railroad in the town of Aumsville. The old route, he explained, is to be retained by the State as a secondary highway when the new route is completed. The crossing has had a bad accident record in the last 13 years, involving 23 accidents resulting in nine injuries. Six of the accidents have occurred since May 31, 1958. Southern Pacific Company does not favor the project and he recommended that authority be granted to make application to the Public Utility Commissioner for an order directing the signal installation, estimated to cost $8,000. It was his opinion that this work can be set up as a federal-aid project. The Commission approved his recommendation.

The Engineer presented a letter received from the Highway 42 Improvement Committee requesting that at least $2,000,000 be appropriated for improvement of Highway 42 (Coos Bay-Roseburg Highway) in the year 1960. The letter specifically requested $600,000 bond money, $900,000 federal-aid, and $500,000 state funds. Subsequent to the receipt of the letter, the Engineer stated, a delegation consisting of James W. Harrison, Chairman of the Highway 42 Improvement Committee and also Coos County Judge, and others had appeared in his office and informed him that the letter did not state the true intent and wishes of the Highway 42 Improvement Committee. It was not their intention, he continued, to ask for additional federal-aid or bond money, but if funds are available in Division 3 they would like to have improvements made on Highway 42. They did wish to use $500,000 of state funds. He pointed out that $500,000 has already been allocated in the present construction program and a project of approximately $1,000,000 is being considered in the construction program to be adopted in the near future. In light of the Engineer's explanation of the attitude of the Highway 42 Improvement Committee, the Commission took no action on their letter of October 30 and instructed that the Committee be advised that careful consideration will be given to

the allocation of additional funds when the next highway program is adopted.

The Engineer presented a written report and a recommendation for a program of street work in cities under 5,000 population to be financed with funds under the $250,000 Special Street Fund allocation under ORS 366.805. Applications were received from 79 cities and, out of these, 17 applications were approved. He explained that many of the projects not approved have considerable merit and will most probably be considered in next year's allocations. In response to Commissioner Fridley's inquiry as to the method of allocation, the Engineer replied that the main framework is outlined by law, but in selecting among equally meritorious projects priority is given to those cities which have not recently had a project from this source. Commissioner Jackson inquired if the cities whose applications were denied were advised of the reasons for denial. The Engineer stated that the cities have been advised. Upon his favorable recommendation, the Commission approved the following projects:

SUMMARY: Applications Recommended for Approval 1960 Program

Page No.	City	Division	Estimated Cost State	City	Total
8	Cornelius	I	$ 20,000	$ 4,600	$ 24,600
9	Cove	V	15,200	--	15,200
10	Culver	IV	15,500	--	15,500
11	Eastside	III	18,800	--	18,800
12	Falls City	II	20,000	2,600	22,600
13	Gresham	I	20,000	18,950	38,950
14	Harrisburg	II	17,600	--	17,600
15	Hermiston	V	20,000	7,300	27,300
16	Independence	II	20,000	5,400	25,400
17	Maupin	IV	9,400	--	9,400
18	Metolius	IV	11,000	--	11,000
19	Oceanlake	II	16,200	--	16,200
20	Philomath	II	20,000	1,000	21,000
21	Tillamook	II	8,900	3,000	11,900
22	Warrenton	II	20,000	11,500	31,500
23	Winston	III	20,000	6,300	26,300
24	Woodburn	II	13,700	2,500	16,200
	Recommended for Approval (17 Cities)		$286,300	$ 63,150	$349,450
	Estimated Transfer to 1959 Fund		20,000		
	Estimated Total 1960 Fund .		$266,300		

Consideration was given to a request made by the City of Lebanon for widening the east side of the South Santiam Highway near the north city limits. The Engineer advised that the section is approximately 1,300 feet in length, and because of construction of a hospital there is a large volume of pedestrian traffic. The City has offered to do necessary grading and construct curbs, gutters and sidewalks. He estimated the total cost of the project excluding sidewalks, at $12,400, the City's portion being approximately $3,900 and the State's share approximately $8,500. The project, he continued, has merit, and he recommended that it be approved and that an appropriate agreement be entered into with the City. The Commission approved the project.

The Engineer reported that location surveys previously authorized by the Commission had been completed on three sections of state highways. He exhibited maps of the proposed locations and pointed out that in each case the route being recommended is based on providing the most adequate highway facility commensurate with the cost of construction. Upon his favorable recommendation, the Commission approved the following surveys and thereupon adopted the attached resolutions relative thereto, marked Exhibits "J-1" and "J-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(1) Lost Creek-Camp Creek Unit of Post-Paulina Section of Paulina Highway, Crook County. See Exhibit "J-1".

(2) Smith Point-Camp Rilea Section of Oregon Coast Highway, Clatsop County. See Exhibit "J-2". The Engineer also pointed out that a hearing had been held in Astoria October 29, 1959 concerning this proposed relocation of the Oregon Coast Highway between Astoria and Gearhart.

(NOA) Columbia City Section of the Columbia River Highway, Columbia County. See Exhibit "J-2". The Engineer advised that the Crown Zellerbach Corporation is paying for construction of this highway section including all rights of way and engineering costs, in conjunction with their development project in that area.

A request from the City of Grants Pass for traffic signals was considered. The Engineer reported that the request involved three intersections on the one-way street couplet of the Pacific Highway through Grants Pass, and an investigation disclosed that traffic signals are warranted at the intersection of Sixth Street and "I" Street, and at the intersection of Seventh Street and "H" Street but not at the intersection of Sixth Street and Manzanita Avenue. The City, he continued, has offered to bear one-half of the cost of installation, estimated at $8,500, and to assume all responsibility for maintenance and operation of the signals. He recommended that the project be approved and that an appropriate agreement be entered into with the City. The Commission approved the project.

The Commission considered a tabulation presented by the Engineer showing proposed construction projects on Federal-aid Secondary county roads in Baker, Gilliam, Jackson, Lincoln, Linn and Sherman Counties. These projects totalling $359,000, the Engineer explained have been selected by the various county courts, have been investigated by the State Highway Department and are eligible. Upon his favorable recommendation, the Commission approved the following county Federal-aid Secondary projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Baker	521	Langrell Corners-Halfway, 3.3 miles. Grade & surface.	$ 71,000	'61
Gilliam	446	Rock Creek Bridge, structure only.	$ 25,000	'61
	573	Eight Mile Canyon Bridge, structure only.	10,000	'61
		Subtotal, Gilliam County	$ 35,000	
Jackson	273	Sams Valley Junction-Modoc Road, 4.51 miles. Pave.	$ 125,000	'60
Lincoln	143	Bear, Deer, & Wolf Creek Bridges. Three structures & grade approaches.	$ 94,000	'61
Linn	228	Brush Creek Bridge, structure only.	$ 20,000	'61
Sherman	666	Grass Valley Canyon Bridge, structure only.	$ 14,000	'61
		TOTAL	$ 359,000	

SUMMARY BY FISCAL YEARS:	1960	1961	Total
Available Funds*	$4,009,000	$3,600,000	$7,609,000
Previously Approved*	3,884,000	1,188,000	5,072,000
Unprogrammed Balance*	$ 125,000	$2,412,000	$2,537,000
Proposed Projects 12/4/59	125,000	234,000	359,000
Unprogrammed Balance	$ --	$2,178,000	$2,178,000

*From "Status, 1960 & 1961 County FAS Funds (Includes Carry-over of Fiscal-year 1959 Funds and Exchange of Funds between Counties)" dated 12/2/59.

The Engineer reported that the national test road project being operated in the State of Illinois by the Highway Research Board, the National Academy of Sciences, and the American Association of State Highway Officials is confronted with a major financial deficit. He pointed out that at the AASHO meeting in Boston the matter had been discussed in considerable detail, and as the end results of the test project apparently cannot be obtained if costs are held to the original estimate, it was voted unanimously that the AASHO members would recommend that additional financing be provided. He recommended that the amount of funds to be provided by the State of Oregon from federal highway planning survey funds be increased from $77,073 to $125,871, or an increase of $48,798. The Commission approved the increase and authorized the Engineer to execute the amended agreement with the National Academy of Sciences.

A request was made by the Engineer for authority to secure up-to-date traffic data in the Portland area by conducting a traffic study which would include suburban cities bounded by Gresham on the east, Oregon City on the south, and Beaverton on the west. He pointed out that the rapidly increasing traffic in this area has called attention to the need for revising and bringing up to date the study which was made in 1946. It is proposed to start the survey in 1960, and he estimated that the study would cost about $225,000 during that year. The survey has been approved by the Bureau of Public Roads and is eligible for participation in the Bureau of Public Roads planning survey funds. He recommended that the project be approved. The Commission deferred action pending further study. (Later in the day the survey was again considered. The Engineer explained that the project, to be completed in about a year and one-half, would be financed by approximately 80 percent Federal and 20 percent State funds. Commissioner Fridley inquired as to what agency actually conducts the survey. The Engineer replied that the survey will be made using State Highway Department personnel, assisted and advised by the U.S. Bureau of Public Roads. The Commission approved the project.)

The Commission also gave attention to a request made by authorities of the City of Portland that a nationally recognized firm of engineers be retained to study and evaluate the proposed Clay-Market Street Route and the Foothills Route through the City of Portland. The Engineer commented that results of the survey conducted by the State Highway Department would be available within a month or two. The Commission deferred action on the matter pending completion of the state survey.

The Commission considered the following request for an extension of time within which to complete the contract:

Rex C. Ayers Construction Company, Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road in Tillamook County, requested an increase in the number of work days from 70 days to 100 days within

which to complete the contract without payment of liquidated damages. The Commission granted the extension of time as requested, concurrence of the Bureau of Public Roads not being required.

FOOTNOTE: Action taken by the State Highway Commission upon the extension of time listed above was based upon the recommendation of the Engineer and his report which considered, but did not necessarily adopt any of the reasons given by the contractor in his request for extension of time. (For details see the original of the contractor's request and the Engineer's recommendation filed in the contract mentioned, in the Secretary's office in Salem.)

The Engineer reported that contract numbers 5020, 5131, 5137, 5170, 5240, 5305, 5330, 5331, 5338, 5359, 5360, 5365, 5375, 5411, 5418, 5450, 5476, 5490, 5497, 5514, 5519, 5522, 5526, and 5528 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request made by the City of Bandon for widening of the section of the Oregon Coast Highway from the top of the hill south of the business section to the south city limits. This project, the Engineer remarked, has been investigated and has considerable merit. He exhibited a map showing the section to be reconstructed which he estimated would cost a total of $60,000. The City has agreed to contribute $15,000, leaving the State's share at $45,000. He recommended that the project be approved and that the State's share be undertaken without federal aid. The Commission approved the project.

The Commission considered an offer made by the Northeast Multnomah County Community Association, through Mr. Andrew Sherwood, proprietor of the Sherwood Nursery Company, to supply up to one million plants without cost to the State for landscaping the section of the old Columbia River Highway from a point near Dabney State Park to the intersection of the road to Larch Mountain. The Engineer stated that an investigation had disclosed that the beautification objective may be realized by improving twenty-four selected locations of various lengths and by the acquisition of certain wooded areas primarily at intersections with county roads. The project would cover approximately five miles and could be undertaken over a five-year period at a total estimated cost of $46,300, or $9,260 a year. He recommended that the project be undertaken. Commissioner Fridley endorsed the project and suggested that an appropriate letter be submitted thanking the donor and that appropriate signs be installed at each end of the project. The Commission approved the project, ordered that a letter of thanks be sent to the donor, and that appropriate signs be erected when the project is underway.

Attention was given to a letter from Judge Charles M. Johnson, of the Clatsop County District Court, concerning the speed of vehicles on the Lower Columbia River Highway in the community of Westport. The Engineer stated that the Columbia River Highway in the Westport area has been recently constructed to modern standards and a traffic engineering investigation has been made which revealed that approximately 85 percent of the vehicles traveled at a rate of 36.75 miles per hour. At the present time the indicated speed in this section is 25 miles per hour. He recommended that a speed zone of 35 miles per hour be established between a point 100 feet southeast of West Creek (M. P. 70.76) and a point 0.12 mile northwest of Plympton Creek (M. P. 71.28), except that from a point 400 feet southeast of the road to Toll Ferry (M. P. 71.10) to a point 0.20 mile southeast of the road to Toll Ferry (M. P. 70.98) the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was considered from Mrs. J. T. Provin, Portland, relative to reduction of speed on the Tualatin Valley Highway between the junction of the Sunset Highway and Beaverton in Washington County. A traffic engineering investigation reveals that the roadside culture in this section is quite heavy, the Engineer stated, and there are a number of intersections where sight distance is restricted. He recommended that the 45 mile-per-hour speed zone, established August 13, 1959, be rescinded and that a 40 mile-per-hour speed zone be established between the junction of the Sunset Highway (M. P. 0.00) and the east limits of West Slope (M. P. 1.25), and 35 miles per hour between the east limits of West Slope (M. P. 1.25) and the east city limits of Beaverton (M. P. 3.18). The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A recess was declared from 10:20 to 10:40 a.m.

The Chief Counsel presented an amended form of resolution pertaining to acquisition of surplus equipment from the U.S. Government by the State Highway Department for the counties. The amended resolution, he explained, will simplify the purchasing procedure. The Commission upon his favorable recommendation adopted the attached resolution relative thereto, marked Exhibit "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to traffic hazards caused by vehicles parked along the westerly shoulder of the Oregon Coast Highway just south of Waldport in Lincoln County. The Engineer stated that this condition had been mentioned by the District Maintenance Superintendent. An engineering investigation disclosed that there is considerable parking of vehicles in this area for the purpose of sightseeing and fishing. For the safety of the traveling public the Engineer recommended that shoulder parking be prohibited along the westerly side of the Oregon Coast Highway between M. P. 156.42 and M. P. 156.58. The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to an agreement with the U.S. Forest Service granting permission to the Forest Service to install a radio transmission station on state ground on Eagle Peak in the Malheur National Forest in Grant County. The Engineer stated that this agreement has been checked and approved by the Legal Department. Upon his favorable recommendation, the Commission approved the agreement.

The Engineer presented an abandonment agreement with Wasco County concerning the new Columbia River Highway from the east city limits of The Dalles to a point just east of the interchange which gives access to The Dalles Dam. He explained that under this agreement the State will construct and maintain the new highway and the interchanges. Wasco County will take back as a part of its county road system the old Columbia River Highway from the interchange which gives access to The Dalles Columbia River Bridge to a point just east of Fifteenmile Creek where the new and the old highways come together. The Engineer pointed out that this agreement will not go into effect until the proper resolution is adopted. The Commission approved the agreement as recommended by the Engineer.

The Commission considered a request from the Pacific Telephone and Telegraph Company to install a public telephone booth on the Redwood Highway at a state highway scale site near Grants Pass. The Engineer stated that these phone booths have proved to be of material benefit to highway users, and he recommended that a permit be granted to the Telephone Company for the installation. The Commission accepted his recommendation.

The Commission also considered, and upon the favorable recommendation of the Engineer, approved an agreement with the Union Pacific Railroad Company for the establishment of a private haul road across the Union Pacific tracks near Bridal Veil in order to obtain material from the Coopey Quarry. The Engineer explained that it was necessary to establish this road in connection with the construction of the Tunnel Point-Multnomah Falls Section of the

Columbia River Highway in Multnomah County.

Abandonment resolutions were presented by the Engineer covering disposal of old sections of highways which are no longer needed because of the completion of new sections. He explained that an agreement had been approved at an earlier date with each county involved which provided for disposal of the old sections when the new highway sections are completed and opened to public travel. These new sections are now completed, and he recommended that the Commission adopt abandonment resolutions on the following sections:

(1) Valley Junction-Wallace Bridge Section of Salmon River Highway, Polk County. (See Exhibit "E-1")

(2) Emigrant Reservoir Section of Green Springs Primary Highway and Siskiyou Secondary Highway, Jackson County. (See Exhibit "E-2")

The Commission accepted the Engineer's recommendation by adopting the attached resolutions relative thereto, marked Exhibits "E-1" and "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

An abandonment agreement with Curry County covering certain portions of the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway, Curry County, was presented by the Engineer. He explained that under the terms of the agreement the County will accept the old section of highway no longer needed as a part of the highway system. The new highway between these points is now completed and opened to traffic, and he recommended approval of the agreement. The Commission accepted his recommendation.

The Commission considered a request from the Mid Willamette Valley Planning Council that the Pacific Highway East in Marion County from the intersection of Commercial Street with Liberty Road southerly to the junction with the Salem Bypass be designated as Commercial Street Southeast. The Engineer explained that the reason for this change is to facilitate the handling of mail, and that it has the approval of the Salem Postal Department. Upon the favorable recommendation of the Engineer, the Commission approved the request and thereupon adopted the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a cooperative construction agreement with Wasco County covering certain work on The Dalles Bridge Highway in connection with the construction of The Dalles-The Dalles Dam Section of the Columbia River Highway. The Engineer explained that in constructing the section of the Columbia Interstate Highway, it is necessary to relocate and construct The Dalles Bridge toll plaza and to relocate and construct a ferry slip and

approach thereto. Upon completion of the project, the State agrees to maintain a portion of The Dalles Bridge Highway as outlined in the agreement. Following the favorable recommendation of the Engineer, the Commission approved the agreement.

In the discussion of this matter, Commissioner Fridley inquired if it would be possible to start construction on the section of the interstate highway immediately east of The Dalles from the bridge to a connection with The Dalles Dam interchange even though an agreement had not been reached with the City of The Dalles as to the location of the highway through the city. The Engineer replied that construction in the near future can be started on the section from a point a short distance easterly from the bridge road to a point east of Fifteenmile Creek.

Attention was also given to a request made by Walter I. and Yvonne W. Marchel for permission to use for a water storage pond a portion of the right of way on The Dalles-California Highway at M.P. 125.35. The Engineer commented that the owners had unintentionally encroached upon highway right of way and had asked for permission to occupy a portion of it. As the water pond does not affect the highway, nor is it dangerous to the traveling public, he recommended that a revocable permit be granted. The Commission approved the recommendation.

An agreement was discussed with the Union Pacific Railroad Company pertaining to a highway sign which encroaches upon Railroad Company property at M.P. 30.44 on the Columbia River Highway near Multnomah Falls. The Engineer explained briefly that although the State has an encroachment agreement for highway purposes, the Company has requested a separate agreement covering the sign which is not specified in the original encroachment. He recommended that the agreement be approved. The Commission approved the agreement.

The Commission approved the Secretary's report of papers signed in behalf of the Commission during the period November 2 through December 10, 1959.

The date for the next Highway Commission meeting was confirmed for January 28 and 29, 1960 and a tentative date of March 10 and 11, 1960 was set for the following meeting.

The Engineer advised that the division engineers together with their assistants will be holding their annual meeting in Salem just prior to the January Commission meeting, and he suggested that they remain and attend the Commission meeting. The Commission gave its approval for such attendance.

Out-of-State travel expense was recommended by the Engineer and approved by the Commission for Mr. Carl Jordan, Director of Travel Information Division, to attend the annual meeting of the Board of Directors of the Pacific Northwest Travel Association in

Livingston, Montana, on January 15 - 18, 1960, at an estimated cost of $120.

A request from the Fish Commission to install a sign on the south side of the Alsea Highway at M. P. 26.71 concerning location of a fish hatchery was considered. The location of the sign, type, and wording have been approved, the Engineer reported, and he recommended that the request be granted. The Commission approved the request.

Consideration was given to a request made by E. V. Jackson to fence 3.22 miles along the southerly right of way boundary of the Central Oregon Highway near Hampton. The Engineer recalled that Mr. Jackson had previously entered into two similar cooperative fencing agreements which have been satisfactorily completed. A similar agreement has been prepared in which the State agrees to furnish the steel fence posts and stake the right of way, Mr. Jackson being required to furnish the other materials and to construct the fence. Following his favorable recommendation, the Commission approved the agreement.

The Engineer presented a form of resolution designating The Dalles-California Highway in Oregon as a Blue Star Memorial Highway. He recalled that at the November meeting a request from the Oregon State Federation of Garden Clubs, Inc. had been presented for such a designation, which had been granted by the Commission. The resolution is to formally complete the matter. The Commission thereupon adopted the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the action of the Commission earlier in the day concerning the adopting of location surveys, the Engineer pointed out that by the adoption of the location survey the Commission automatically grants authority to acquire rights of way, and the resolutions pertaining to the location surveys are worded to include such authority.

For the Commission's information the Engineer advised that he had been informed by officials in Olympia, Washington, that bids will be called for construction of the Biggs Rapids Bridge across the Columbia River in order to ascertain if revenue bonds can be sold to finance its construction. Commissioner Fridley, he added, had attended a meeting regarding the bridge construction. Within the next few days, he continued, a representative of the Washington Toll Bridge Authority will be in Salem to inspect the Commission's plans for the construction on the Oregon side of the river.

The Commission discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received on January 21, 1960, and at later dates.

The Commission considered two agreements with Central Lincoln People's Utility District covering two new points of power delivery in the Umpqua Lighthouse State Park overnight camping area. These agreements, it was explained, act as amendments to the original master agreement and entail minimum annual charges of $212 and $142. The installations are required to serve a water pump installation and to provide power for outlets for new trailer stalls. The Commission approved the agreements.

The Commission signed agreements, deeds, contracts, and other papers.

The meeting was recessed at 11:45 a.m.

The meeting was reconvened at 1:30 p.m. in the same room with the same persons present and participating.

Awards of contracts on projects for which bids had been received December 8, 1959 were made by the Commission at 1:30 p.m., as follows:

BIDS RECEIVED IN SALEM ON DECEMBER 8, 1959

"Grading and paving on the Camp Adair-Lewisburg Section of the Pacific Highway West in Benton County. The Commission elects to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $354,305.30, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Install traffic signals on Cascade Highway (82nd Avenue, Portland) at Johnson Creek Boulevard and King Road in Clackamas County. The Commission awarded the contract to the low bidder, Cascade Electric Company, Portland, at $17,544.

"Illumination installation at the Booth Ranch truck scale site on the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $4,188.

"East Fork Evans Creek Bridge on Antioch Road in Jackson County. Eight bids were received, however, as this is a county project, all bids were referred to Jackson County.

"Rogue River Bridge (at Homestead) in Jackson County. The Commission awarded the contract to the low bidder, Pacific Concrete Co. and Otis P. Jordan, Jr., Portland, at $623,333.33.

"Bitter Lick Creek Bridge on Elk Creek Road in Jackson County. Seven bids were received; however, as this is a county project, all bids were referred to Jackson County.

"Pacific Highway Overcrossing of Beacon Drive near the junction of Beacon Drive and 10th Street in Grants Pass in Josephine County. The Commission awarded the contract to the low bidder, Ausland Construction Co., Grants Pass, at $95,585.

"Traffic signal installation in Klamath Falls (at Main Street) on The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Trowbridge & Flynn Electric Co., Medford, at $5,675.

"Eugene Traffic Signals in Lane County. The Commission awarded the contract to the low bidder, L. H. Morris Electric Co., Eugene, at $13,346.

"Game Farm Road and S. P. R. R. Overcrossing on the new Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $165,070.

"Linn County Line-McKenzie River Section of the Pacific Highway, stone base, paving and signing, in Lane County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,083,448.10.

"Sam's Creek Bridge on Sam's Creek Road in Lincoln County. The Commission elects to accept the low bid of Sig Andersson, Coos Bay, in the sum of $21,379, and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $4,800 is deposited by the County.

"Grading and Oiling on the Cedar Creek-Chitwood Creek Section of the Siletz Highway in Lincoln County. The Commission elects to accept the low bid of Calkins Crushing Co., Oceanlake, in the sum of $101,851, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Widen Bridge, Grading and Paving on the Main St. (Lebanon-Santiam Canal) Bridge on the Santiam Highway in Linn County. One bid was submitted, which was rejected as being too high.

"Stone base, Paving and Signing on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Dorman Construction Company, Vancouver, Washington, at $480,154.64.

"Grading and Paving on the South Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $478,031.50.

"The Dalles-Eightmile Creek Sign Installation on The Dalles-California Highway in Wasco County. The Commission awarded the

contract to the low bidder, Korstad, Inc., Eugene, at $8,950.93.

"Roadside Improvement on Murray Road Interchange on the Sunset Highway in Washington County. The Commission awarded the contract to the low bidder, Salem Construction Co., Salem, at $6,652.35.

The meeting was adjourned at 1:30 p.m. and the Commission and the following members of its staff traveled to Portland for a joint meeting with members of the State Highway Commission, the Travel Advisory Committee and the State Parks Advisory Committee: W. C. Williams, Forrest Cooper, G. S. Paxson, P. M. Stephenson, C. H. Armstrong, M. H. Astrup, L. I. Lindas, C. H. Maison, C. W. Jordan, and Floyd Query. The meeting of these groups was held in Room 36 of the State Office Building in Portland at 4:00 p.m. In addition to the three members of the State Highway Commission, the following members of the Travel Advisory Committee were present: Frank Jenkins, Robert P. Booth, Ralph R. Cronise, George M. Henderson, Frank Loggan, Robert C. Notson, Charles V. Stanton, and William M. Tugman. Also present were the following members of the State Parks Advisory Committee: William M. Tugman, Sidney Bazett, Alfred D. Collier, V. W. McCormack, and George M. Henderson. Commissioner McIver acted as chairman and pointed out the purpose of the meeting as being primarily to secure a first-hand exchange of ideas from members of the two Committees pertaining to the operation of state parks and the advertising of Oregon's scenic attractions. An interesting and informative discussion period followed. The meeting was adjourned at 5:30 p.m. and the members of the Advisory Committees and highway personnel were invited as guests of the Highway Commission to a dinner at the Congress Hotel at 7:00 p.m.

William M. Tugman
Chairman

State Highway Engineer

K. N. Dudley
Commissioner

Floyd Query
Secretary

Glenn L. Jackson
Commissioner

EXHIBITS "A" through "K"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

December 16, 1959

EXHIBIT "A"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, in connection with the future improvement of the highways herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated December 16, 1959, pages 1 through 44, as presented by the Right of Way Engineer and approved by the Highway Commission on December 16, 1959 and by this reference said right of way resolution of December 16, 1959 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Eugene Section of the Pacific Highway West described as follows:

A Parcel of land lying in the Prior F. Blair DLC #39, also lying in Section 36, Township 17 S, Range 4 W, W.M., Lane County, Oregon, and being a portion of that property described in that Final Judgment dated June 18, 1941 and filed in the Circuit Court of the State of Oregon for the County of Lane wherein the State of Oregon by and through its State Highway Commission was Plaintiff and Herbert Cooper Thompson, et al, were the defendants and bearing Case No. 27834, the said parcel being described as follows:

Beginning on the Southerly right of way line of the 7th Avenue Connection to the Pacific Highway, at a point which is opposite and 50 feet Southerly of Station 668+76.71 on the center line of said 7th Avenue Connection, said Station being 160.96 feet North and 1166.88 feet East of the Southwest corner of said Blair DLC #39; thence Westerly parallel to and 50 feet Southerly of the center line of said 7th Avenue Connection, a distance of 300 feet to the true point of beginning, said point being opposite Station 665+96.30 on said 7th Avenue Connection center line; thence continuing Westerly parallel to and 50 feet Southerly of said center line, a distance of 50 feet; thence South parallel to the East line of said State of Oregon property, a distance of 216.85 feet to the North line of that certain 60 foot strip of land described in that certain relinquishment of title from the State of Oregon, by and through its State Highway Commission, dated August 17, 1956; thence East along said North line 42.30 feet to a point South of the true point of beginning; thence North parallel to the East line of said State of Oregon property described in said Final Judgment a distance of 190.52 feet to the true point of beginning.

The parcel of land to which this description applies contains 8,602 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof founc and estimated to be the sum of $4,850.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B" (Cont.)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Pacific Highway West, except one point of access will be allowed 30 feet in width, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 243 be entered in the minutes and records of the Commission as of the 16th day of December, 1959.

32304

EXHIBIT "C-1"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C-1" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transporation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

EXHIBIT "C-1" (Cont.)

to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1232.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1232, under the heading "Condemnation Resolutions", and said descriptions, maps, and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-2"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain The Dalles-Eight Mile Creek Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-2" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said The Dalles-Eight Mile Creek Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property. or interest therein; that upon the filing of such

EXHIBIT "C-2" (Cont.)

proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the bests interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1024-a.

FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1024-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32310

EXHIBIT "C-3"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road, or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sandy-Forest Boundary Section of the Mt. Hood Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "C-3" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sandy-Forest Boundary Section of the Mt. Hood Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Mt. Hood Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the Sandy-Forest Boundary Section of the Mt. Hood Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-3" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1173-a.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1173-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-4"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highays; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Davis Slough-Bandon Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immedi-

ately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway. as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the owners as specified. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the owners, their heirs and assigns, for service of their remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Davis Slough-Bandon Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding

EXHIBIT "C-4" (Cont.)

possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959 as Condemnation Resolution No. 901-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 901-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32316

EXHIBIT "C-5"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the North Portland Harbor-North Russell Street Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "C-5" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said North Portland Harbor-North Russell Street Section of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said North Portland Harbor-North Russell Street Section of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-5" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1233.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1233, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-6"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or

EXHIBIT "C-6" (Cont.)

fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1234.

EXHIBIT "C-6" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1234, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-7"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ferry Street Southbound Off-Ramp Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-7" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ferry Street Southbound Off-Ramp Section of the said Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Ferry Street Southbound Off-Ramp Section of the said Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached,

EXHIBIT "C-7" (Cont.)

then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1235.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1235, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-8"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture or roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Cedar Creek-Chitwood Creek Section of the Siletz Highway; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Cedar Creek-Chitwood Creek Section of the Siletz Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

EXHIBIT "C-8" (Cont.)

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Siletz Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Cedar Creek-Chitwood Creek Section of the said Siletz Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1236.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1236, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-9"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hamilton Street-Slavin Road Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

EXHIBIT "C-9" (Cont.)

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Hamilton Street-Slavin Road Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

EXHIBIT "C-9" (Cont.)

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 991-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 991-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-10"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not

EXHIBIT "C-10" (Cont.)

immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, and there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and improved Sunset Highway, including the Highlands Traffic Interchange, and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening, improvement and maintenance of the said Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence

EXHIBIT "C-10" (Cont.)

and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959 as Condemnation Resolution No. 986-a.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 986-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein

EXHIBIT "C-11"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which

is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951; and

WHEREAS, For the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that the rights of access that may be permitted should be defined;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be

EXHIBIT "C-11" (Cont.)

permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of said widened and relocated Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be defined as to location, width, nature and extent, the rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired for right of way prior to May 12, 1951.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Roosevelt Drive (Seaside) Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959 as Condemnation Resolution No. 967-a.

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*FOOTNOTE

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 967-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32336

EXHIBIT "C-12"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes, including maintenance sites; and

WHEREAS, under the provisions of ORS 366.340 the State Highway Commission is specifically authorized to acquire real property for the purpose of establishing maintenance sites;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required for the expansion and improvement of an existing maintenance site the real property described in Exhibit "A", which Exhibit is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the expansion and improvement of the existing maintenance site for which the said real property is deemed to be necessary is required and is being taken in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "C-12" (Cont.)

5. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1237.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentined in this resolution, togethwe with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1237, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32338

EXHIBIT "C-13"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of road-building materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light, and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Washington County Line-Highlands Interchange Section of the Sunset Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its

EXHIBIT "C-13" (Cont.)

discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and the maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Sunset Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Washington County Line-Highlands Interchange Section of the Sunset Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-13" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December , 1959 as Condemnation Resolution No. 1219-a .

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1219-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-14"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, and maintain the the Dodson-Cascade Locks Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the widening, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even

EXHIBIT "C-14" (Cont.)

though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the Dodson-Cascade Locks Section of the Columbia River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full."

2. That it is necessary that there shall be where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening, improvement and maintenance of the said Dodson-Cascade Locks Section of the Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "C-14" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1238.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1238, under the heading "Condemnation Resolutions", and said description, map, and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32344

EXHIBIT "C-15"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Camp Adair-Lewisburg Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "C -15" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "C-15" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1226-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1226-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-16"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part

of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Eugene-Springfield Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said

EXHIBIT "C-16" (Cont.)

parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1239.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1239, under the heading "Condemnation Resolutions", and said description, map, and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32350

EXHIBIT "C-17"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels, or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "C-17" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated The Dalles-California Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

EXHIBIT "C-17" (Cont.)

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1126-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1126-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein

EXHIBIT "C-18"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out,

EXHIBIT "C-18" (Cont.)

locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargment, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property.

EXHIBIT "C-18" (Cont.)

The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 951-a.

EXHIBIT "C-18" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 951-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C-19"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the State Highway Commission plans and proposes to develop and maintain a state park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park, fee simple title to a parcel of real property located in Jackson County and described as follows, to wit:

File No. R-30619
Owner: Harry L. White

A parcel of land lying in Lots 1, 2 and 3 of Section 27 and in Lots 3, 4 and 5 and in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 26, Township 36 South, Range 4 West, Willamette Meridian, Jackson County, Oregon, and being a portion of that property described in that certain deed to Harry L. White and Elizabeth P. White, recorded in Book 312, Page 160 of Jackson County Records of Deeds; the said parcel being that portion of said property lying Southwesterly of a line which is parallel to and 125 feet Southwesterly of the center line of the relocated Pacific Highway,

which center line is described as follows:

Beginning at Engineer's center line Station 580+00, said Station being 247.25 feet North and 2425.09 feet West of the Northeast corner of said Section 27; thence South 28° 23' East, 1466.84 feet; thence on a spiral curve left (the long chord of which bears South 31° 23' East) 600 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 45° 47' East) 560 feet; thence on a spiral curve left (the long chord of which bears South 60° 11' East) 600 feet; thence South 63° 11' East, 3123.91 feet; thence on a spiral curve left (the long chord of which bears South 66° 06' East) 500 feet; thence on a 1637.02 foot radius curve left (the long chord of which bears North 80° 37' East) 1568.57 feet; thence on a spiral curve left (the long chord of which bears North 47° 20' East) 500 feet to Station 669+19.32, said center line crossing the Northerly and Easterly lines of said property approximately at Stations 581+80 and 653+76, respectively.

The bearings used herein are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains acres.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the

EXHIBIT "C-19" (Cont.)

Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1240.

32360

EXHIBIT "C-20"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the State Highway Commission plans and proposes to develop and maintain a state park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park, fee simple title to a parcel of real property located in Jackson County and described as follows, to wit:

File No. R-30620
Owner: Frances Elizabeth White

A parcel of land lying in Sections 25 and 26, Township 36 South, Range 4 West, Willamette Meridian, Jackson County, Oregon, and being a portion of that property described in that certain deed to Frances Elizabeth White, recorded in Book 287, Page 527 of Jackson County Records of Deeds; the said parcel being that portion of said property lying Southerly of the following described line:

Beginning at a point opposite and 125 feet Southerly of Station 643+50.75 on the center line of

EXHIBIT "C-20" (Cont.)

the relocated Pacific Highway; thence Easterly parallel to and 125 feet Southerly of said center line to a point opposite Station 690+00 on said center line; thence Northeasterly in a straight line to a point opposite and 150 feet Southeasterly of Station 691+00 on said center line; thence Northeasterly parallel to and 150 feet Southeasterly of said center line 900 feet to a point opposite Station 700+00 on said center line, the center line herein referred to is described as follows:

Beginning at Engineer's center line Station 643+50.75, said Station being 817.91 feet South and 2893.45 feet West of the East quarter corner of said Section 26; thence on a spiral curve left (the long chord of which bears South 66° 06' East) 500 feet; thence on a 1637.02 foot radius curve left (the long chord of which bears North 80° 37' East) 1568.57 feet; thence on a spiral curve left (the long chord of which bears North 47° 20' East) 500 feet to Station 669+19.32 Back equals 669+25.47 Ahead; thence North 44° 25' East, 3074.53 feet to Station 700+00, said center line crossing the West and Easterly lines of said property approximately at Stations 653+76 and 694+75, respectively.

The bearings used herein are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains acres.

2. That the above-described real property and the park and recreational purposes for which it is being acquired is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

3. That the park and recreational facilities for which the aforesaid real property is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or

interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 16th day of December, 1959, as Condemnation Resolution No. 1241.

EXHIBIT "D"

Minutes of December 16, 1959

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract #5020 with Gibbons & Reed Co., for undercrossing construction on Barbur Blvd., & Capitol Highway on the SW 14th Ave.-Washington County Line Section of Pacific Highway in Multnomah County, completed November 11, 1959.

"Contract #5131 with Roy L. Houck & Sons and Roy L. Houck Sons' Corp., for paving the North Jefferson Jct.-North Albany Jct. Section of Pacific Highway in Marion-Linn Counties, completed September 22, 1959.

"Contract #5137 with Darkenwald-Harms, for grading the Thomas Creek-Cape Ferrelo Section of the Oregon Coast Highway in Curry County, completed October 16, 1959.

"Contract #5170 with J. N. Conley, for grading the Santiam Jct.-Lebanon Road Section of Pacific Highway in Linn County, completed September 5, 1959.

"Contract #5240 with Warren Northwest, Inc., for structures-grading-paving the Airport-Alberta Street Section of 82nd Avenue & Cascade Highway in Multnomah County, completed November 13, 1959.

"Contract #5305 with Tom Lillebo Construction Co., for construction of Hunter Creek Bridge on the Gold Beach-Pistol River Section of Oregon Coast Highway in Curry County, completed December 3, 1959.

"Contract #5330 with Warren Northwest, Inc., for grading-paving the 122nd Ave.-136th Ave. Section of NE Glisan Street in Multnomah County, completed November 4, 1959.

"Contract #5331 with Peter Kiewit Sons' Co., for grading-paving the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, completed December 4, 1959.

"Contract #5338 with Fred H. Slate Co. & E. C. Hall Co., for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties, completed November 27, 1959.

"Contract #5359 with Rich & Sons Nursery, for roadside improvement on the Jumpoff Joe Creek-Louse Creek Section of Pacific Highway in Josephine County, completed April 11, 1959.

EXHIBIT "D" (Cont.)

"Contract #5360 with Tom Lillebo Construction Co., for the USBR Canal & Nevada Ave. Structures in Klamath Falls, The Dalles-California Highway, in Klamath County, completed July 17, 1959.

"Contract #5365 with Warren Northwest, Inc., for grading-paving the Fort Hill Truck Scale Site Section of the Salmon River Highway in Polk County, completed October 21, 1959.

"Contract #5375 with Tom Lillebo Construction Co., for construction of the Lost River Bridge on the Langell Valley Road (FAS 430) in Klamath County, completed August 26, 1959.

"Contract #5411 with Pacific Concrete Co., for the Votaw Undercrossing of SPRR on the Middleton-Yamhill County Line Section of Pacific Highway West in Washington County, completed December 7, 1959.

"Contract #5418 with Peter Kiewit Sons' Company, for the Scoville Road and 7th Street Overcrossings on the North Grants Pass Interchange Section of Pacific Highway in Josephine County, completed November 28, 1959.

"Contract #5450 with J. C. Compton Co., for stone base-oiling the East Unit Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County, completed September 14, 1959.

"Contract #5476 with C. C. Meisel, for the Lapine Rock Production Project o The Dalles-California and Fremont Highways in Klamath-Deschutes Counties, completed October 15, 1959.

"Contract #5490 with W. R. Grasle Co., for illumination installation of the Murray Road Interchange on Sunset Highway in Washington County, completed October 2, 1959.

"Contract #5497 with C. J. Montag & Sons, for construction of the North Scappoose Creek Bridges (2) on the Pittsburg-Scappoose County Road (FAS 609) in Columbia County, completed November 24, 1959.

"Contract #5514 with Babler Bros., Inc., for grading-surfacing the Forest Boundary-Lake County Line Section of Sand Creek-Silver Lake Road in Klamath County, completed December 3, 1959.

"Contract #5519 with Electrical Products Corp. of Oregon, for sign installation on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, completed December 4, 1959.

"Contract #5522 with Stanton W. Payne, for grading-stone base on the Bethel Section of the Byerly Corner-West Salem Road in Polk County, completed November 12, 1959.

EXHIBIT "D" (Cont.)

"Contract #5526 with Central Paving Co., for grading-paving the Academy St.-Coast St. Section (Dallas) on the Dallas-Rickreall Secondary Highway in Polk County, completed November 3, 1959.

"Contract #5528 with Porter W. Yett, for structure-grading-paving the Walker Road-Beaverton Section of Cedar Hills Blvd., in Washington County, completed November 25, 1959.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 86 shall be entered in the minutes and records of the Commission as of the 16th day of December, 1959.

EXHIBIT "E-1"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

A. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense or by the County, or by the State and County on such terms and conditions as may be agreed upon;

B. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed the Valley Junction-Wallace Bridge Section of the Salmon River Highway, State Primary Highway No. 39, in Polk County, the westerly terminus of which is at relocated Highway Engineer's Centerline Station 61+01.40 on the said relocated highway, and the easterly terminus of which is at relocated Highway Engineer's Centerline Station 223+00 on the said relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original Salmon River Highway, State Primary Highway No. 39, which section to be eliminated is hereinafter designated as Units "A", "B", and "E" as shown colored in red and Unit "D" as shown colored in blue on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Polk County and the State Highway Commission entered into an agreement on the 23rd day of July, 1957, and a supplemental agreement on the 23rd day of May, 1959, relating to the elimination and disposition to be made of the said section of the said original Salmon River Highway which is subject to elimination and is hereinafter referred to as Units "A", "B", "D", and "E"; and

WHEREAS, said agreements provide that State, by resolution, upon completion of the said relocated section of the said Salmon River Highway, shall formally eliminate said Units "A", "B", and "E" as part of the Salmon River Highway, State Primary Highway No. 39, and the state highway system and that all right, title and interest which State has in Units "A", "B", and "E" shall pass to and vest in the County and County shall accept all right, title and interest which State has in said Units "A", "B", and "E" and shall

EXHIBIT "E-1" (Cont)

maintain said Units "A", "B", and "E" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby; and that Unit "D" shall pass to County for its jurisdiction, control, and maintenance, provided, however, that said jurisdiction, control, and maintenance shall be confined only to the travelled portion of said Unit "D" and all right, title and interest in the right of way of Unit "D", other than the above-mentioned travelled portion, shall be retained by the State.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Salmon River Highway, State Primary Highway No. 39, in Polk County, a section of the former right of way of the Salmon River Highway is no longer needed by the State of Oregon and is no longer required for part of the said new right of way of the said relocated Salmon River Highway which said section is identified as Units "A", "B", "D", and "E" as shown on said Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundaries of the Salmon River Highway as formerly routed, beginning at the southerly right of way line opposite Highway Engineer's Survey Station 71+00 of said highway as relocated in the northwest quarter of the northeast quarter ($NW\frac{1}{4}$-$NE\frac{1}{4}$), Section 16, Township 6 South, Range 7 West, W.M.; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 166+00 of said relocated highway in the northeast quarter of the southwest quarter ($NE\frac{1}{4}$-$SW\frac{1}{4}$), Section 14, Township 6 South, Range 7 West, W.M.

Unit "B"

All the land situated within the right of way boundaries of the Salmon River Highway as formerly routed, beginning at the southerly right of way line opposite Highway Engineer's Survey Station 183+00 of said highway as relocated in the northeast quarter of the southeast quarter ($NE\frac{1}{4}$-$SE\frac{1}{4}$), Section 14, Township 6 South, Range 7 West, W.M.; thence easterly via said highway as formerly routed to the southerly right of way line opposite Highway Engineer's Survey Station 201+50 of said highway as relocated in the southwest quarter of the northwest quarter ($SW\frac{1}{4}$-$NW\frac{1}{4}$), Section 13, Township 6 South, Range 7 West, W.M.

Unit "D"

The travelled portion of the Salmon River Highway as formerly routed, beginning at the southerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 166+00 of said highway as relocated; thence easterly via said former highway to the southerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 173+60 of said relocated highway.

EXHIBIT "E-1" (Cont)

Unit "E"

All the land situated within the right of way boundary lines of the Salmon River Highway as formerly routed, beginning at the southerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 172+45 of said highway as relocated in the northwest quarter of the southeast quarter (NW¼-SE¼), Section 14, Township 6 South, Range 7 West, W.M.; thence easterly via said former highway to the southerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 183+00 of said relocated highway in the northeast quarter of the southeast quarter (NE¼-SE¼), Section 14, Township 6 South, Range 7 West, W.M.

2. That, pursuant to the said agreements entered into with Polk County on the 23rd day of July, 1957, and on the 23rd day of May, 1959, Units "A", "B", and "E" as heretofore described and as shown colored in red on the attached Exhibit "A", are hereby duly eliminated as part of the Salmon River Highway, State Primary Highway No. 39, and all right, title and interest which State has in said Units "A", "B", and "E" hereby passes to and vests in said Polk County. *

3. That, pursuant to said supplemental agreement entered into with Polk County on the 23rd day of May, 1959, Unit "D" as heretofore described and as shown colored in blue on the attached Exhibit "A" is hereby duly eliminated as part of the Salmon River Highway, State Primary Highway No. 39, and the travelled portion of Unit "D" hereby passes to and vests in Polk County for its jurisdiction, control, and maintenance; and all right, title, and interest in Unit "D", other than the above-mentioned travelled portion, is hereby retained by the State. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 335 this 16th day of December, 1959, and the Secretary is ordered to mail a duplicate copy hereof to the Polk County Court.

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*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 335 under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E-2"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section, if merely a part of the old right of way which is no longer needed for right of way purposes, shall then revert to the abutting property owners, unless, in the judgment of the Commission, said section is needed or valuable for any public use; and

WHEREAS, State, in cooperation with the Bureau of Reclamation, has relocated and constructed a section of the Green Springs Highway, State Primary Highway No. 21, known as the Emigrant Reservoir Section in Jackson County, the westerly terminus of which is at relocated Highway Engineer's Centerline Survey Station 8+00 and the easterly terminus of which is at relocated Highway Engineer's Centerline Survey Station 255+00 on the relocated highway, which said section of said highway has now been completed and is open for public travel; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way of the Green Springs Highway, State Primary Highway No. 21, and a portion of the Siskiyou Highway, State Secondary Highway No. 273, are no longer needed for state highway right of way purposes and may be eliminated as sections of the aforesaid highways. The sections to be eliminated are hereinafter designated as Units "A", "B", and "C" of the former Green Springs Highway and Unit "D" of the Siskiyou Highway, as shown colored in red on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, the United States of America, acting by and through its Bureau of Reclamation, and the State of Oregon, by and through its State Highway Commission, entered into an agreement on the 31st day of July, 1958, relating, among other things, to the elimination and disposition of those certain sections of said original Green Springs Highway and Siskiyou Highway which are subject to elimination and hereinafter referred to as Units "A", "B", "C", and "D"; and

WHEREAS, pursuant to said agreement the State quitclaimed to the United States all of the State's right, title and interest in Units "A", "B", and "C" of said original Green Springs Highway and Unit "D" of said original Siskiyou Highway, effective upon the completion of the Emigrant Reservoir Section of the said Green Springs Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That by reason of the relocation of the Green Springs Highway,

EXHIBIT "E-2" (Cont)

State Primary Highway No. 21 in Jackson County, certain sections of the original Green Springs Highway, State Primary Highway No. 21, and the Siskiyou Highway, State Secondary Highway No. 273, are no longer needed by the State of Oregon and are no longer required for highway right of way purposes. Said sections to be eliminated are herein identified as Units "A", "B", "C", and "D" as shown in red on the attached Exhibit "A" and are described as follows: *

UNIT "A": All the land situated within the right of way boundary lines of the Green Springs Highway as formerly routed, beginning at the easterly right of way line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 20+00 in the northwest quarter of the northeast quarter ($NW\frac{1}{4}$-$NE\frac{1}{4}$), Section 30, Township 39 South, Range 2 East, W.M.; thence southeasterly via said highway as formerly routed to the westerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 167+20 in the southeast quarter of the northeast quarter ($SE\frac{1}{4}$-$NE\frac{1}{4}$), Section 32, Township 39 South, Range 2 East, W.M.

UNIT "B": All the land situated within the right of way boundary lines of the Green Springs Highway as formerly routed, beginning at the easterly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 176+40 in the northwest quarter of the northwest quarter ($NW\frac{1}{4}$-$NW\frac{1}{4}$), Section 33, Township 39 South, Range 2 East, W.M.; thence northeasterly via said highway as formerly routed to the southerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 189+70 in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$-$NW\frac{1}{4}$), Section 33, Township 39 South, Range 2 East, W.M.

UNIT "C": All the land situated within the right of way boundary lines of the Green Springs Highway as formerly routed, beginning at the northerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 190+55 in the northeast quarter of the northwest quarter ($NE\frac{1}{4}$-$NW\frac{1}{4}$), Section 33, Township 39 South, Range 2 East, W.M.; thence easterly via said highway as formerly routed to the northerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 249+40 in the southeast quarter of the northwest quarter ($SE\frac{1}{4}$-$NW\frac{1}{4}$), Section 34, Township 39 South, Range 2 East, W.M.

UNIT "D": All the land situated within the right of way boundary lines of the Siskiyou Highway as presently routed, beginning at its present northerly terminus with the Green Springs Highway as formerly routed in the northwest quarter of the northwest quarter ($NW\frac{1}{4}$-$NW\frac{1}{4}$), Section 32, Township 39 South, Range 2 East, W.M.; thence southerly via said Siskiyou Highway as presently routed, to

EXHIBIT "E-2" (Cont)

the northerly right of way boundary line of said Green Springs Highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 116+10 in the northeast quarter of the southwest quarter (NE$\frac{1}{4}$-SW$\frac{1}{4}$), Section 32, Township 39 South, Range 2 East, W. M.

2. That, pursuant to the said agreement entered into with the United States of America on the 31st day of July, 1958, Units "A", "B", and "C" as heretofore described and as shown colored in red on the attached Exhibit "A" are hereby duly eliminated as part of the Green Springs Highway, State Primary Highway No. 21; and Unit "D" as heretofore described and as shown colored in red on said Exhibit "A" is hereby duly eliminated as part of the Siskiyou Highway, State Secondary Highway No. 273; and all right, title, and interest which State has in said Units "A", "B", "C", and "D" hereby passes to and vests in the abutting property owner, viz., the United States of America, by and through its Bureau of Reclamation. *

3. That this resolution be entered in full in the minutes and records of this Commission as Abandonment and Retention Resolution No. 366 this 16th day of December, 1959, and the Secretary is ordered to mail duplicate originals hereof to the Regional Director, Region 1, Bureau of Reclamation, and the Jackson County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 366 under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the Mid Willamette Valley Planning Council has urged that a resolution be adopted by the Highway Commission naming and designating that section of the Pacific Highway East, State Primary Highway No. 1E, extending from its intersection with Liberty Road in the City of Salem, southerly to its junction with Pacific Highway, State Primary Highway No. 1, as the Commercial Street S.E. section; and

WHEREAS, it appears that the description of the above mentioned section as Commercial Street S. E. section will facilitate and improve the handling of mail and other deliveries by intergrating this section of the Pacific Highway East, State Primary Highway No. 1E, into the Salem, Oregon, street system.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Pacific Highway East, State Primary Highway No. 1E, extending from its intersection with Liberty Road within the City of Salem, southerly to its junction with the said Pacific Highway, State Primary Highway No. 1, is hereby designated and hereafter shall be known as the Commercial Street S. E. section of the Pacific Highway East.

2. That this resolution be entered in the minutes and records of the Commission this 16th day of December, 1959, as Primary Highway Designation Resolution No. 29, and a true copy thereof filed with the Secretary of State.

EXHIBIT "G"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, The Dalles-California Highway, State Primary Highway No. 4, U.S. Route 97, is a state highway under the control and jurisdiction of the State Highway Commission, the route of which is described in ORS 366.230; and

WHEREAS, the Oregon State Highway Commission in recognition of the services and sacrifices made by the members of the Nation's Armed Forces, and in response to desire expressed by the Oregon State Federation of Garden Clubs, Inc., is, after full and due consideration, of the opinion that the above-mentioned highway throughout its entire route should be further designated as a Blue Star Memorial Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That The Dalles-California Highway, State Primary Highway No. 4, U.S. Route 97, in its entirety from a junction with the Columbia River Highway at or near The Dalles, southerly via Maupin, Madras, Redmond, Bend, Klamath Falls and Midland to the Oregon-California state line be and it hereby is further designated and shall hereafter also be known as a Blue Star Memorial Highway.

2. That this said Blue Star Memorial Highway, which is hereby so designated, is in recognition of the services of the Nation's Armed Forces who did so much for the state, nation and world, shall be appropriately marked with suitable tablets and ornamentation to give life and perpetuity to this resolution and its purpose.

3. That the State Highway Engineer be and he hereby is instructed to prepare and bring, in conjunction with the Oregon State Federation of Garden Clubs, Inc., to this Commission for consideration designs of tablets and ornamentations, and that after their approval by the Commission, said Engineer is instructed to erect and thereafter maintain the same.

4. That this Commemorative Resolution No. 16 is entered in the minutes and records of the Commission this 16th day of December, 1959, and a true copy thereof filed with the Secretary of State.

EXHIBIT "H-1"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Lower Columbia River (Clatsop County)

Highway number 2W Route number US 30

Location of Termini			Established Speed
M.P. 70.76 (100 feet southeast of West Creek)	to	M.P. 71.28 (0.12 mile northwest of Plympton Creek) ------	35 M.P.H. 1/

1/ except that from a point 400 feet southeast of the road to Toll Ferry (M.P. 71.10) to a point 0.20 mile southeast of the road to Toll Ferry (M.P. 70.98) the indicated speed shall be 20 miles per hour during the hours of school crossings.

EXHIBIT "H-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 313 be entered in the minutes and records of the Commission as of the 16th day of December, 1959, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "H-2"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Tualatin Valley (Multnomah and Washington Counties)

Highway number 29 Route number ORE 8

Location of Termini			Established Speed
M.P. 0.00 (junction of the Sunset Highway)	to	M.P. 1.25 (east limits of West Slope)	40 M.P.H.
M.P. 1.25 (east limits of West Slope)	to	M.P. 3.18 (east city limits of Beaverton	35 M.P.H.

This resolution rescinds Speed Zone Resolution No. 141-a, dated August 13, 1959, and is in lieu thereof.

EXHIBIT "H-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 141-b be entered in the minutes and records of the Commission as of the 16th day of December, 1959 and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

32378

EXHIBIT "I"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the Oregon Coast Primary Highway No. 9 in Lincoln County is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the westerly shoulder of said highway, immediately south of Waldport; and

WHEREAS, the parking of vehicles on said shoulder at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on the westerly side of the Oregon Coast Highway between M. P. 156.42 (Highway Engineer's Station 1438+50) and M. P. 156.58 (Highway Engineer's Station 1446+95) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly side of the said Oregon Coast Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information.

6. That this "No Parking" Resolution No. 202 be entered in the minutes and records of the State Highway Commission as of the 16th day of December, 1959.

EXHIBIT "J-1"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway in Crook County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway, beginning at Highway Engineer's Station 0+00, near Lost Creek, and extending in an easterly direction to Highway Engineer's Station 449+25, near Camp Creek, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1283 and the date of November, 1959 (Right of Way Map No. 8B-14-3, 4 dated April, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "J-1" (Cont)

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of December, 1959, as Survey Resolution No. 201.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 201, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of:

1. Smith Point-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, and

2. Columbia City Section of the Columbia River Highway in Columbia County

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Smith Point-Camp Rilea Section of the Oregon Coast Highway, beginning at Highway Engineer's Station 3+07.3PS = 103+07.3POT, at Smith Point, and extending in a southerly direction to Highway Engineer's Station 396+07.3, near Camp Rilea, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1336 and the date of November, 1959 (Right of Way Map No. 8B 17-4 dated March, 1960), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Columbia City Section of the Columbia River Highway, beginning at Highway Engineer's Station 383+23.42, approximately 0.75 mile north of Columbia City, and extending in a southerly direction to Highway Engineer's Station 493+68.09, at the southerly city limits of Columbia City, together with the map, which for identification purposes bears Sketch Map file No. 10C-38-4 and the date of December, 1959 (Right of Way Map No. 8B-16-11, dated December 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the

EXHIBIT "J-2" (Cont)

records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of complete access control on the Smith Point-Camp Rilea Section of the Oregon Coast Highway, and limited access control on the Columbia City Section of the Columbia River Highway.

4. That heretofore by resolution of this Commission dated November 3, 1948, the said Oregon Coast Highway and the Columbia River Highway were designated as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of December, 1959, as Survey Resolution No. 202.

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* FOOTNOTE.

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 202, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K"

Minutes of December 16, 1959

RESOLUTION

WHEREAS, Administrative Memorandum 2-12, issued by the Bureau of Public Roads, U.S. Department of Commerce on January 24, 1958, has established procedures whereby equipment and materials, declared surplus to the needs of federal agencies, may be transferred to state highway departments for highway purposes; and

WHEREAS, said Administrative Memorandum further provides that any such surplus property so acquired by the state highway departments may be utilized by counties within the state, subject to the following conditions:

(1) The excess property will be used primarily on the federal aid primary or secondary highway systems.

(2) The State Highway Department is satisfied that the county road unit is suitably organized and equipped to perform maintenance on federal aid projects.

(3) Title to any excess property leased by the state highway department to the various counties must remain in the state; and

WHEREAS, ORS 366.395 provides that the State Highway Commission may sell, lease, exchange or otherwise dispose of or permit use of surplus personal property including equipment and materials acquired by the Commission, and it is the opinion of the Commission that any surplus federal equipment which the Commission might acquire under the said Memorandum at the request of the counties would likewise be surplus to the needs of the state, and

WHEREAS, ORS 366.185(3) provides that the Chief Counsel may be authorized by the Commission to exercise the authority granted the Commission by ORS 366.395, and

WHEREAS, the State Highway Commission, in order to expedite the acquisition of surplus federal equipment that can be leased to the various counties of the State of Oregon for the purposes described in said Memorandum 2-12, is desirous of approving a form of agreement whereby the State Highway Commission can, pursuant to ORS 366.185(3) authorize the Chief Counsel to enter into such lease agreements with the various counties.

WHEREAS, on May 28, 1959, by Miscellaneous Resolution No. 230, the State Highway Commission approved general and supplemental forms of agreements for the aforementioned purpose, it is now the opinion of the State Highway Commission that said Resolution No. 230 and the attached forms of agreement thereto should be rescinded in order to conform with the attached hereto form of agreement.

EXHIBIT "K" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That Miscellaneous Resolution No. 230, dated May 28, 1959, and the forms of agreement attached thereto be and is hereby rescinded.

2. That the Chief Counsel of the State Highway Department be and he hereby is authorized on behalf of the Commission in accordance with the terms of ORS 366.185(3) and ORS 366.395 to enter into lease agreements, the form for which is attached hereto marked Exhibit "A" and by this reference made a part hereof, with the various counties of the State of Oregon, for the leasing of such federal surplus personal property as may be acquired by the Commission, at the request of the various counties, pursuant to the said Memorandum 2-12.

3. That this resolution be entered in the minutes and records of the Highway Commission this 16th day of December, 1959, as Miscellaneous Resolution No. 230-a.

LEASE AGREEMENT (EXHIBIT "A")

THIS LEASE, made this ____ day of _____, 19 , between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", and _____ COUNTY, a political subdivision of the State of Oregon, by and through its county officials, hereinafter called "County";

WITNESSETH:

RECITALS:

1. The State Highway Commission is authorized by provisions of ORS 366.395 to sell, lease, exchange or otherwise dispose of or permit the use of surplus personal property, including equipment and materials, acquired by the Commission.

2. Pursuant to the provisions of ORS 366.185(3), the State Highway Commission, by resolution, has authorized its Chief Counsel to exercise certain powers granted the Commission by ORS 366.395 with respect to the leasing of surplus property to counties.

3. In accordance with the procedures established by the Bureau of Public Roads, U.S. Department of Commerce, in Administrative Memorandum 2-12, dated January 24, 1958, state highway departments may acquire equipment and recoverable materials declared to be excess by federal agencies. Said Administrative Memorandum further provides that the said surplus property acquired by state highway departments may be leased to and utilized by counties within the state.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the State and County as

EXHIBIT "K" (Cont)

follows:

GENERAL PROVISIONS:

1. Upon receipt from County of an expression of interest in any items that have been reported as excess by the federal government, the State Maintenance Engineer will ascertain whether such items are available and submit to the federal government a request that said equipment be temporarily held, pending investigation, for transfer to the State. If, after investigating said items, County desires to lease same, County may request that State obtain said surplus equipment or recoverable materials from the federal government for subsequent lease to County by State.

2. County agrees that whenever it may wish from time to time, to lease equipment or materials as they become available, pursuant to and in accordance with the terms and conditions of this agreement, that a page listing such equipment or materials, may be added and attached hereto, by the State Maintenance Engineer, and, as such, said page shall become a part of this agreement and said equipment or materials listed thereon shall then be subject to all the terms and conditions contained herein.

3. State, in consideration of the payment by County to State of the sums stated for the equipment or materials to be added as aforementioned, agrees to lease to County the items for which payment is made, for the remaining useful life of said equipment or materials, under the terms and conditions as hereinafter provided.

4. Contemporaneous with County's request that State hold surplus property for its use, the County shall deposit with the State Highway Department a check for the total price of the said surplus item together with the anticipated cost of delivery, as estimated by the State Highway Maintenance Engineer. The said deposit shall be refunded by State to County in the event that the property requested is unavailable. In the event that the actual cost of delivery is less than the anticipated cost, the difference shall be refunded to County by State. But, if the actual cost of the delivery is in excess of the anticipated cost, County shall reimburse State for the such additional delivery cost.

5. County agrees that the leased property shall be used primarily on the federal aid primary or secondary highway systems.

6. Title to the said leased property shall remain at all times in the State of Oregon, however, the County shall have the full right to use the same, upon the conditions herein contained. The leased property shall be used only by the employees or agents of the County. Except as hereinafter provided, said leased property shall not be transferred or delivered or sublet by County to any other person or corporation, and this lease agreement shall not be assigned by the County, by its own act or by operation of law.

7. County shall at all times and at its sole expense, carry such

EXHIBIT "K" (Cont)

insurance as it deems necessary to adequately cover said leased property, maintain said property, and at all times hold the same at its sole risk.

8. County agrees to indemnify and hold harmless the State and the State Highway Commission, and members thereof and its officers, employees, and agents, from and against all damages, claims, demands, suits, actions or cause of suit or action resulting from, or because of, any damage to property or injury or death of any person arising out of the occupancy and use of the aforementioned personal property by the County, its employees or agents.

9. After County determines that the useful life of the leased property is at an end, it shall advise the State Highway Maintenance Engineer of such a determination. If the said Maintenance Engineer concurs in the County's determination that said property is no longer useful for highway purposes, he may authorize County to junk any or all of said property. In junking said property, County shall act as the agent of State, and may retain any proceeds which accrue thereby, as its only reimbursement for its expenses incurred in the junking of said property.

10. County agrees to execute this agreement during a duly authorized session of its county court.

IN WITNESS WHEREOF, the parties have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED:

_____
Assistant State Highway Engineer

APPROVED:

_____
State Highway Maintenance Engineer

STATE HIGHWAY COMMISSION, by and through its Chief Counsel

_____
Chief Counsel

_____ COUNTY, by and through its county officials

By _____

By _____

By _____

_____

EXHIBIT "K" (Cont)

EQUIPMENT OR MATERIALS LEASED TO _____ COUNTY

(To be completed by State Highway Maintenance Engineer upon transfer of equipment or materials to the above-named county under the provisions of the State and County lease agreement, dated _____.)

Date	Property Description	Rental

Salem, Oregon
January 28, 1960

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. W. C. Williams, State Highway Engineer, introduced the following Division Engineers and Assistant Division Engineers:

A. E. Johnson, Division Engineer, Division No. 1; J. D. Walker, Division Engineer, Division No. 2; Frank D. Morgan, Division Engineer, Division No. 3; Dean Swift, Division Engineer, Division No. 4; A. F. Parson, Division Engineer, Division No. 5; Lloyd P. Shaw, Portland Metropolitan Engineer; Alfred Rear, Assistant Metropolitan Engineer; A. V. Benedict, Assistant Division Engineer, Division No. 1; Raymon Asburry, Assistant Division Engineer, Division No. 2; Gerald Wimer, Assistant Division Engineer, Division No. 2; L. R. Chandler, Assistant Division Engineer, Division No. 3; J. F. Putnam, Assistant Division Engineer, Division No. 3; L. H. Warfield, Assistant Division Engineer, Division No. 4; and C. D. Cannon, Office Engineer, Division No. 5. Chairman McIver welcomed the engineers to the Commission meeting and expressed appreciation for their interest.

The minutes of the meeting held on December 16, 1959, were approved with a correction on Page 19, second paragraph, to indicate that the traffic study in the Portland area is to be financed by approximately 80 percent Federal funds and 20 percent State funds.

The State Parks Superintendent reported on the following park matters:

Option from Lowell E. and Norma C. Dent and W. E. and Jennie F. Dent for 228.4 acres in the Smith Rocks area in Deschutes County,

Sections 11 and 14, Township 14 South, Range 13 East: The Parks Superintendent stated that the amount of the option, $3,971.75, is reasonable. However, the Dents wish to reserve in the option all oil and mineral rights that might develop in the future. It was his opinion that this reservation could result in an undesirable situation and if oil or minerals were found, the Commission and others might be criticized for not obtaining the oil and mineral rights. It was his recommendation that condemnation be authorized if negotiations are not successful in obtaining clear title. The Commission approved the recommendation. (See ahead for entry covering condemnations.)

Charges for use of park facilities during the season of 1960: The Parks Superintendent commented that most of the charges in effect during 1959 have been satisfactory to the public as well as remunerative to the State. The charges for overnight camping facilities, he pointed out, have shown a reasonable surplus over the costs of maintaining them, and he did not recommend any increase in these or in most other charges for use of parks. He presented a form of resolution incorporating the detailed charges for park services during the year 1960, and following his favorable recommendation, the Commission adopted the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Correction and extension agreements with Central Lincoln Peoples' Utility District for furnishing electric power: One of the agreements, the Parks Superintendent stated, is to cover an area in Fogarty Creek Park not previously covered by an agreement. The other agreement revises Supplemental Agreement No. 2, dated April 28, 1958, reducing the total amount for the park by $12. Following his favorable recommendation, the Commission approved the agreements.

Request of Richard Newman Advertising Company to secure names and addresses of patrons using state parks during 1959 camping season: The Advertising Company, the Parks Superintendent stated, manages an advertising organization called the "Family Camping Club of America". To enlarge the membership of the Club, they wish to secure the names of overnight campers in state parks. Inquiry to the Legal Division, he stated, discloses that these names are not a public record. If the list of names is provided it might be used for a number of purposes other than the one outlined by the Advertising Company. Also, campers might resent the fact that their names were made available to other agencies. The Commission accepted his recommendation that the request be denied.

Extension of an agreement with Crown Zellerbach Corporation to allow the Parks Department to secure rock from a quarry owned by Zellerbach near Cape Lookout State Park: Considerable use is made of this rock on roads and trails within the park, the Parks Superintendent explained. The Zellerbach Corporation has no objection to furnishing the material without charge but have requested an agreement to cover this use. He recommended that the existing agreement be extended to December 31, 1960. The Commission approved the extension.

Construction of a telephone line to Silver Falls Youth Camps: In providing electric power for the youth camps at Silver Falls, the Parks Superintendent stated it had been found that the power line would make telephone service impossible on the present single line ground circuit telephone setup. The Valley Telephone Company has agreed to construct a full metallic circuit into the three youth camps, Silver Creek, Smith Creek, and the Ranch area, requiring approximately three miles of line, for an amount not to exceed $2,000. Telephone service for the camps is a necessity, he continued, and the plan of construction offered by the Telephone Company is an economical arrangement. If the project is approved, it is planned to enter into an agreement with the Valley Telephone Company of Silverton to reimburse them for the cost of constructing the telephone line. The Commission approved construction of the telephone line as outlined by the Parks Superintendent.

Request of Three Rivers Girl Scout Council, Lane County, for revision in the original agreement for use of an area at Honeyman State Park to allow them to construct a small building and four wooden tent platforms: The original agreement referred to, the Parks Superintendent stated, was entered into on June 25, 1956, for use of an area in the extreme northwest corner of Honeyman State Park. As the area in which they wish to perform the construction is not needed for other park development, and as the structures they wish to erect are in keeping with the use of the area, he recommended that Paragraph 3 of their original contract be amended to permit the erection of the structures requested. The Commission approved the amendment.

The Right of Way Engineer presented for consideration options secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer also reported that there was little public demand on the Minnesota Freeway field office between the hours of 5:00 p.m. and 7:00 p.m. and on Saturdays. He stated that it is his intent to eliminate the after-hours and Saturday service unless it becomes apparent that a public service is being performed.

A written report was presented by the Right of Way Engineer showing miscellaneous sales made by the Property Manager since the last Commission meeting and a rental report for the period December 4, 1959 to January 15, 1960. Miscellaneous sales for the period amounted to $7,711.50, and total rental receipts for the month of December were $7,970.11. The Commission accepted the report.

Authority to offer at public sale a number of parcels of state property was requested by the Right of Way Engineer. He explained that in each instance the property has been determined as no longer needed for highway purposes, and the minimum values of the properties have been determined by appraisal. Access has been allowed or denied in accordance with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(a) 23,000 square feet of land from the former Kroeter property, File No. 22732, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, for a minimum consideration of $4,500 and without access to the Pacific Highway. See Exhibit "B-1".

(b) 9.96 acres from the former Gardiner property, File No 2239 (Parcel A), on the Junction City-Eugene Section of the Pacific Highway, Lane County, for a minimum consideration of $14,000 and without access to the present Pacific Highway. See Exhibit "B-2".

(c) 6.3 acres from the former Gardiner property, File No. 2239 (Parcel D), on the Junction City-Eugene Section of the Pacific Highway, Lane County, for a minimum consideration of $5,000 and without access to the existing Pacific Highway. See Exhibit "B-3".

(d) 4,800 square feet of land from the former Coos County property, File No. 12627, on the North Bend Section of the Oregon Coast Highway, Coos County, for a minimum consideration of $5,500 and not subject to access control. See Exhibit "B-4".

(e) 3,649 square feet of land from the former Jefferson County property, File No. 6120, on the City of Madras Section of The Dalles-California Highway, Jefferson County, for a minimum consideration of $350 and without access to The Dalles-California Highway.

(f) 14.337 acres from the former Butler property, File No. 19968, on the Barbur Boulevard-Tualatin River Section of the Pacific Highway, Clackamas County, for a minimum consideration of $14,350 and without access to the Pacific Highway and subject to advertising restrictions. See Exhibit "B-5".

(g) 9,116 square feet of land from the former Terrill property, File No. 26527, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, Washington County, for a minimum consideration of $6,000 and with two points of access 25 feet in width to the Tualatin Valley Highway and unrestricted as to use. See Exhibit "B-6".

In connection with the sale of the former Butler property, File No. 19968, mentioned above, Chairman McIver indicated that it would be desirable to sell excess properties of substantial value as rapidly as possible in order to return the funds for highway use.

"Indentures of Access" were presented by the Right of Way Engineer, as follows:

(a) Nielsen property, File No. 22832, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway, Washington County. Two points of access 35 feet in width and one point 25 feet in width are to be substituted for three existing points of access 25 feet in width. The access is to be unrestricted as to use and the owner is to pay the sum of $350 for construction of a left-turn refuge.

(b) Riley property, File No. 6579, on the Corvallis-Monroe Section of the Pacific Highway West, Benton County. A routine change of access in location only and restricted to non-commercial use.

(c) Hemphill-Smith property, File No. 24225, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, Umatilla County, for a change of location only on three points of access restricted to ranch and private residential use.

(d) Woodruff property, File No. 12001, on the Pearl-Walnut Street Section of the Pacific Highway West, Lane County, for two points of access 30 feet in width to the relocated Pacific Highway West and unrestricted as to use.

The Commission approved the "Indentures of Access" as presented.

Consideration was given a proposed "Trust Agreement" with Bonneville Power Administration covering certain work on the Reedsport-Coos County Section of the Oregon Coast Highway, Douglas County. The Right of Way Engineer explained that the BPA power line is endangered by a cut slide near the Douglas-Coos County line. To provide for moving of the line, the BPA requires that the estimated cost be deposited in a trust fund, and he recommended that the amount of $5,150 be deposited as provided in the trust agreement. The Commission approved the recommendation.

The Commission also considered an "Indenture of Advertising" which provides to Petroleum Facilities Inc. (Standard Oil Company of

California) a relaxation of advertising restrictions to allow the owner of the property to advertise Company products. The Right of Way Engineer explained that similar treatment has been granted to other oil companies on the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County, and no established precedent is being violated by this indenture. Upon his favorable recommendation, the Commission approved the "Indenture of Advertising".

The Right of Way Engineer presented a proposed "Grant of Access" to Kaiser Gypsum Company, Inc. on the Gnat Creek-Wauna Junction Section of the Columbia River Highway, Clatsop County, File Nos. 18841 and 20775. He explained that in August 1952, Permit No. 3321 had been granted to the Bonneville Power Administration for a road approach on the southerly side of the highway near Engineer's Station 95+65 to service the permittee's transmission line. The proposed "Grant of Access" would cancel and supersede the existing permit and would move the access to a less hazardous location. The new point of access provides for a 25-foot width at Station 92+30 and is restricted to forest products use and to servicing of an electric transmission line. Following his favorable recbmmendation, the Commission approved the "Grant of Access".

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After carefully considering the properties, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "K-1" through "K-9", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated January 28, 1960, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

The acquisition of the Harry L. White property for highway right of way and for park purposes along the Rogue River between Grants Pass and Medford, Jackson County, was discussed. Commissioner Jackson inquired if negotiations are being conducted on the basis of allowing the Whites to use their home for the remainder of their lives. The Chief Counsel replied that negotiations are being conducted on that basis. (See entries ahead.)

A written report supplemented with oral comments was submitted by the Chief Counsel on cases which have been tried in court since the last Commission meeting, summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

December 16, 1959 to January 27, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3235 Carroll, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 25	(access to highway)	$ 25 (Judgment)
L-2799 Sandy Market, Inc.	Clackamas	Mt. Hood	Sandy-Forest Boundary	255	None	255 (Judgment)
L-3412 Walters, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	6,330	$9,000	6,500
L-3126 Like, et al.	Clatsop	Oregon Coast	Roosevelt Dr. (Seaside)	9,200	15,000 (at time of trial)	15,250
L-3282 Jasa, et al.	Jefferson	The Dalles-California	Willowdale-Madras	4,650	8,500 (plus making S.W. access)	10,500
L-3079 Lebold, et al.	Marion	North Santiam	Lancaster Dr.-Sublimity Gun Club	5,355	14,500	8,000
L-3353 Blomgren, et ux.	Umatilla	Weston-Elgin	Weston-Weston Mountain	1,471	None	1,471 (Judgment)
L-3377 Bennett	Union	Old Oregon Trail	Hilgard-La Grande	1,500	4,500	5,000
L-3125 Schindler, et al.	Washington	Sunset	Murray Road Interchange	100	750	100
L-3179 Schneringer, et al.	Washington	Sunset	North Plains Interchange	1,350	2,110	1,600 (Judgment)

Report of Condemnation Cases Tried (Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3210 Long, et ux.	Jackson	Pacific	Grants Pass-Rock Point	$25,000	$27,609.30	$32,500
L-2339 Byrkit, et al.	Marion	Pacific	Salem By-Pass Jefferson Junction	300 (Amended complaint)	300.00	300 (Judgment)
L-3125 Schindler, et al.	Washington	Sunset	Murray Road Interchange	100	750.00	100

REPORT OF TRIAL OF OTHER CASES

Case: L-3337
Plaintiff: Florence M. Taylor
Defendant: Greyhound Bus Co., a corp., et al.
County: Multnomah
Cause of Action: Tort
Demands of Plaintiff: $15,091
Verdict: Non-Suit

Case: L-2562A
Plaintiff: Elizabeth Strasbaugh - Intervenor: Kiesel Estate
Defendant: Babler Bros. and Rogers Const.
County: Supreme Court of Oregon
Cause of Action: Action started for conversion of gravel against State Highway Commission contractors who removed same pursuant to contract. Due to intervention of State Land Board and Kiesel Estate it wound up in equity as suit to Quiet Title.
Demands of Plaintiff: $34,000 plus interest from 1950 original demand. Subsequently intervenor - Kiesel Estate - sought to Quiet Title to island in Snake River from whence gravel was taken.
Verdict: Malheur Circuit Court (Judge Howell) Affirmed - Case of Strasbaugh vs. Babler Bros. dismissed and land in dispute declared to belong to State.

Report of Trial of Other Cases (Cont.)

Case:	L-2974
Plaintiff:	F. D. Logue and Loren Miller
Defendant:	State Highway Commission
County:	Sherman
Cause of Action:	Suit for Injunction to restrain interference with access to John Day Cafe on Highway 30.
Demands of Plaintiff:	Permanent Injunction.
Verdict:	Case dismissed.

Case:	L-3212
Plaintiff:	William Rodgers
Defendant:	State Highway Commission
County:	Marion
Cause of Action:	Inverse Condemnation Alleged taking of farm land adjacent to Freeway due to drainage disruption by highway.
Demands of Plaintiff:	$13,800
Verdict:	$ 7,000

The Commission accepted the report.

Concerning the Fred Otto Like case, File L-3126, the Chief Counsel requested authority to appeal the case because of a reversible error. The Commission granted the authority.

Concerning the Strasbaugh case, L-2562A, in Malheur County, the Chief Counsel stated that the Supreme Court of Oregon had affirmed the verdict of the Malheur Circuit Court which had dismissed the case of Strasbaugh vs. Babler Bros. and declared the land as being owned by the State.

(For additional details, see the Chief Counsel's letters dated January 21, 1960 and January 27, 1960 entitled "Report of Cases Tried" and "Supplemental Report of Cases Tried" in the General Files in Salem.)

The Commission also considered and accepted a report submitted by the Chief Counsel concerning condemnation cases which have been settled out of court, summarized as follows:

(see next page for summary)

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29292 Clark, et al.	Hood River	Columbia River	Cascade Locks By-Pass	$ 20	$ 20
R-29108 Jensen, et ux.	Multnomah	Sunset	Highlands Interchange-Washington Co. Line	4,000	6,000
R-29110 Sylvan Brick Co., Inc., et al.	Multnomah	Sunset	Highlands Interchange-Washington Co. Line	18,500	19,500
R-30423 Jensen, et ux.	Multnomah	Sunset	Highlands Interchange-Washington County Line	25	None
R-29109 Johnson, et ux.	Multnomah	Sunset	Highlands Interchange-Washington Co. Line	23,500	26,500
R-29369 U.S.Nat'l. Bank of Portland	Multnomah	Pacific	East Bank Freeway	10,000	10,500 *
R-28343 Horn, et al.	Multnomah	Pacific	East Bank Freeway	48,615	150
R-28925 Redde-kopp, et vir.	Tillamook	Little Nestucca	Meda(Loop)	200	200
R-25850 Joynes, et ux.	Wasco	Columbia	Mosier-The Dalles	818	818
R-28732 Busch, et ux.	Clackamas	Cascade	Lake Road-Oregon City	10,350	10,350
R-30393 Miller and Brady	Lane	Pacific West	Ferry Street Off-Ramp	9,600	9,600

* Amount of $10,500 presented by Chief Counsel on January 29, 1960 and approved by the Commission.

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-27957 Nichols	Klamath	The Dalles-California	Klamath Falls West Side By-Pass	$ 5,750	$ 6,500
R-28940 Nolan, et al.	Klamath	The Dalles-California	Klamath Falls West Side By-Pass	880	1,750
R-23515 McKay, et al.	Lane	Eugene-Springfield	Coburg Rd.-Pacific Freeway Jct.	60,700	62,700
R-28344 Feves, et al.	Multnomah	Pacific	East Bank Freeway	154,500	165,000
R-28961 S.P.Co. owner Bristol, Lessee	Jackson	Pacific	Grants Pass-Rock Point	136,300	150,000

(For additional details, see the Chief Counsel's letter of January 21 entitled "Report of Cases Settled" in the General Files in Salem.)

Regarding report of cases pending, the Chief Counsel advised that he had nothing to bring to the Commission's attention at this time.

The Chief Counsel reported that in the relationship of offers for purchase of real property compared with verdict payments made, Oregon ranked fourth or fifth lowest state in the nation. In 104 cases tried last year, he added, the verdicts ran 15½ percent more than the total offers, which is an excellent record.

Commissioner Jackson inquired of the Chief Counsel if there appears to be any chance of changing the law in Oregon which requires payment of attorneys' fees when the court verdict exceeds the amount of State's offer. The Chief Counsel advised that during last year the attorneys' fees granted for the recovery of the total awards above the State's offers ran about 50 percent of the recovery, which he believes is one reason why the Legislature should be urged to do something about changing the law. In the United States, he continued, there are

only four states that pay attorneys' fees, and indications are that the amount of litigation is considerably higher in those states. Of the four states, he cited the State of Florida whose laws provide that attorneys' fees are granted regardless of the amount of the award. He recalled that a bill to change the Oregon law had been introduced in the 1959 session of the Legislature but had been tabled.

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel. The Commission confirmed the following offers which were made in compliance with a resolution adopted by the Commission December 20, 1951:

East Bank Freeway Section of the Pacific Highway

R-29167 - J. N. Barde, et al. 30,289 square feet for right of way purposes. Offer of $32,000 approved by Mr. McIver December 18, 1959.

R-29168 - J. N. Barde, et al. 26,733 square feet for right of way purposes. Offer of $12,000 approved by Mr. McIver December 23, 1959.

R-28364 & R-28372 - Northwestern Ice and Cold Storage Company. Parcel No. 1: 3,150 square feet for right of way purposes; Parcel No. 2: 13,488 square feet for right of way purposes. Offer of $56,500 approved by Mr. McIver January 27, 1960.

North Portland Harbor-North Russell Street Section of the Pacific Highway

R-29927 - Frank Marvin Stump, et al. 5,004 square feet for right of way purposes. Offer of $10,900 approved by Mr. McIver January 20, 1960.

R-30169 - Kernan Livestock Farm, Inc., et al. 2.2 acres for right of way purposes. Offer of $190,000 approved by Mr. McIver December 23, 1959.

Ferry Street Southbound Off-Ramp Section of the Pacific Highway West

R-30393 - Ensel M. Miller, et al. 5,480 square feet for right of way purposes. Offer of $9,600 approved by Mr. McIver January 12, 1960.

R-30394 - Jean A. Flanigan, et ux. 2,640 square feet for right of way purposes. Offer of $4,620 approved by Mr. McIver January 6, 1960.

R-30395 - Erma Jastad, et al. 10,128 square feet for right of way purposes. Offer of $30,900 approved by Mr. McIver December 29, 1959.

R-30397 - Alice S. Getty, et al. 4,720 square feet for right of way purposes. Offer of $12,500 approved by Mr. McIver January 11, 1960.

Dodson-Cascade Locks Section of the Columbia River Highway

R-29464 - Gunnard C. Ellesson, et ux. 0.11 acre for right of way purposes. Offer of $735 approved by Mr. McIver January 27, 1960.

Albany-Judkins Point Section of the Pacific Highway

R-25316 - Charles A. Bonnett, et ux. Parcel No. 1: 11.78 acres for right of way purposes; and Parcel No. 2: 4.2 acres for right of way purposes. Offer of $17,000 approved by Mr. McIver December 28, 1959. An offer of $13,500 was previously approved by Mr. McIver December 30, 1958. This increase is due to revised appraisals.

Camp Adair-Lewisburg Section of the Pacific Highway West

R-30196 - Robert J. Shine, et ux. 1.04 acres for right of way purposes. Offer of $690 approved by Mr. McIver December 29, 1959.

R-30197 - Donald J. Mullett, et ux. 1.65 acres for right of way purposes. Offer of $1,865 approved by Mr. McIver January 12, 1960.

R-30199 - E. R. Morss, et al. 1.5 acres for right of way purposes. Offer of $1,065 approved by Mr. McIver January 15, 1960. An offer of $1,475 was previously approved by Mr. McIver January 12, 1960. This revision is due to the elimination of a fencing allowance.

R-30203 - Samuel D. Morin, et ux. 2.07 acres for right of way purposes. Offer of $2,400 approved by Mr. McIver January 12, 1960.

R-30204 - Charles G. Fox, et al. 5.15 acres for right of way purposes. Offer of $4,850 approved by Mr. McIver January 12, 1960.

R-30205 - Chester H. Burgess, et ux. 11.15 acres for right of way purposes. Offer of $4,525 approved by Mr. McIver January 12, 1960.

A brief written report was presented by the Chief Counsel concerning orders which have been issued by the Public Utility Commissioner regarding crossing matters in which the State Highway Commission has been a party. These orders are summarized as follows:

PUX 331: Corbett Station Overcrossing on the Columbia River Highway in Multnomah County. The purpose of the overcrossing is to afford a connection with the state highway and the county road located on the southerly side of the railroad. The order granted by the Commissioner conforms to the petition and testimony presented at the hearing.

PUX 338: Raymond Truck Road grade crossing of The Dalles-California Highway north of Diamond Lake Junction, Klamath County. The

application was filed by W. M. Raymond and the PUC order conforms to the application and testimony presented at the hearing. No cooperation in costs is required by the Highway Commission.

PUX 339: Signals on Douglas County Winchester Road No. 115 across tracks of the Southern Pacific Company. This road is not under jurisdiction of the Highway Commission and no objection was made to issuance of an order.

PUX 341: Grade crossing of Public School and City Dump Road by tracks of OWR and N Company, Union Pacific Railroad Company, Lessee, in City of Elgin, Union County. This matter does not involve any roadway under jurisdiction of the Highway Commission and no objection was made.

PUX 343: Industrial spur track across N. E. 192nd Avenue and N. E. San Rafael Street in the City of Portland. These streets are not under the jurisdiction of the Highway Commission and no objection was made.

PUX 344: Second McKinley Street grade crossing in Eugene. Crossing is not on any street under jurisdiction of the Highway Commission and no objection was made.

Attention was given to a request made by the City of Independence for the annexation to the City of a portion of the Monmouth-Independence State Highway. The Chief Counsel stated that the matter had been carefully investigated and no objections were found. He recommended that the Commission approve the annexation and sign a form of "Consent to Annexation". His recommendation was accepted.

The Commission considered a written report submitted by the Chief Counsel with oral comments, concerning claims against others which he recommended be abandoned as uncollectible, which cases are summarized as follows:

CAO 59-208 - Bud Waterman: On June 24, 1959 a car driven by Waterman struck a 13-foot trestle span at M. P. 47.36 on the Hillsboro-Silverton Highway causing damage in the amount of $188.01. The whereabouts of Mr. Waterman cannot be determined, and the Chief Counsel recommended that the claim be abandoned.

CAO 59-177 - Willie J. Randall: On May 19, 1959 a car driven by Randall struck and damaged ten 3-inch high privets at M.P. 42 on the Pacific Highway causing damage in the amount of $57.65. Mr. Randall's whereabouts cannot be determined, and the Chief Counsel recommended that the claim be abandoned.

CAO 59-325 - William Updegrave: On November 11, 1959 a car driven by Mr. Updegrave damaged the temporary wooden guard fence at M.P. 79.0 on the Columbia River Highway causing damage in the amount of $40.93. Investigation disclosed that the guard fence was not lighted at the time of the accident and was described as dangerous by the local Maintenance Superintendent. As there appeared to be only a slight chance to collect in court, the Chief Counsel recommended that the claim be abandoned.

CAO 59-292 - William L. Crabtree: On September 18, 1959 a car driven by Mr. Crabtree struck a wire median fence at M.P. 10.85 on the Columbia River Highway causing damage in the amount of $27.23. Subsequent investigation disclosed that Mr. Crabtree's car was shoved into the fence by another vehicle, the identity of which has not been determined. As Mr. Crabtree is not legally liable under these circumstances, the Chief Counsel recommended that the claim be abandoned.

The Commission approved abandonment of the claims as presented by the Chief Counsel.

Consideration was again given to the amount of land required for highway construction purposes and for park purposes from the Harry L. White property along the Rogue River east of Grants Pass. The Commission instructed that negotiations be continued for acquisition of necessary property. Chairman McIver requested that a map be brought to the Commission showing the location and amount of land needed for park use, right of way, and borrow area. Such a map was presented to the Commission later in the day. (See entry ahead.)

Chairman McIver also commented that the Highway Interim Committee had requested that proposed highway legislation be placed before them as soon as possible and the Chief Counsel was so instructed.

The Engineer reported that since the last Commission meeting he had awarded three contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions have been fulfilled, he said, and the Commission confirmed award of the following contracts:

(1) Construction of Sam's Creek Bridge on Sam's Creek Road in Lincoln County. Bids received December 8, 1959. Contract awarded December 29, 1959 to Sig Andersson, Coos Bay, low bidder.

(2) Grading and oiling Cedar Creek-Chitwood Creek Section of Siletz Highway, Lincoln County. Bids received December 8, 1959. Contract awarded January 5, 1960 to Calkins Crushing Company, Oceanlake, low bidder.

(3) Grading and paving on Camp Adair-Lewisburg Section of Pacific Highway West in Benton County. Bids received December 8, 1959. Contract awarded January 22, 1960 to Warren Northwest, Inc., Portland, low bidder.

Establishment of three temporary construction speed zones was reported by the Engineer, who explained that these speed zones are placed on construction operations on state highways to protect the traveling public. The Commission confirmed establishment of the following construction speed zones:

(1) 35 MPH on the south unit of the Grass Valley-Kent Section of the Sherman Highway between M. P. 34.00 and M. P. 41.00 in Sherman County, effective 11:00 a.m. December 28, 1959.

(2) 25 MPH on the Birdseye Creek Bridge project on the Pacific Highway between M. P. 290.40 and M. P. 290.90 in Jackson County, effective 10:00 a.m., January 5, 1960.

(3) 35 MPH on the Pacific Highway East between M. P. 6.75 and M. P. 8.83 in Clackamas County, to be effective when necessitated by construction operations.

The placing of reduced load limits on sections of state highways was reported by the Engineer. He explained that under authority granted to him by Miscellaneous Resolutions 94-a and 94-b, reduced load limits allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles had been placed on the following sections of state highways to prevent damage because of the softened condition of the roadbed:

(1) Clear Lake-Belknap Springs Secondary Highway No. 215 from M. P. 12.13 to M. P. 18.78, in Linn and Lane Counties, effective 5:00 p.m., January 15, 1960.

(2) Lower Klamath Secondary Highway No. 423, Klamath County, over the entire highway from its junction with The Dalles-California Highway to its junction with the Klamath Falls-Malin Highway, effective 8 a.m., January 26, 1960.

The Commission confirmed the reduced load limits as reported.

The Commission considered a request from the Ontario Chamber of Commerce for an increase in the maximum weight limits on bulk farm products transported by trucks over the Old Oregon Trail from the Snake River to the Ore-Ida Potato Plant in Ontario, a distance of about one mile. The Engineer explained that a large portion

of the potatoes handled in the Ontario plant are hauled from Idaho across the Snake River. Idaho law for bulk farm products allows tandem-axle weights of 37,800 pounds and a maximum combined gross weight of 79,000 pounds on 43-foot over-all wheel base, whereas in Oregon the permissible tandem-axle weight is 32,000 pounds and the maximum gross weight for a combination having a 43-foot over-all wheel base is 68,000 pounds. Some combinations with an over-all wheel base of 48 feet, under Oregon law, would allow a maximum combined gross weight of 70,400 pounds compared to Idaho's limit of 79,000 pounds. He also pointed out that the maximum weight limits used in Oregon are the same as the nationally recommended standard. It was the Engineer's opinion that there is very serious doubt as to whether the Commission has legal authority to increase the load limits as requested. As a delegation is to appear before the Commission on the following day, no action was taken at this time.

The Commission discussed with the Engineer bids received for highway construction projects on January 21, 1960. The Engineer commented on the projects and made a recommendation as to award of each. Award of the contracts was deferred until 3 p.m.

The Engineer presented to the Commission Technical Report No. 59-3, Stadium Freeway Report, concerning proposed routing of the Pacific Interstate Highway through the westerly part of Portland. He recommended that the Commission approve the report for publishing purposes and for furnishing copies of the report to all interested agencies. It was his thought that about 500 copies would be required. Upon motion of Commissioner Fridley, the Commission approved publication of the report.

Attention was given to a request from the Wallace Road Planning and Zoning Committee of Salem for a permit to place two signs on the westerly side of the Salem-Dayton Highway to indicate that building permits are required in this zoning area. The sign message and the location of the signs, the Engineer stated, have been approved and he recommended that the permit be issued for the installation of the signs. The Commission accepted his recommendation.

Installation of a traffic signal at the intersection of Henderson Avenue and Franklin Boulevard on US 126, between Eugene and Springfield, was discussed. The Engineer explained that Henderson Avenue has developed into an important crossroad connecting US 99 and US 126 and the traffic warrants the installation of the signal. He recommended that the signal be installed at a cost of approximately $2,500, to be borne entirely by the State as the location is in a rural area. The Commission approved the installation.

An increase in the project authorization for painting the Yaquina Bay Bridge, Contract No. 5477, was requested by the Engineer.

He explained that considerable areas of heavy rust were found which required chipping operations not anticipated in the original contract. The Commission approved his request for an increase of $9,000 in the project authorization.

The Engineer stated that three location surveys for realignment and reconstruction of sections of state highways have been completed. He pointed out that these proposed relocations have been given very careful engineering consideration so as to provide the best facility for the traveling public commensurate with the cost. The Commission approved the following surveys and thereupon adopted the attached resolutions relative thereto, marked Exhibits "J-1" through "J-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(1) Mohawk Road-McKenzie Highway Section of Eugene-Springfield Highway in Lane County. See Exhibit "J-1".

(2) Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County. See Exhibit "J-2".

(3) The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County. See Exhibit "J-3".

The Commission deferred action on a proposed forest highway program using 1961 funds until representatives of the US Forest Service and the US Bureau of Public Roads are present. (See entry ahead.)

Attention was given to an agreement with the City of Corvallis concerning a modification of a previous agreement executed July 26, 1950 covering traffic signal poles on Third and Fourth Streets in Corvallis used as the route of US 99W. The Engineer explained that the City in widening Third Street must move certain signal poles in which the State is one-half owner. Under the revised agreement the City will provide new poles at its own cost and take full title to the poles replaced. The City also, at its own cost, will lengthen signal poles on Fourth Street so that they may be used for street lighting purposes. No expenditure of state funds is required. The Commission approved the revised agreement.

Attention was given to a resolution submitted by the Albany Chamber of Commerce requesting a survey for the construction of a second bridge over the Willamette River between Albany and North Albany. The Engineer explained that the bridge at Albany is now carrying less than 8,000 vehicles per day. Additional bridges across the Willamette River at Salem and Springfield were built only after traffic had reached a volume in excess of 14,000 vehicles per day. Because of a lack of funds and the relatively low priority of the second Albany bridge, he recommended that the Chamber of Commerce be advised that construction of a new bridge is not feasible or warranted at this time. The Commission accepted his recommendation and instructed that the County and City Relations Engineer contact the Albany

Chamber of Commerce and outline the reasons for the action taken.

The Engineer presented a resolution concerning construction of the Oregon approach to the proposed Biggs Rapids Toll Bridge over the Columbia River. He explained that the Washington Toll Bridge Authority will advertise for bids to construct the Biggs Rapids Bridge sometime in January, and after receiving bids will submit cost estimates to bond authorities for the sale of bonds to finance the project. It is necessary that the bonding companies have official assurance that a connection between the bridge and US 30 will be ready for traffic when the bridge is completed. He estimated the cost of the approach and connection to US 30, including an interchange and an overcrossing of Union Pacific Railroad, at $227,000. Although approval by the Bureau of Public Roads has not yet been obtained, the connection must be made in any event and he recommended that the Commission adopt the resolution. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also presented to the Commission a resolution allocating to the cities State Tax Street Funds for the last six months of the year 1959. He explained that the allocations have been determined in accordance with the law. The Commission thereupon adopted the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Requests from Coos, Curry and Wallowa Counties for additions to the County Road FAS System were considered. The Engineer commented briefly that the extensions have been requested by the Counties and have been investigated and approved by the State Highway Department and are eligible for additions to the system. The Commission approved the additions as requested by the Counties, as follows:

COOS COUNTY

FAS 251 (Extension), 0.3 mile: As a result of the relocation of a section of the Coos Bay-Roseburg Highway, FAP Route 14, in Myrtle Point, FAS 251 no longer connects with FAP 14 in Myrtle Point. The proposed extension of FAS 251 is to carry this route to a junction with the revised location of FAP 14. The extension is along Spruce Street which was the former route of the Coos Bay-Roseburg Highway.

FAS 252 (Deletion), 0.1 mile: This deletion is the result of the same relocation described above. The section to be deleted consists of one block of 8th Street which is now a part of the revised route of FAP 14.

FAS 248 (Extension), 0.3 mile: It is proposed to extend existing FAS 248 in a southwesterly direction along the westerly side of Tenmile Lake to serve a rapidly developing residential and recreational area.

FAS 890 6.4 miles: Proposed FAS 890 serves a developing recreational area as well as a dairy farming area located east of North Tenmile Lake. This road also serves as the principal access to the Elliott State Forest and fits into long-range Coos and Douglas County plans for a connecting route between the valley and coastal areas.

CURRY COUNTY

FAS 877(Extension), 1 mile: Upon the recent completion of the section of Oregon Coast Highway in the vicinity of Hunter Creek, Curry County, by agreement, assumed jurisdiction over the old route of the Coast Highway which serves to connect the Hunter Creek County Road, FAS 877, with the new Coast Highway location. This proposed extension of FAS 877 covers this section of road recently transferred to the county and carries FAS 877 to a connection with FAP Route 2 in accordance with B.P.R. regulations which require integration of FAS routes by connecting with other federal-aid routes at at least one end.

WALLOWA COUNTY

FAS 468, 1.9 miles: Proposed FAS 468 serves a suburban residential and irrigated farming area immediately west of Wallowa. It is a mail and school bus route.

FAS 476, 2 miles: Proposed FAS 476 serves an irrigated farming area and is a mail and school bus route. It is also part of an access road leading to a section of the Wallowa-Whitman National Forest which results in its use by recreational and timber products traffic.

Consideration was given to requests from Coos and Linn Counties for additional 1960-61 Federal-aid county road secondary projects totaling $338,000. The Engineer commented that the projects have been investigated and are eligible under the Secondary Road Program on County Roads. Upon his favorable recommendation, the Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Coos	251	Stringtown Road-Coquille Section, 0.3 mile. G.S.O. & Bridges.	$140,000	'61
	677	Beaver Lookout-Beaver Slough Section, 3 miles. Surface.		

County FAS projects (cont.)

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Linn	212	Brewster-Lebanon Section, 3 miles. Pave.	$ 70,000	'61
	576	Albany-Grand Prairie Junction Section, 1.3 miles. Pave.	30,000	'61
	773	Harrisburg-Alford Junction Section, 1.7 miles. Pave.	35,000	'61
	777	Diamond Hill Junction-Lane County Line Section, 5.7 miles. Pave.	50,000	'61
	214	Hamilton Creek Bridge. Structure only.	13,000	'61
		Subtotal, Linn County . .	$198,000	
		Total	$338,000	

SUMMARY BY FISCAL YEARS:	1960	1961	Total
Available Funds*	$4,009,000	$3,600,000	$7,609,000
Previously Approved	4,009,000	1,422,000	5,431,000
Unprogrammed Balance	$ - -	$2,178,000	$2,178,000
Proposed Projects 1/18/60	- -	338,000	338,000
Unprogrammed Balance	$ - -	$1,840,000	$1,840,000

*From "Status, 1960 & 1961 County FAS Funds (Includes Carry-over of Fiscal-year 1959 Funds and Exchange of Funds between Counties)" dated 12/2/59.

A cooperative project with the City of Portland for construction of a concrete median on North Interstate Avenue (US 99) between North Killingsworth and North Emerson Streets in Portland was considered. The Engineer stated that when Interstate Avenue was reconstructed several years ago a section of the concrete median was left out to accommodate an operating fire department facing Interstate Avenue. The operation of the fire department has been discontinued and the City desires that the median be made continuous. He recommended that the median be installed at an estimated cost of $1,700, with the understanding that the City of Portland is to pay half of the cost. The Commission approved the project.

The Commission considered the following request for an extension of time within which to complete the contract:

Vernie Jarl, Contract No. 5462, for paving on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, requested an extension of 12 workdays within which to complete the contract without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the extension. The Commission approved the extension of time as requested.

FOOTNOTE: Action taken by the State Highway Commission upon the extension of time listed above was based upon the recommendation of the Engineer and his report which considered but did not necessarily adopt any of the reasons given by the contractor in his recuest for extension of time. (For details, see the original of the contractor's request and the Engineer's recommendation filed in the contract mentioned in the Secretary's office in Salem.)

The Commission deferred action for a short time on the acceptance of completed contracts. (See entry ahead.)

Action was also deferred on a proposed construction program for 1962. (See entry ahead.)

The Engineer requested the transfer of $1,135,000 from Federal-aid reserve funds to the Astoria-Warrenton project on the Oregon Coast Highway to be used for acquiring rights of way and for grading the new Smith Point-Camp Rilea Section. The Commission approved the transfer.

A sewer assessment from the City of Medford in the amount of $1,305.70 was presented by the Engineer. He explained that the City recently constructed a sanitary sewerage system which will serve the area occupied by the Highway Department Maintenance and the State Police buildings. Investigation indicates that the assessment is proper, and he recommended that it be paid. The Commission authorized the payment.

The Engineer reported that on September 8, 1954 the State Speed Control Board adopted a resolution establishing 30-mile-per-hour and 45-mile-per-hour speed zones on the Pacific Highway in the City of Phoenix. A traffic engineering re-investigation reveals that a section of this zoning is outside the south corporate limits of Phoenix and therefore is under the jurisdiction of the State Highway Commission. He recommended that the following speed zones be established:

(see next page)

30 miles per hour on Main Street (one-way southbound) from the south city limits of Phoenix to the southerly end of the one-way couplet.

45 miles per hour on the Pacific Highway (one-way northbound) from the south city limits of Phoenix to the southerly end of the one-way couplet.

45 miles per hour on the Pacific Highway from the southerly end of the one-way couplet to a point 0.21 mile south of the southerly end of the one-way couplet.

The Commission approved his recommendation by adopting the attached resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission gave attention to a letter written by Paul S. Elliott, Superintendent, Oakridge School District No. 76, Oakridge, concerning a hazardous school crossing on the Willamette Highway No. 18 in the community of Willamette City. The Engineer stated that an investigation indicated that Speed Zone Resolution No. 92, established September 22, 1952, should be revised as follows:

35 miles per hour from a point 1.20 miles west of the west city limits of Oakridge to the west city limits of Oakridge, except that between a point 0.63 mile west of the west city limits of Oakridge and a point 0.51 mile west of the west city limits of Oakridge the indicated speed shall be 20 miles per hour during the hours of school crossings.

40 miles per hour from the east city limits of Oakridge to a point 0.19 mile east of the east city limits of Oakridge.

The Commission approved the revision as recommended by the Engineer by adopting the attached resolution relative thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a letter written by Charles A. Poitras, Acting Superintendent of the Bureau of Indian Affairs, Warm Springs Agency, Warm Springs, requesting establishment of a speed zone on the Warm Springs Highway in the vicinity of the Warm Springs Agency. The Engineer reported that a traffic engineering investigation indicated that Speed Zone Resolution No. 35-a established March 27, 1958 should be amended to provide:

45-mile-per hour speed zone on the Warm Springs Highway between a point 0.41 mile northwest of the main entrance to the Warm Springs Agency and a point 0.22 mile southeast of the east end of the Deschutes River Bridge, except that between M.P. 103.13 and M.P. 103.35 the indicated speed shall be 20 miles per hour during the hours of school crossings.

The Commission accepted the Engineer's recommendation by adopting the attached resolution relative thereto, marked Exhibit "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An abandonment agreement with Umatilla County covering certain portions of the Oregon-Washington-Old Oregon Trail Section of the Umatilla Mission Highway in Umatilla County was presented by the Engineer. He explained that bids will be received in the Spring of 1960 for construction of the new section which generally will follow the route of the old highway. One short section of the old road southerly from the Umatilla River will have to be maintained as a public thoroughfare and the County has agreed to accept it. The Commission accepted the Engineer's recommendation that the agreement be approved.

Consideration was given to a request made by Bar E-W, Inc. that the State enter into a cooperative fencing agreement to construct 6.5 miles of fence along the northerly boundary of the Central Oregon Highway just west of the intersection with the Lakeview-Burns Highway in Harney County. The Engineer stated that this agreement requires the State to furnish the steel posts and to stake the right of way, and Bar E W, Inc. to furnish the wire and fastenings and labor to erect the fence. The estimated cost to the State is $2,000 and he recommended approval of the agreement. The Commission accepted his recommendation.

The Commission also gave consideration to a request from Judge Raymond A. Lathrop of the Josephine County Court that the presently constructed Redwood Highway from Grants Pass westerly to the Applegate River be named "Redwood Avenue" so that a renumbering system may be completed without further revisions. The Engineer pointed out that the proposal has the approval of the Postal Department, and he recommended approval. The Commission accepted his recommendation by adopting the attached resolution relative thereto, marked Exhibit "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed out-of-state travel expense for Tom Edwards, Construction Engineer, to represent W. C. Williams, at the Associated General Contractors of America, Inc., Northwest Branch Meeting in Spokane, Washington, on January 29, 1960, at an estimated cost of $60.

Out-of-state travel expense was approved by the Commission for the following personnel:

W. H. Kosesan, Agronomist in the Landscape Division, to attend the Western Weed Society Conference in Denver, Colorado, February 22 to 25, 1960, at an estimated cost of $176.40.

Carl W. Jordan, Director of Travel Information, to attend the International Sports and Vacation Show in Los Angeles, California, on March 11 to 20, 1960, at an estimated cost of $366.60.

W. C. Williams, State Highway Engineer, to attend meetings of the Highway Transport Committee of AASHO on March 14, 1960, and the AASHO Test Road Committee on March 15 and 16, 1960, in LaSalle, Illinois, at an estimated cost of $350.

The meeting was recessed for lunch at 11:55 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present.

The matter of acquiring the Harry L. White property in Jackson County for right of way and park purposes was again discussed. The Chief Counsel presented before the Commission a map outlining the location of the Harry L. White property and the Frances White property. He stated that 295 acres are involved in the Harry L. White property, and that the Frances White property is under an option to a contractor to be used as a borrow area in construction of the Pacific Highway. He recommended that the Commission declare the necessity for acquiring approximately 41 acres of the Harry L. White property for right of way purposes and approximately 142 acres of the Harry L. White property between the right of way and the river for park purposes, and that authority be granted to negotiate for the balance of his property located north of the railroad for park purposes. Commissioner Fridley remarked that if the contractor uses the Frances White property for borrow purposes it may be rendered unsightly and be a detriment to the adjoining property to be acquired for park purposes. The Commission approved the Chief Counsel's recommendation by adopting the attached resolution relative thereto, marked Exhibit "K-10", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also instructed him to negotiate for the acquisition of approximately 40 acres of the Frances White property now under option to a contractor for borrow purposes, in the event that the option is not exercised by the contractor.

The Engineer stated that on April 27, 1943, a resolution was adopted whereby the Klamath Falls-Malin Highway No. 50 was established as a through-stop highway with the exception that no stop shall be required for Hatfield Highway traffic at its junction with the Klamath Falls-Malin Highway. An investigation was recently completed of the intersection of the Klamath Falls-Malin and Hatfield Highways, as a result of which certain channelization work is to be performed. Upon completion of this construction a revision of the stop signs is in order. He recommended that the resolution of April 27, 1943, as it pertains to Highway No. 50 be revised to rescind the exception so that northbound traffic on the Hatfield Highway shall be required to stop at its junction with the Klamath Falls-Malin Highway. The Commission approved the

recommendation by adopting the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given to a request from the Creswell Rural Fire Protection District for reimbursement in the amount of $25 for the services of two fire trucks to extinguish a fire on the west side of the Pacific Highway just north of the Creswell interchange in Lane County. The Engineer explained that the Eugene maintenance crew was cutting and burning brush in the vicinity of the Creswell interchange on September 21 and 22, 1959. At the end of the day's work on September 22, 1959, the maintenance crew left the area, thinking that they had put out the fires. However, the next day a State Police officer discovered a fire burning in one of the brush piles and called the Creswell Fire Department. It has been determined that this is not a valid claim upon the State's liability insurance carrier. Upon the favorable recommendation of the Engineer, the Commission approved payment of the claim.

The Engineer stated that in 1958 the State purchased a piece of property across the street from the Highway Maintenance shops in Klamath Falls for use as a parking lot. It has now been determined that this property lies within the jurisdiction of the Klamath Irrigation District, and since the date of acquisition the Irrigation District has been making assessments against the property. As the State is obtaining no benefits from the Irrigation District, a petition has been prepared to have the land excluded from the District's jurisdiction. The Engineer recommended approval of the petition. The Commission accepted his recommendation by signing the petition.

An abandonment resolution was presented by the Engineer formally abandoning the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway which has been replaced by new construction westerly from Myrtle Point. Under the resolution, the old section reverts to Coos County and the City of Myrtle Point. This was previously agreed upon by the County, the City and the State in an agreement dated October 14, 1958. Upon the Engineer's favorable recommendation the Commission adopted the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved the Secretary's report of papers signed on behalf of the Commission during the period of December 11, 1959 through January 22, 1960.

The date for the next Highway Commission meeting was confirmed for March 10 and 11, 1960, and a tentative date of April 21 and 22, 1960, was set for the following meeting.

The Engineer reported that contract numbers 5053, 5183, 5200, 5301, 5302, 5320, 5349, 5372, 5384, 5470, 5500, 5512, 5521, and 5547 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a proposed one-year highway construction program using 1962 Federal-aid funds. Actual construction, he commented, is to be undertaken beginning July 1960. Allocations within the five highway divisions have been made in accord with the formula used in past years. Very careful consideration has been given to the program, and he recommended that it be approved.

In connection with the movement of forest products over US 395 near Pilot Rock, Commissioner Fridley inquired if the proposed construction program contained improvements in that area. The Engineer replied that it did not. The Engineer answered other questions concerning projects in the proposed program and after brief discussion, the Commission approved the following program:

(See following pages for program)

PROPOSED [illegible] YEAR PROGRAM

1962 FEDERAL MONIES PROGRAM $20,590,000
'E' FUNDS OR STAGE 1 PROGRAM $ 4,550,000

ALLOCATIONS TO DIVISIONS

DIVISION	URBAN	PRIMARY	STATE SECONDARY	COUNTY SECONDARY	TOTAL
		ABC			
I	$ 2,455,000	$2,485,000	$ 495,000	$ 815,000	$ 6,250,000
II	390,000	1,805,000	1,935,000	890,000	5,020,000
III	445,000	2,800,000	1,150,000	780,000	5,175,000
IV	175,000	2,420,000	1,010,000	520,000	4,125,000
V	135,000	2,955,000	775,000	705,000	4,570,000
TOTALS	$ 3,600,000	$12,465,000	$5,365,000	$3,710,000	$25,140,000

INTERSTATE

1962 FEDERAL MONIES PROGRAM $26,525,000
'E' FUNDS OR STAGE 1 PROGRAM $ 5,000,000

ALLOCATIONS TO DIVISIONS

DIVISION	RIGHT-OF-WAY	CONSTRUCTION	TOTAL
I	$ 11,665,000	$ 4,735,000	$ 16,400,000
II	- -	- -	- -
III	1,150,000	6,125,000	7,275,000
IV	200,000	3,150,000	3,350,000
V	1,000,000	3,500,000	4,500,000
TOTALS	$ 14,015,000	$17,510,000	$ 31,525,000

INTERSTATE

Division	Highway	Section	Length	Type of Work	R/W	Construction	Total
I	Interstate 5	Oregon Slough-Russell Street	4.8	Purchase R/W	8,300,000	--	8,300,000
		Eastbank	--	Bal.R/W & Temp. Conn. to Interstate Ave.	3,365,000	235,000	3,600,000
		Marquam Bridge	--	Const. Piers	--	3,330,000	3,330,000
		Morrison Bridge	--	Revise Approach Ramps to 1st Ave.	--	320,000	320,000
	Interstate 80N	Banfield Connections	--	Street Conn. Ramps	--	850,000	850,000
					11,665,000	4,735,000	16,400,000
III	Interstate 5	Linn Co. Line-Judkins Point	11.0	To Complete	--	575,000	575,000
		Grants Pass-Evans Creek	9.1	Pave & Sign	--	1,750,000	1,750,000
		Evans Creek-Rock Point	5.9	Bal.R/W,Pave & Str.	400,000	2,550,000	2,950,000
		Seven Oaks-Crater Lake Hwy.	5.5	To Complete	--	1,250,000	1,250,000
		Crater Lake Hwy.-Mistletoe	18.3	R/W (Part)	750,000	--	750,000
					1,150,000	6,125,000	7,275,000

INTERSTATE (Cont.)

Division	Highway	Section	Length	Type of Work	R/W	Construction	Total
IV	Interstate 80N	Viento-Hood River	8.3	R/W	200,000	--	200,000
		The Dalles-Big Eddy	5.8	To Complete	--	1,150,000	1,150,000
		John Day Dam	20.4	Match Corps Engrs.	--	2,000,000	2,000,000
					200,000	3,150,000	3,350,000
V	Interstate 80N	John Day Dam	8.8	Match Corps Engrs.	--	1,000,000	1,000,000
		Pleasant Valley-Nelson	15.5	Purch.R/W & Part G. P. S.	500,000	2,500,000	3,000,000
		Reserve	--	--	500,000	--	500,000
					1,000,000	3,500,000	4,500,000

1962 FEDERAL AID FUNDS
'E' FUNDS OR STAGE 1 FUNDS

DIVISION 1

Highway	Section	Length	Type of Work	R/W	Construction	Total
			URBAN			
Lower Columbia	St. Johns Bridge-Urban Limits	4.0	R/W, G.,& P.	700,000	870,000	1,570,000
Pacific East	Grand Avenue Extension	-	R/W & Struc.	80,000	330,000	410,000
	Reserve	-	-	100,000	375,000	475,000
				880,000	1,575,000	2,455,000

DIVISION I (Cont.)

Highway	Section	Length	Type of Work	R/W	Construction	Total
			PRIMARY			
Cascade	S.P. Overcrossing-Oregon City	3.9	R/W, S.P.O'xing(Add two lanes), Clackamas River(Twin Strs.), Pave	100,000	1,310,000	1,410,000
Mount Hood	Gresham-Sandy (Section to be selected)	-	R/W & Grade	150,000	400,000	550,000
Pacific East	New Era-Canby	2.4	Widen to 4 lanes	50,000	400,000	450,000
	Reserve	-	- -	- -	75,000	75,000
				300,000	2,185,000	2,485,000
			STATE SECONDARY			
Beaverton-Tualatin	Section to be selected	-	R/W	495,000	- -	495,000
			COUNTY SECONDARY			
	Projects to be selected	-	-	- -	815,000	815,000
			DIVISION II			
			URBAN			
Santiam	Santiam Interchange-Pacific Highway	0.7	4-lane G. & P.	- -	150,000	150,000
Santiam	Pine Street-East(Lebanon)	-	4-lane G.,P.,& Widen Struc.	- -	240,000	240,000
				- -	390,000	390,000

DIVISION II (Cont.)

Highway	Section	Length	Type of Work	R/W	Construction	Total
			PRIMARY			
Lower Columbia	Westport-Clatskanie (Part)	-	G.,P., & S.	115,000	790,000	905,000
Oregon Coast	Hobsonville-Bay City	2.2	Roadbed Constr.	- -	650,000	650,000
Pacific West	Amity-Orr Corner	-	Widen 6 narrow bridges	- -	210,000	210,000
	Reserve	-	- -	- -	40,000	40,000
				115,000	1,690,000	1,805,000
			STATE SECONDARY			
North Santiam	Lancaster Dr.-Sublimity Gun Club	9.8	Pave	- -	640,000	640,000
Three Mile Lane	Salmon River Jct.- 3 Mile Lane	-	G., P., & S.	- -	960,000	960,000
Willamina-Sheridan	Buell Road Section	0.35	Realignment	5,000	35,000	40,000
Kings Valley	Polk Station-Dallas	2.7	G. & P.	5,000	145,000	150,000
	Reserve	-	- -	- -	145,000	145,000
				10,000	1,925,000	1,935,000

DIVISION II (Cont.)

Highway	Section	Length	Type of Work	R/W	Construction	Total
			COUNTY SECONDARY			
	Projects to be selected	-	--	--	890,000	890,000
			DIVISION III			
			URBAN			
	Reserve	-	--	--	445,000	445,000
			PRIMARY			
Coos Bay-Roseburg	W. Unit, Powers Jct.-Bridge	-	Grade & Struc.	115,000	1,385,000	1,500,000
Oregon Coast	Davis Slough-Bullards Bridge	Part	Balance of Paving	--	360,000	360,000
Redwood	Grants Pass-Applegate River (Part)	5.5	Grade	135,000	200,000	335,000
Oregon Coast	Brookings Truck Scale Site	-	G. & P.	5,000	40,000	45,000
Oregon Coast	Cape Sebastian-Myers Creek	2.1	Pave & Struc.	--	560,000	560,000
				255,000	2,545,000	2,800,000

DIVISION III (Cont.)

Highway	Section	Length	Type of Work	R/W	Construction	Total
			STATE SECONDARY			
Eugene-Springfield	Mohawk Road-McKenzie Hwy.	-	R/W	400,000	- -	400,000
Little Butte	Hanley Ranch-Forest Boundary	5.5	G. & P.	25,000	625,000	650,000
Medford-Provolt	Daisy Creek Section	1.0	G.,Drain, & P.	35,000	65,000	100,000
				460,000	690,000	1,150,000
			COUNTY SECONDARY			
	Projects to be selected	-	-	—	780,000	780,000
			DIVISION IV			
			URBAN			
	Reserve	-	—	—	175,000	175,000
			PRIMARY			
Central Oregon	W.Unit, Fort Rock Rd.-Brothers	9.0	Pave	—	300,000	300,000
The Dalles-Calif.	McKenzie-Bend Hwy. Interchange	-	Struc., G., & P.	—	140,000	140,000
The Dalles-Calif.	Bend Truck Scale Site	-	G. & P.	—	45,000	45,000

DIVISION IV (Cont.)

Highway	Section	Length	Type of Work	R/W	Construction	Total
			PRIMARY (Cont.)			
The Dalles-Calif.	N.Unit, Lyle Gap-Madras	8.1	Pave	--	625,000	625,000
Warm Springs	Madras-Agency Plains	0.9	Climbing Lane	20,000	100,000	120,000
Sherman	Wasco-North	-	G. & P.	85,000	760,000	845,000
Ochoco	Redmond-Prineville	-	Prineville Cl.Lane	10,000	175,000	185,000
	Reserve	-	--	40,000	120,000	160,000
				155,000	2,265,000	2,420,000
			STATE SECONDARY			
Paulina	Post-Paulina (Selected Section)	-	G. & O-11	--	270,000	270,000
Adel-Nevada Line	Adel-Greaser Basin	8.5	Grade	--	215,000	215,000
Mount Hood	Parkdale-Hood River (Selected Sec.)	-	R/W., G., P.	70,000	455,000	525,000
				70,000	940,000	1,010,000
			COUNTY SECONDARY			
	Projects to be selected	-	--	--	520,000	520,000

DIVISION V

Highway	Section	Length	Type of Work	R/W	Construction	Total
			URBAN			
Old Oregon Trail	N. City Limits-4th St. (La Grande)	-	Secure R/W for new connection to Freeway	135,000	- -	135,000
			PRIMARY			
John Day	Cummins Hill-Fossil	4.2	G. & P.	10,000	790,000	800,000
Oregon-Washington	Athena-Blue Mountain Station	6.5	To Complete	- -	450,000	450,000
Columbia River	Boardman-Irrigon (Add to Corps Funds)	7.4	G., P. & S.	15,000	920,000	935,000
Columbia River	Irrigon-Umatilla	6.9	G. & P.	15,000	690,000	705,000
	Reserve	-	- -	- -	65,000	65,000
				40,000	2,915,000	2,955,000
			STATE SECONDARY			
Hermiston	Hermiston-Hinkle (Part)	5.1	G. & O-11	15,000	185,000	200,000
Frenchglen	Wrights Point- South	6.0	G. & O-11	5,000	245,000	250,000
Little Sheep Creek	Cloverdale Rd.-Forest Bdry. (Part)	-	G. & O-11	5,000	155,000	160,000
Sumpter Valley	Sumpter-McEwen (Part)	-	G. & O-11	15,000	150,000	165,000
				40,000	735,000	775,000
			COUNTY SECONDARY			

Mr. B. M. French, Regional Engineer, and Mr. Norman Wood, Federal Highway Projects Engineer, from the U. S Bureau of Public Roads, came before the Commission concerning the adoption of a forest highway construction program. Present and interested in this matter were Mr. V. T. Jackson, Douglas County Judge, Mr. Huron W. Clough, Douglas County Commissioner, and Mr. Al H. May, Douglas County Engineer. Judge Jackson stated that Douglas County Court is prepared to match available funds up to $600,000 for construction and improvement of the North Umpqua Highway east of Roseburg. Mr. Roger J. Nelson, Supervisor, Highway Transportation System Development, and Mr. V.V. Church, Highway Engineer, representing the U. S. Forest Service, were also present during the discussion of the Forest Highway Construction Program. The Engineer went over the proposed program and explained details pertaining to each of the projects. He also commented that the program had been discussed at considerable length with officials of the U. S. Bureau of Public Roads and with the U. S. Forest Service, and that agreement had been reached as to the projects to be recommended and the amount of money to be expended on each. Upon his favorable recommendation, the Commission approved the following forest highway program:

Federal Highway Administrator
Chief, Forest Service
Washington 25, D.C.

Dear Sirs:

In accordance with the Rules and Regulations for Administering Forest Highways, the forest highway program outlined herein is recommended by the Regional Forester, Region 6, the Oregon State Highway Commission, and the Regional Engineer of the Bureau of Public Roads.

Unprogramed balance from previous fiscal years	$ 0.00
F.Y. 1961 funds available for programing (lapsing)	4,380,599.00
Less F.Y. 1961 funds previously obligated by administrative action	- 125,342.47
Total funds available for programing	$4,255,256.53

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
WITHDRAW THE FOLLOWING PROJECT			
FH 3-A5 (L-3669-00)	Oregon Coast Hwy. Grading, Bridges and Overcrossing	1.0	390,000
Adjusted total funds available			$4,645,256.53

(Forest Highway Program - Cont.)

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
SUBSTITUTE THE FOLLOWING PROJECT			
FH 3-A5 (L-3669-00)	Oregon Coast Hwy. Grading, Surfacing, Bit. Paving, Bridge and Overcrossing (Main Line) (1.7 mi. interchange ramps and 0.8 mi. service roads)	1.0	$ 650,000

Project and Account No.	Route Name and Type of Work	Length (Miles)	County Coop. Funds	Forest Highway Funds
NEW PROJECTS - CONSTRUCTION & RIGHT OF WAY				
FH 3-A6 (L-3838-00)	Oregon Coast Hwy. Surf., Aggr. Production	6.4		$ 450,000
FH 6-F3,R-O-W (L-3839-00)	Alsea Hwy. Right of Way	2.5		10,000
FH 6-F3 (L-3840-00)	Alsea Hwy. Grad., Surf., & Bit. Surf.	2.5		240,000
FH 7-G5,R-O-W (L-3841-00)	Siuslaw Hwy. Right of Way	2.5		10,000
FH 7-G5 (L-3842-00)	Siuslaw Hwy. Grad. & Surfacing	2.5		190,000
FH 17-C1,R-O-W (L-3843-00)	Crater Lake Hwy. Right of Way	4.0		10,000
FH 17-C1 (L-3844-00)	Crater Lake Hwy. Grading and Surfacing	4.0		290,000
FH 23-M (L-3845-00)	Santiam Hwy. Slide Investigation	1.0		50,000
FH 35-E4,H3, R-O-W (L-3846-00)	John Day-Burns Hwy. Right of Way	3.5		5,000
FH 35-E4,H3 (L-3847-00)	John Day-Burns Hwy. Grad., Surf., Bridge & Bituminous Paving	8.0		395,000

(Forest Highway Program - Cont.)

Project and Account No.	Route Name and Type of Work	Length (Miles)	County Coop. Funds	Forest Highway Funds
FH 46-H (L-3848-00)	Cascade Lakes Hwy. Grading	5.0		$ 200,000
FH 47-F4, G1 (L-3849-00)	North Umpqua Hwy. Bituminous Paving	9.0		250,000
FH 47-H (L-3850-00)	North Umpqua Hwy. Grading & Bridge	4.4	$ 500,000	300,000
FH 49-B4, D1, E, R-O-W (L-3851-00)	Mt. Hood Hwy. Right of Way	1.0		5,000
FH 49-B4, D1, E (L-3852-00)	Mt. Hood Hwy. Grading, Surfacing & Bituminous Paving	9.3		420,000
FH 53-B, R-O-W (L-3853-00)	Lake of the Woods Hwy. Right of Way	12.0		10,000
FH 53-B (L-3854-00)	Lake of the Woods Hwy. Grading	12.0		900,000
SURVEYS - Increase lumpfund survey account.				
FH Routes (L-3678-00)	1, 3, 6, 7, 16, 17, 23, 24, 25, 26, 31, 32, 35, 46, 47, 49, 51, 52 & 53			150,000
Total program			$500,000	$4,535,000
Unprogramed balance (Lapsing)				110,256.53

Very truly yours,

/s/ B. M. French, Regional Engineer

The Commission discussed with the Engineer matters to be presented by delegations which are to appear on the following day. Action was deferred on these matters pending appearance of the delegations.

Concerning the proposed Donald Road Interchange on the Pacific Highway north of Salem, the Engineer stated that an investigation indicated that the interchange is justified as it lies approximately in the center of a section eleven miles long not served by an interchange. He estimated the cost of construction at $82,000, and also pointed out that there is an overhead structure now in place. He requested, and the Commission granted, authority to negotiate with the U.S. Bureau of Public Roads for construction of the interchange. (See entry on delegation headed by Wm. Graper on January 29, 1960.)

Douglas County Judge V. T. Jackson inquired as to what plans the Commission has for completion of the reconstruction on ORE 225, the Elkton-Sutherlin Secondary Highway. The Engineer replied it is hoped to complete the existing four-mile gap within the next five years.

The Parks Superintendent advised the Commission that he had just received word of the death of Mr. V. W. McCormack, who was a member of the Parks Advisory Committee. Chairman McIver on behalf of the members of the Commission and its staff expressed sympathy to Mrs. McCormack.

Chairman McIver called a fifteen-minute recess at 2:25 p.m., following which the Commission signed a number of contracts, agreements and other papers.

At 3 p.m. the Commission announced award of contracts as follows:

BIDS RECEIVED IN SALEM ON JANUARY 21, 1960

"Construction of Svensen Slough (Ferris Creek) Bridge on Svensen Island Road (FAS 755) in Clatsop County. The Commission awarded the contract to the low bidder, Lockyear & White, Inc., Longview, Washington, at $44,346.

"Necanicum Rock Production Project on Oregon Coast, Sunset and Necanicum Highways, south of Seaside, in Clatsop County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $23,560.

"Mist Rock Production Project on Nehalem and Mist-Clatskanie Highways in Columbia County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $26,460.

"Paving slide correction and signing on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $1,092,300.36 on Alternate "A".

"Power Junction-Camas Valley Rock Production Project on Coos Bay-Roseburg Highway in Coos and Douglas Counties. The

Commission awarded the contract to the low bidder, Hughes & Dodd Co. and Tru-Mix Equipment Company, Medford, at $44,520.

"Extension of Umpqua Lighthouse State Park Overnight Camping Area in Douglas County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $48,336.50.

"Arlington-Fossil Rock Production Project on John Day Highway between Arlington and Fossil in Gilliam County. The Commission awarded the contract to the low bidder, J. F. Konen Construction Company, Inc., Lewiston, Idaho, at $53,990.50.

"Grading on the Wickiup Creek-Logdell Section of the Paulina-Logdell Road in Grant County. The Commission awarded the contract to the low bidder, Morgan Brothers, Coquille, at $77,608.11.

"Paving, structures and signing on Hood River-Shogren Section of Columbia River Highway in Hood River and Wasco Counties. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at $896,757.05.

"Structure over SPRR and county road on Josephine County Line-Evans Creek Section of Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, S & D Construction Company, Portland, at $496,402.40.

"Paisley-Valley Falls Rock Production Project on Fremont Highway in Lake County. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at $23,485.

"Paving on the McKenzie River-Willamette River Section of Pacific Highway east of Eugene in Lane County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,392,693.50.

"Construction of five structures on McKenzie River-Willamette River Section of the relocated Pacific Highway, northeasterly of Eugene, in Lane County. The Commission awarded the contract to the second low bidder, Hamilton & Thoms, Inc., Eugene, at $359,938, as the low bidder, Sig Andersson, qualified his bid by stating he would not accept projects totaling in excess of $440,000 at this letting.

"Construction of two reinforced concrete deck girder structures and four prestressed concrete beam structures in "Q" Street interchange on the McKenzie River-Willamette River Section of Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $389,769.

"Construction of Brush Creek Bridge on Brush Creek Road (FAS 228) in Linn County. The Commission awarded the contract to the low bidder, Merlin R. Stam, Eugene, at $16,400.

"Widen bridge, grading and paving Main Street (Lebanon-Santiam Canal) Bridge on Santiam Highway in Lebanon, Linn County. The Commission awarded the contract to the low bidder, H. G. Carl Construction Co., Salem, at $28,841.30.

"Olds Ferry-Idaho Line Section Signing on Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Electrical Products Corp. of Oregon, Portland, at $56,699.77.

"Grading and paving the Namorf-Harper Junction Section of Central Oregon Highway in Malheur County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $463,629.

"Roadside improvement on Salem By-pass Section of Pacific Highway in Marion County. The Commission awarded the contract to the low bidder, Rich & Sons Nursery, Hillsboro, at $23,882.35.

"Construction of grade separation structures on Lancaster Drive-Sublimity Gun Club Section of Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Birkemeier Construction Co., Milwaukie, at $217,376.84.

"Sale of Interstate Bridge Structural Steel in Multnomah County. The Commission elects to accept the high bid of Kalama Port & Terminal Co., Seattle, Washington, in the sum of $57,220.02, and the State Highway Engineer is directed to award the contract to the said bidder as soon as approval of the Army Engineers is received..

"Wasco-Kent Rock Production Project on the Sherman Highway in Sherman County. The Commission awarded the contract to the low bidder, Frank G. Baulne, Inc., Yardley, Washington, at $27,650.

"Grading, oiling and structure on Oregon-Washington Highway - Old Oregon Trail Highway Section of Umatilla-Mission Highway, Umatilla County. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $265,064.50.

"Beaverton Traffic Signals in Washington County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $8,493.

The meeting was declared adjourned by Chairman McIver at 3:10 p.m., to be reconvened on the following day at 10 a.m. in the same room.

Salem, Oregon
January 29, 1960

The Oregon State Highway Commission reconvened at 10 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. Wm. Graeper, Manager of the Aurora Telephone Company, Aurora, headed a delegation which appeared before the Commission regarding an interchange at the intersection of Donald Road and the R. H. Baldock Freeway (US 99), approximately 20 miles north of Salem. The following persons also appeared: Frank E. Von Groenewald, Donald Recreation Center; C. A. Blake, Mayor; and Mr. and Mrs. Raymond Gilles, farmers, all from Donald. Mr. Graeper introduced the members of the delegation and requested that an interchange similar to the one at Woodburn be constructed where the Aurora-Donald Road passes over the Baldock Freeway near Donald. He mentioned that one reason for their request is the necessity to back track from Woodburn in order to reach the Freeway and service the Telephone Company's pay station located at the Highway Weighing Station on the northbound traffic lane of the Freeway. He presented a petition signed by 215 persons who reside in the area requesting construction of the interchange. He also presented letters from two property owners in the area -- one from Mr. Theo. Zacher, Aurora, who wrote that he will donate one acre of land on the east side of the Freeway for the interchange, and the other from Mr. and Mrs. William Tague, Aurora, who stated that they will negotiate fairly. Statistics were presented concerning cars and trucks from the businesses in the area which use the Freeway, and the large number of farmers and residents who commute daily to work in Portland, pointing out the additional miles they must travel for egress and ingress to the Freeway. Chairman McIver thanked the delegation for their presentation and advised them that the engineers have been studying this interchange for the past three years, recognize its need and may recommend to the Commission that an interchange, consisting of an access to both lanes of the Freeway, be constructed at this location. It

will be necessary, he continued, to work out details with the Bureau of Public Roads and a definite answer on the interchange may not be known until this Fall.

Members of the Cascade Highway Association appeared before the Commission regarding (1) improvement to Highway 213 from Silverton to Butte Creek Bridge; (2) improvements to or a new route for Highway 213 through Silverton; and (3) future plans for Highway 214 following a route generally parallel to the railroad between Silverton and Mt. Angel. The delegation was composed of the following: L. E. Scott and Glenn Huston, Lebanon Chamber of Commerce; Lawrence Spraker, Stayton, newspaper publisher; Quinton B. Estell, Verl E. Cochran, William F. Hanson, Lenard Kephart, and E. L. Henkel, all from Silverton. Mr. Spraker acted as spokesman for the group and introduced the members of his delegation. He pointed out that the present highway is hilly and hazardous in the winter. It was his belief that the highway merits some straightening in the Silverton area and further north, and he expressed appreciation for the widening work which has been done. At the request of Chairman McIver, the Engineer explained that the Cascade Highway south of Silverton is not on the state highway system. The Commission, he continued, recognizes the desirability of improving the route through Silverton and northerly to the vicinity of Butte Creek when funds are available. He estimated the cost of such improvement at $790,000 and stated that a reconnaissance survey has been made on this route. A reconnaissance survey has also been made on the route following the railroad from Silverton to Mt. Angel, he added, which route will cost about $477,000. He pointed out that secondary funds in Division 2 are very limited, a large amount having been expended on construction of the North Santiam Highway, so that no funds are available for material improvements on other secondary highways in Marion County. Mr. Spraker called attention to the rapid growth on the east side of the Willamette Valley from Oregon City south to Lebanon and Cottage Grove. He gave as his opinion that for a cost of approximately $500,000 the Mt. Angel-Silverton route could be constructed so it would tie into the Molalla-Cascade route. He requested that a survey be made with the thought in mind of tying in Lebanon with the Cascade Route as one project. Chairman McIver pointed out that population in Division No. 2 has been growing very rapidly and distribution of the available funds for this Division has been a problem. The Commission recognizes the need for the improvements, he added, but must spend the money in the areas which have the highest priority. Mr. Spraker concluded the presentation by calling attention to the tremendous increase in boat traffic on this route by recreationists going to Detroit Reservoir. Chairman McIver thanked the delegation for their presentation.

Judge O. E. Effenberger, Tillamook County, headed a delegation which appeared before the Commission regarding the improvement of the Garibaldi-Bay City Section of the Oregon Coast Highway. Others in the group were Andrew J. Naterlin, State Senator, and Verne Ayers, Manager of the Oregon Coast Association, both from Newport; T. H. Bailey, Chairman of Highway Committee of Chamber

of Commerce; Burford Wilkerson, Manager of the Chamber of Commerce; Fred Guyton, Chamber of Commerce; Hans Paulsen, City Manager Richard Akers, Secretary of County Coast Association; Stan Livingston, President of the Chamber of Commerce; Earl Sweet, Manager of Auto Trade Association; and Clay Myers and Howard Tilden, County Commissioners, all from Tillamook. Judge Effenberger introduced the members of the delegation and stated that they were appearing today to express their thanks for the allocation approved in the program for the Garibaldi-Bay City Section of the Oregon Coast Highway. Mr. Wilkerson expressed the appreciation of the Tillamook County Chamber of Commerce; likewise, Messrs. Bailey, Ayers and Guyton expressed their gratitude for the project. Senator Naterlin not only thanked the Commission for the scheduled work, but also complimented the Highway Department for the promptness with which they have complied with several small requests he made during the past two years, particularly the installation of a railing on a dangerous curve north of Whale Cove. Chairman McIver thanked the delegation for their comments.

The Douglas County Court and officials of the City of Roseburg appeared before the Highway Commission regarding construction of a new bridge across the Umpqua River at Roseburg and a one-way couplet in Roseburg. Judge V. T. Jackson, Douglas County, acted as spokesman and introduced the following members of his delegation: Huron W. Clough and E. R. Metzger, County Commissioners; L. May, County Engineer; George Costello, newspaper reporter; Arnold Jacklin, Mayor; Pete Seraffin, President of the City Council; Jack Davis, Councilman; John Warburg, City Manager; and Ralph DeMoisy, Chairman of the Urban Renewal Board, all from Roseburg. Mr. DeMoisy spoke on behalf of the City of Roseburg and explained that their purpose is to to seek counsel and advice, and to advise the Commission that the City of Roseburg has arrived at a unanimous opinion that the Umpqua River Bridge should be located on Washington Street. Based on reports from the Planning Commissions and the State Highway Commission, he continued, the City Council has gone on record as favoring a high level bridge; however, there is a little disagreement in Roseburg as to whether this bridge should be a high or low level structure. He requested an answer to the following questions: (1) What is the State Highway Commission prepared to do on the approaches off the freeway to the bridge? (2) Does it make any difference to the Commission whether this bridge is a low or high level structure? (3) Can the City expect to secure any help from the Bureau of Public Roads with respect to east-west travel connecting the freeway with the North Umpqua Highway? (4) Does the Commission have any advice to help the City in arriving at its decisions in the rebuilding of the City? In answer to the questions raised by the delegation, Chairman McIver stated that these are engineering matters which require study by the engineering division, and he suggested that representatives of the City of Roseburg meet with the highway engineers to discuss their problems. The Engineer explained that the connections from the west end of the bridge to the freeway have

not yet been discussed with the Commission but he believed that such construction would be a State obligation and that a satisfactory solution can be worked out; however, the selection of the type of structure must be decided by the City as the bridge is not on the state highway system. It was his opinion that Washington Street is a good selection for the bridge construction since it can be utilized for one-way traffic, with the Oak Street Bridge used to carry traffic in the opposite direction. He pointed out that the low level bridge, which will cost about $600,000, will serve adequately for a good many years but there will be a railroad crossing at grade, and it eventually will have to be rebuilt since it could never be converted into a high level structure. To construct a high level bridge on Washington Street, he continued, will cost about $2,500,000, and such type of bridge will be more beneficial to the City in future years. Regarding the one-way couplet, he advised that the State is in agreement with the selection of the Pine Street Couplet, and the funds held in abeyance for the Stephens-Rose Street Couplet in Roseburg may be diverted to the Stephens-Pine Street Couplet; however, no decision on this matter has been made by the Highway Commission. Chairman McIver indicated that when details have been worked out with the engineers, the Commission can help with the financing of the couplet. He thanked the group for their presentation.

Mr. C. S. Peck, Eddyville, appeared before the Commission to request the hard surfacing of a section of the Eddyville-Blodgett Secondary Highway from Nashville to the intersection near Eddyville. He presented a petition signed by 156 residents of Lincoln County who concurred in his request. He pointed out that the grade and location are good but the people feel they need a paved road. In the vicinity of Nortons, he continued, there are three hazards -- two railroad crossings, and a narrow section of road near the river which floods every year, and during flood time many cars use the railroad to get across. He requested that this section be straightened and raised to eliminate the flood hazard and the railroad crossings. Chairman McIver advised Mr. Peck that some improvement is contemplated this year on that highway section and that the Engineer will contact him regarding the matter.

Senator R. F. Chapman, Coos Bay, headed a delegation which appeared regarding the Gold Beach-Selma Road. The following composed the delegation: Robert R. Van Leer, President of Gold Beach Chamber of Commerce; Fred W. Flynn, Curry County Commissioner, Brookings; Verne Ayers, Manager of Oregon Coast Association, Newport; Larry Cushing and Louis Krause, Illinois Valley Chamber of Commerce, both from Cave Junction; M. A. Sprague, Illinois Valley Farm Bureau, K. M. Smith, Josephine County Pomona and Deer Creek Grange Association, Frank Amer, County Vice-Chairman of Selma-Gold Beach Road Association, Lex Riggen, Jr., Deer Creek Grange, all from Selma; and Robert M. Knox, President of the Port of Gold Beach. Senator Chapman introduced the members of his delegation. Mr. Van Leer, who acted as spokesman for the group, requested that

the Commission recommend the placement of the road from Gold Beach to Selma on the Forest Highway System. The U. S. Forest Service and the Bureau of Public Roads, he added, have so recommended. He pointed out that the southwestern corner of Oregon is developing rapidly and there is no east-west road to serve the 140-mile area between Crescent City, California, and Coquille, Oregon. It was his opinion that the route is feasible and told of the vast resources of untouched timber in the National Forest which could be marketed if such a route were built. Mr. Knox urged the Commission to designate this road so as to justify expenditure of available funds. He spoke in behalf of the fifteen port members of the Federation of Oregon Coastal Ports and stated that the number one objective of this organization is this east-west route. Mr. Smith presented a resolution from the Illinois Valley Chamber of Commerce and several other granges and organizations which have gone on record as urging the Commission and the other agencies involved to take necessary steps for the planning and construction of the Gold Beach-Selma Road. Mr. Flynn, who appeared in behalf of the Curry County Court, also requested the placement of the Gold Beach-Selma Road on the Forest Highway System. He told of the rapid expansion and growth over the past few years of Curry County, particularly the port facilities at Port Orford, Brookings and Gold Beach which are developing into important lumber shipping ports. Chairman McIver explained that $4,500,000 a year is received from Forest Highway funds which funds are distributed on the forest highway roads throughout the state. The Selma-Gold Beach Road is estimated to cost $14,000,000 and it would be necessary to finance this road with either Forest Highway or regular construction funds. Since there are many roads in Division 3 badly in need of improvement, he continued, there is a tremendous demand for construction funds in the area, so if their request were granted, no matter which funds were used, it would take a long time to build the road. The Commission has given the matter consideration and spent considerable time studying the project, he stated, and intends to take another look at it. Mr. Van Leer interposed that only a small portion of the road would be built with Forest Highway funds, the remainder could be constructed with Forest Access Road funds, O & C funds, and Converted Land funds. There is no survey or accurate mileage of most of this route, and it is their thought if it could be placed on the Forest Highway system, a reconnaissance survey could be made. The Engineer pointed out that this road is eligible to receive Forest Access Road funds, but if it were on the Forest Highway or State Highway system such access funds could not be used on the road.

Mr. Martin Gallagher headed a delegation from the Ore-Ida Potato Products Company, Ontario, re modification of weight limitations on vehicles hauling potatoes from Idaho to Ontario, Oregon. Also appearing were Messrs. N. Grigg, Ontario, and John Chisom, Burley, Idaho. Mr. Gallagher introduced the members of his delegation and advised that their presentation pertains to the weight limitations on a one-mile section of the Old Oregon Trail over which potatoes are hauled from Burley, Idaho, to their plant at Ontario, Oregon. Mr. Grigg reviewed the history of the Ore-Ida Potato Plant, pointing out

that the present operation began in 1950 and has since developed into a very important industry in Ontario which employs 1,200 to 1,400 people and processes over a million pounds of potatoes every day. Idaho has a farm bulk law, he continued, which allows higher weight limits than Oregon; consequently, on the last mile to the plant in Oregon each load is about 8,000 pounds overweight. He estimated it will cost them about $150,000 a year if they are denied the right to haul these loads over the mile section in Oregon. He spoke of the disadvantage this limitation imposes upon them from the standpoint of their competitor in Idaho and added that although they have been hauling these heavier loads over this mile section during the past eight years without any detrimental effect on the highway, they have now been informed that the loads are illegal. He told of the difficulty encountered in the gauging of these loads of potatoes down to the exact weight of the Oregon regulation because the weight varies depending upon the amount of dirt on the potatoes. He concluded by stating that they have the backing of the Chamber of Commerce and the City Council and that they are requesting the Commission to grant them permission, either by resolution or special permit, to haul heavier loads over this one-mile section. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention. (Later in the day the Commission instructed that the Chief Counsel make a determination of the legal matters involved.)

The Clackamas County Associated Chambers of Commerce appeared before the Commission regarding the widening of US 99 E between New Era and Salem. Mr. Irwin Adams, President of the Chamber of Commerce, Milwaukie, acted as spokesman and introduced the following members of his group: T. W. Loder, Peter Wiley, F. P. Mills, Peyton Barnett, Donald E. Huffman and Walter Kanne, members of North Clackamas County Chamber of Commerce, and Richard E. Groener, State Senator, all from Milwaukie; H. I. Jackson, Civil Defense Director of Clackamas County, and Warren Adams, Clackamas County Assistant School Superintendent, both from Oregon City; Fred Meek, John Jersey, and Fred Wolfer, members of Eastside Commercial Club, and Harold Rice, Hudson House, all from Portland; Winton J. Hunt and Wallace Bonesteele, Salem Chamber of Commerce; Maylon E. Scott, State Civil Defense, and Arthur Sheets, Director of State Civil Defense, all from Salem. Mr. Hunt, representing the Industrial Committee of the Salem Chamber of Commerce, stated that his organization is whole-heartedly supporting the Clackamas County Chamber of Commerce in their efforts to obtain the widening of US 99 E, and he expressed the opinion that the economy of the Willamette Valley requires that such widening be done. Mr. Bonesteele pointed out that because of the shortage of industrial property, if a good four-lane highway were developed it would open up and encourage industrial development north of Salem. Mr. Meek read a statement from the Eastside Commercial Club endorsing this widening project and pointing out the need for an adequate highway to carry the increased traffic as well as serve the heavily populated areas and new industrial expansion south and east of Portland. Although the Baldock Freeway has

excellent egress to Salem and the communities to the west and south of Portland, he continued, it does not provide an economical route for the areas of Eastern Clackamas and Marion Counties. Mr. Rice explained that although the new Hudson House plant in Milwaukie is only one block from Highway 99 E they route trucks destined for Salem over the Baldock Freeway but would use the more direct US 99 E route if it were widened. Mr. Adams told of the rapid residential growth in Clackamas County which has increased school bus traffic on US 99 E, particularly the bottleneck to other traffic that the school buses create on the two-lane highway section. Mr. Sheets, speaking as Civil Defense Director, endorsed the remarks of the other speakers. He pointed out that because Portland has been designated as a target area by the military planners, in case of attack 70,000 people would be evacuated south on US 99 E. Time being an element in such an evacuation, they are vitally interested in the widening of Highway 99 E. Mr. Adams concluded the presentation by expressing appreciation for the contemplated widening of the 2.4-mile section of this highway; however, he reiterated their desire for the Commission to widen the remainder of US 99 E from New Era to Salem without delay. Chairman McIver thanked the delegation for appearing.

The Parent-Teacher Association and the Parent-Teacher-Student Association of Clatskanie and Westport appeared before the Commission requesting improvement of the Columbia River Highway between Clatskanie and Westport. Mrs. Kent Magruder, PTA of Clatskanie, acted as spokesman and introduced the following members of her delegation: Mrs. Forrest Humphrey, Mrs. Geo. Salmi, and Mrs. Chas. Curtis, Clatskanie PTSA; Virginia Edwards, President of PTA, Mrs. Wm. Armstrong, Miriam Nelson, and Mrs. Bob Ellis, all from Clatskanie PTA; and Mrs. Eric Hofeld, President of Wauna-Westport PTA, Woodson. Mrs. Magruder explained that as mothers of school children they have a vital interest in the improvement of US 30 between Clatskanie and Westport, particularly since 135 children are transported each day over this ten-mile section. The highway is narrow with many curves, and slide areas during the winter months, and she requested information as to the date when this condition will be corrected. Mrs. Armstrong pointed out that the highway is inadequate for the large, modern vehicles using it and creates a grave danger to traffic, particularly after a heavy rain when water covers the highway in many places and slides occur. There are no shoulders along the section between Deadman's Curve and the railroad drawbridge, and she emphasized that when a school bus or a large truck meets another truck on a curve the vehicles almost scrape each other. If a slide occurs in this area there is no way to get to Clatskanie except to travel over 100 miles via Astoria, Jewell and Mist. Chairman McIver advised the delegation that yesterday the Commission approved $905,000 to relocate a portion of the section from Clatskanie westward, but that it will be about three years before the remainder can be improved. The Engineer pointed out that the section in question is presently being surveyed and when completed it will be determined the length of road which can be constructed with the $905,000 allocation. Mrs. Magruder expressed their thanks for the project; however, she stressed the fact

that they also desire completion of the Westport end of the section. Chairman McIver thanked the delegation for bringing the matter to the Commission's attention.

The Klamath County Court appeared before the Commission regarding (1) proposed construction of Washburn Way-Great Northern Overcrossing structure; (2) Chiloquin-Sprague River Highway as a state secondary highway; and (3) proposed Orendale Draw route of Klamath Lake Secondary Highway. The following appeared: Frank Ganong and E. W. Gowen, Klamath County Commissioners, and Francis Landrum, Chairman of Roads and Highway Committee of Klamath County Chamber of Commerce, all from Klamath Falls. Mr. Ganong acted as spokesman and introduced the members of his delegation. He requested designation as a state secondary highway of the 34.3-mile Klamath County Road (FAS 429), known as the Sprague River Road, which extends from the Lakeview-Klamath Falls Highway, ORE 66, to The Dalles-California Highway, US 97. Their reasons for requesting such designation are (1) it is a vital link between two state highways -- US 97 and ORE 66; (2) this highway is used by a large portion of the commercial and private traffic traveling from Lake County to the Willamette Highway; and (3) as a result of the break-up of the Indian Reservation, Klamath County will be taking over many miles of Indian Service roads which will put an increased burden on the County's road funds. He also requested that the State rebuild the fifteen-mile section of ORE 230, East Diamond Lake Secondary Highway, between The Dalles-California Highway and the Crater Lake Junction to standards which would allow the transporting of full legal load limits over this highway. The Umpqua National Forest Supervisors, he explained, have indicated that there will be a cut of about 60 to 70 million feet of lumber a year, and about 60 percent of it will be available to the Klamath Falls area. At the present time, he pointed out, there is a 40,000 pound load limit on the East Diamond Lake Highway, such load limit being necessary because the highway was built for light tourist traffic. To compete with Douglas County and the western valley, he continued, this highway must be reconstructed to standards which will allow it to be used for the removal of timber. Mr Landrum thanked the Commission for the money allocated to their area, particularly to the Lake of the Woods Highway. He requested the Commission to authorize a survey and acquire right of way for the proposed Orendale Draw route of the Klamath Lake Secondary Highway, which is a short section of highway that will connect the junction of US 97 and ORE 66. In his opinion, when the Lake of the Woods Highway is completed, that section will be an integral part of it. Regarding the proposed Washburn Way-Great Northern Overcrossing structure, he advised that the revised estimate for a two-lane structure totals $291,000, excluding $75,000 for right of way. Although Klamath County will furnish the necessary right of way and both the County and the Great Northern Railroad have committed themselves to contribute construction funds for the project, there still remains a deficit of $65,000, which amount, he stated, the County is requesting the State to provide. The County, he continued, is willing

to enter into an agreement with the State covering the transfer of roads affected by the project, and the Great Northern Railroad is anxious for construction of the project so it can secure more yard space. The Engineer pointed out that while there is a bad situation at the crossing of the railroad tracks, nevertheless this road is not on the State Highway System; however, the Commission by agreement with the County could provide these funds from Federal-aid Secondary money, but some other much needed project in Division 4 would be deprived of that amount of money. Commissioner Jackson suggested that the County make contact with the proper Air Force personnel to ascertain whether the Military could provide the needed $65,000 for the project. As to the County's other requests, Chairman McIver advised the delegation that the Commission will consider them; however, the Commission is making no commitments. He expressed thanks to the delegation for their presentation.

The Engineer brought to the Commission's attention the matter of expending $50,000 for the construction of a road from Owyhee Dam southerly into Owyhee Lake Park, Malheur County, for as many miles as the expenditure will permit, such sum to be allocated from unexpended funds. The construction, he added, will be performed as early in 1960 as arrangements can be worked out, and he recommended approval of the project. The Commission approved the expenditure as recommended.

There being no further business to come before the Commission, the meeting was declared adjourned at 12:20 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

January 28 and 29, 1960

EXHIBIT "A"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, in connection with the future improvement of the highways herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated January 28, 1960, pages 1 through 44, as presented by the Right of Way Engineer and approved by the Highway Commission on January 28, 1960 and by this reference said right of way resolution of January 28, 1960 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Harbor Drive-Barbur Boulevard Section of the Pacific Highway described as follows:

A parcel of land lying in Tract 7, Werlock, also lying in the NE¼ of Section 29, Township 1 S, Range 1 E, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of said Tract 7; thence East along the North line of said Tract 7, a distance of 183.70 feet to the Northeast corner of said Tract 7; thence South along the East line of said Tract 7, a distance of 53.37 feet; thence Southwesterly in a straight line 233 feet, more or less, to the West line of said Tract 7, at a point which is 25 feet North of the Southwest corner of said Tract 7; thence North along said West line 197 feet to the point of beginning.

The parcel of land to which this description applies contains 23,000 square feet, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 244 be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

EXHIBIT "B-2"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Junction City-Eugene Section of the Pacific Highway described as follows:

A parcel of land lying in Section 26, Township 17 S, Range 4 W, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning at an iron pipe at the Southwest corner of the Plat of Oak Home; thence N. 0° 55' E, along the Westerly line of the Plat of Oak Home, a distance of 553.8 feet to an iron pipe set at the intersection of the Southerly right of way line of the Willamette Pacific Railroad and the Westerly line of the said Plat of Oak Home; thence along said railroad right of way line N 89° 03' W, parallel and 50 feet distant from center line of said railroad, a distance of 487.5 feet; thence S 0° 55' W, a distance of 555.2 feet; thence S 89° 13' E, a distance of 487.5 feet to the point of beginning, containing 6.21 acres.

Also beginning at the Southwest corner of the Plat of Oak Home; thence N 0° 55' E, 553.8 feet to the South line of the Willamette Pacific Railroad Company; thence Easterly along the Southerly right of way line of said railroad, a distance of 105 feet, more or less, to a line which is parallel to and 125 feet Southwesterly of the center line of the Pacific Highway; thence S 33° 58' E, parallel to said center line, 675 feet, more or less, to the South line of said Oak Home; thence Westerly along the South line of said Oak Home, a distance of 490 feet, more or less, to the place of beginning, containing 3.75 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $14,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and

EXHIBIT "B-2" (Cont.)

relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 245 be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

EXHIBIT "B-3"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Junction City-Eugene Section of the Pacific Highway described as follows:

A parcel of land lying in Lot 4, Oak Home, situated in Section 26, Township 17 South, Range 4 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the Northerly line of the Willamette Pacific Railroad Company with the West line of said Oak Home, said point being 653.8 feet North of the Southwest corner of said Oak Home; thence Easterly along said Northerly line of the Willamette Pacific Railroad Company, 310 feet, more or less, to a point which is 100 feet Northeasterly of (when measured at right angles to) the center line of the Pacific Highway, and the true point of beginning; thence continuing Easterly along said Northerly line of the Willamette Pacific Railroad Company, 185 feet, more or less, to a point which is 799.8 feet West of the East line of said Oak Home; thence North to the Southwesterly line of the Oregon Electric Railway; thence Northwesterly along said Southwesterly line of the Oregon Electric Railway to the West line of said Oak Home; thence South along said West line of Oak Home, 605 feet, more or less, to a line which is parallel to and 100 feet Northeasterly of the center line of the Pacific Highway; thence Southeasterly along said parallel line 540 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 6.3 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and

EXHIBIT "B-3" (Cont.)

provisions of ORS 273.060 Et Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 246 be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

EXHIBIT "B-4"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the North Bend Maintenance Site Section of the Oregon Coast Highway described as follows:

The West 40 feet of Lots 23, 24, 25 and 26 of Block 17, Original Plat of North Bend, Coos County, Oregon, containing 4,800 square feet of land.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 247 be entered in the minutes and records of the Commission as of the 28th day of January, 1960

EXHIBIT "B-5"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Barbur Boulevard-Tualatin River Section of the Pacific Highway described as follows:

> A parcel of land lying in Government Lots 1 and 2 of Section 6, Township 2 South, Range 1 East, W.M., Clackamas County, Oregon, the said parcel being that portion of said Lots 1 and 2 lying Easterly of that property previously conveyed to the State of Oregon, by and through its State Highway Commission, by deeds recorded in Book 239, Page 22; in Book 243, Page 7; and in Book 253, Page 593, of Clackamas County Deed Records.
>
> The parcel of land to which this description applies contains 14.337 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $14,350.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the Pacific Highway and shall also provide that said property shall never be used for placing, maintenance or display of any advertising sign within view of the Pacific Highway, except such use to which the property conveyed is devoted.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 248 be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

EXHIBIT "B-6"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner of the parcel of land in the Forest Grove-Hillsboro Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in Section 5, Township 1 S, Range 3 W, W.M., Washington County, Oregon, and being a portion of that property described in that certain deed to State of Oregon by and through its State Highway Commission recorded in Book 399, Page 357 of Washington County Records of Deeds; the said parcel being that portion of said property lying Southerly of a line which is parallel to and 60 feet Southerly of the center line of the Tualatin Valley Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 235+99.27 Bk. - 235+97.96 Ah., said Station being 28 feet South and 3770 feet West of the Northeast corner of said Section 5; thence S 89° 53' W, 718.5 feet to Station 243+16.46, the Northerly line of said parcel intersects the Easterly and Westerly boundaries of said property approximately opposite center line Stations 237+60 and 238+66 respectively.

The parcel of land to which this description applies contains 9,116 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Tualatin Valley Highway except two points of access, 25 feet in width, unrestricted as to use.

EXHIBIT "B-6" (Cont.)

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 249 be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

EXHIBIT "C"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, pursuant to ORS 366.205, the State Highway Commission has jurisdiction and control over all state parks; and

WHEREAS, pursuant to ORS 366.345(2), the State Highway Commission may develop, construct, improve, operate, and maintain park facilities in a manner as will best afford the public necessary conveniences and accommodations; and

WHEREAS, pursuant to ORS 366.350, the State Highway Commission may make regulations and provisions for the use and administration of such facilities, including reasonable charges for the use of accommodations provided in such parks and areas; and

WHEREAS, for the purpose of maintaining and operating such accommodations for the benefit of the public, it is the judgment of the Commission that reasonable charges should be made; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon its records the rates and charges so set;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

(1) That the Commission does hereby find and declare that the following charges are reasonable, such charges being necessary to defray the cost of special services and supplies furnished in connection with the use of accommodations in certain park facilities, to wit:

OREGON STATE PARKS AND RECREATION DIVISION
RATES FOR PARK FACILITY USE
1960

I. CAMPING FEES

A. GROUP USE - ORGANIZATIONS

1. Silver Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 100 No charge in accordance with agreement dated July 6, 1956.	No charge
2. Smith Creek Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 50	$350.00

EXHIBIT "C" (Cont)

A. GROUP USE - ORGANIZATIONS - Cont.

3. North Falls Youth Camp, Silver Falls State Park. Season June 1 to Labor Day. Camper Capacity - 150 No charge in accordance with agreement dated September 26, 1955. — No charge

4. Short-term permit: (up to 2 weeks) Silver Creek and Smith Creek Youth Camps, Silver Falls State Park.

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours. — $5.00

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. — 2.00

   Each person per night. — .25

5. Short-term permit: (up to 2 weeks) North Falls Youth Camp and the Ranch area at Silver Falls State Park, also at Emigrant Springs and Battle Mountain State Parks.

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is not in excess of two hours. — 3.00

   Opening and closing camp when the time required for both opening and closing by the representative of the department at the camp is in excess of two hours is Two Dollars per hour for each hour or fraction thereof in excess of the first two hours. — 2.00

   Each person per night. — .15

Fuel, propane gas, electricity, miscellaneous materials, breakage and losses to be charged at cost.

B. GROUP USE - FAMILIES OR GROUPS

1. Short-term permit, overnight tent camping only, areas where water, fuel, and toilets are provided. Per night per person. — .25

EXHIBIT "C" (Cont)

C. INDIVIDUAL AND FAMILY OVERNIGHT CAMPERS

1. Improved camps where water, fuel, toilet, are provided.

a. Tent camping, per car per night.	$ 1.00
b. Self-propelled vehicle provided with living quarters or car and trailer with living quarters per night. (Note - this charge applies whether or not trailer facilities are available)	1.50

2. Semi-improved camps for tent and trailers with living quarters. Table, stove provided, but water and sanitary facilities some distance away. Car or Car and Trailer, per night. .75

3. Final checking-out time for all overnight camps is 3:30 P.M. after which an additional night's stay will be charged.

II. BATHHOUSE FEES

A. JESSIE M. HONEYMAN STATE PARK

1. Children 14 years of age and under.	.20
2. Over 14 years of age.	.40
3. Season tickets - Children under 14 years of age.	4.00
4. Season tickets - Over 14 years of age.	6.00
5. Red Cross Swimming Classes - Children under 14 years of age, 8:00 - 11:00 A.M. (using their own lifeguard) Free of charge.	

III. LANTERN FEES

A. LAVA RIVER CAVES STATE PARK

1. State-owned lanterns used for visiting the caves.	.10

IV. STOVE METER CHARGES

A. ANY PARK SO FACILITATED

1. Meter-controlled units - approximately 30 minutes of electricity or gas cooking facilities.	.10

EXHIBIT "C" (Cont)

IV. STOVE METER CHARGES - Contd.

2. Approximately 4 minutes of electricity for bath showers. $ .10

(2) That the above charges shall be posted within the main entrance of the above park facilities.

(3) That said charges are to take immediate force and effect for the year 1960.

(4) That this resolution shall rescind and supersede all former resolutions pertaining to rates for park facility use.

(5) That this resolution be duly entered in the minutes and records of the Commission this 28th day of January, 1960, as State Parks Resolution File No. 18.

EXHIBIT "D"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, ORS 366.800 provides that:

"There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 10 per cent of all moneys credited to the highway fund by the State Treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the highway fund by the State Treasurer under ORS 319.410, 481.540, 767.635 and from fines and penalties collected for violations of the motor vehicle and transportation laws. The appropriation shall be distributed among the several cities as provided in ORS 366.785 to 366.820".

AND, WHEREAS, ORS 366.805 provides:

"The appropriation specified in ORS 366.800 shall be allocated to the cities as follows:

(1) The sum of $250,000 shall be withdrawn from the appropriation each year and set up in a separate account to be administered by the commission.

(2) Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area of heavy and unusual industrial traffic.

(3) The commission shall determine the distribution of the expenditures after considering applications made to it therefor from the cities.

(4) The balance remaining in the appropriation after the withdrawal of the $250,000 shall be distributed to all the cities.

(5) Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, ORS 366.810 provides that:

"Funds accrued and payable to cities under ORS 366.785 to 366.820 shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the commission, which shall certify the apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

EXHIBIT "D" (Cont)

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period July 1 to December 31, inclusive, of the year 1959, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of ORS 481.540 (motor vehicle registration and operators' license fees) total	$ 4,377,783.79
Funds resulting under the provisions of ORS 319.410 (gasoline tax) total	20,393,297.47
Funds resulting under the provisions of ORS 767.635 (motor carrier fees) total	7,881,054.79
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws total	263,448.93
	$32,915,584.98

AND WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $3,291,558.50, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December 31, 1959, the sum of $3,166,558.50, and

WHEREAS, by applying the factors of allocation or distribution provided for in ORS 366.800 to 366.810, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

City	Population	Amount
Adams	200	$ 717.02
Albany	14,300	51,266.60
Amity	610	2,186.90
Antelope	51	182.84
Arlington	650	2,330.30

EXHIBIT "D" (Cont)

City	Population	Amount
Ashland	8,900	$ 31,907.18
Astoria	12,000	43,020.92
Athena	875	3,136.94
Aumsville	330	1,183.08
Aurora	290	1,039.67
Baker	10,120	36,280.98
Bandon	1,730	6,202.18
Banks	390	1,398.18
Barlow	94	337.00
Bay City	830	2,975.61
Beaverton	5,030	18,032.94
Bend	13,300	47,681.52
Boardman	140	501.91
Bonanza	312	1,118.54
Brookings	3,400	12,189.26
Brownsville	1,200	4,302.09
Burns	3,700	13,264.78
Butte Falls	360	1,290.63
Canby	2,250	8,066.42
Cannon Beach	510	1,828.39
Canyon City	640	2,294.45
Canyonville	1,230	4,409.64
Carlton	1,070	3,836.03
Cascade Locks	800	2,868.06
Cave Junction	325	1,165.15
Central Point	2,300	8,245.68
Chiloquin	910	3,262.42
Clatskanie	890	3,190.72
Coburg	765	2,742.58
Columbia City	460	1,649.14
Condon	1,120	4,015.29
Coos Bay	8,020	28,752.32
Coquille	4,900	17,566.88
Cornelius	1,150	4,122.84
Corvallis	20,250	72,597.81
Cottage Grove	4,200	15,057.32
Cove	290	1,039.67
Creswell	780	2,796.36
Culver	345	1,236.85
Dallas	5,440	19,502.82
Dayton	730	2,617.11
Dayville	250	896.27
Delake	840	3,011.46
Detroit	285	1,021.75
Donald	210	752.87
Drain	1,500	5,377.62
Dufur	480	1,720.84
Dundee	337	1,208.17

EXHIBIT "D" (Cont)

City	Population	Amount
Eagle Point	690	$ 2,473.70
Eastside	1,468	5,262.89
Echo	520	1,864.24
Elgin	1,390	4,983.26
Elkton	200	717.02
Empire	4,400	15,774.34
Enterprise	1,950	6,990.90
Estacada	950	3,405.82
Eugene	49,870	178,787.78
Fairview	530	1,900.09
Falls City	850	3,047.32
Florence	1,775	6,363.51
Forest Grove	5,780	20,721.74
Fossil	680	2,437.85
Garibaldi	1,240	4,445.50
Gaston	370	1,326.48
Gates	420	1,505.73
Gearhart	560	2,007.64
Gervais	470	1,684.99
Gladstone	3,750	13,444.04
Glendale	950	3,405.82
Gold Beach	2,100	7,528.66
Gold Hill	665	2,384.08
Granite	4	14.34
Grants Pass	10,200	36,567.78
Grass Valley	200	717.02
Gresham	3,550	12,727.02
Haines	330	1,183.08
Halfway	400	1,434.03
Halsey	410	1,469.88
Hammond	533	1,910.85
Harrisburg	969	3,473.94
Helix	170	609.46
Heppner	1,620	5,807.82
Hermiston	4,470	16,025.29
Hillsboro	7,770	27,856.05
Hines	1,163	4,169.44
Hood River	4,100	14,698.81
Hubbard	495	1,774.61
Huntington	775	2,778.43
Idanha	290	1,039.67
Imbler	150	537.76
Independence	2,100	7,528.66
Ione	300	1,075.52
Irrigon	265	950.05
Island City	160	573.61
Jacksonville	1,160	4,158.69
Jefferson	655	2,348.23

EXHIBIT "D" (Cont)

City	Population	Amount
John Day	1,625	$ 5,825.75
Jordan Valley	222	795.89
Joseph	850	3,047.32
Junction City	1,680	6,022.93
Juntura	100	358.51
Klamath Falls	20,200	72,418.55
Lafayette	635	2,276.52
La Grande	9,500	34,058.23
Lakeview	3,300	11,830.75
Lebanon	6,500	23,303.00
Lexington	240	860.42
Lonerock	20	71.70
Long Creek	300	1,075.52
Lostine	245	878.34
Lowell	575	2,061.42
Lyons	460	1,649.14
Madras	1,600	5,736.12
Malin	590	2,115.20
Manzanita	450	1,613.28
Maupin	420	1,505.73
McMinnville	7,300	26,171.06
Medford	26,300	94,287.52
Merrill	1,000	3,585.08
Metolius	230	824.57
Mill City	1,550	5,556.87
Milton-Freewater	4,275	15,326.20
Milwaukie	7,800	27,963.60
Mitchell	410	1,469.88
Molalla	1,650	5,915.38
Monmouth	2,340	8,389.08
Monroe	370	1,326.48
Monument	225	806.64
Moro	385	1,380.25
Mosier	245	878.34
Mount Angel	1,485	5,323.84
Mount Vernon	450	1,613.28
Myrtle Creek	2,350	8,424.93
Myrtle Point	3,400	12,189.26
Nehalem	285	1,021.75
Newberg	4,020	14,412.01
Newport	5,200	18,642.40
North Bend	7,880	28,250.41
North Powder	410	1,469.88
Nyssa	2,850	10,217.47
Oakland	970	3,477.52
Oakridge	2,325	8,335.30
Oceanlake	1,500	5,377.62
Ontario	4,900	17,566.88

EXHIBIT "D" (Cont)

City	Population	Amount
Oregon City	8,750	$ 31,369.42
Oswego	7,300	26,171.06
Paisley	224	803.06
Pendleton	15,650	56,106.45
Philomath	1,420	5,090.81
Phoenix	800	2,868.06
Pilot Rock	1,730	6,202.18
Portland	270,000*	967,970.74
Port Orford	1,320	4,732.30
Powers	1,569	5,624.99
Prairie City	800	2,868.06
Prescott	129	462.47
Prineville	3,800	13,623.29
Rainier	1,205	4,320.02
Redmond	3,800	13,623.29
Reedsport	3,500	12,547.77
Richland	250	896.27
Riddle	1,070	3,836.03
Rockaway	1,190	4,266.24
Rogue River	600	2,151.05
Roseburg	12,250	43,917.19
St. Helens	5,215	18,696.18
St. Paul	270	967.97
Salem	49,100	176,027.27
Sandy	1,280	4,588.90
Scappoose	900	3,226.57
Scio	480	1,720.84
Scotts Mills	160	573.61
Seaside	3,775	13,533.66
Shaniko	53	190.01
Sheridan	1,810	6,488.99
Sherwood	785	2,814.29
Siletz	620	2,222.75
Silverton	3,190	11,436.39
Sisters	705	2,527.48
Sodaville	150	537.76
Spray	205	734.94
Springfield	14,090	50,513.73
Stanfield	850	3,047.32
Stayton	2,240	8,030.57
Sublimity	450	1,613.28
Summerville	60	215.10
Sumpter	137	491.16
Sutherlin	2,750	9,858.96
Sweet Home	4,150	14,878.07
Taft	470	1,684.99

* 2/3 of 1959 census, as defined in ORS 366.785(3)

EXHIBIT "D" (Cont)

City	Population	Amount
Talent	950	$ 3,405.82
The Dalles	12,050	43,200.18
Tillamook	4,400	15,774.34
Toledo	2,950	10,575.98
Troutdale	515	1,846.31
Tualatin	365	1,308.55
Turner	800	2,868.06
Umatilla	870	3,119.02
Union	1,360	4,875.70
Vale	1,620	5,807.82
Vernonia	1,200	4,302.09
Waldport	690	2,473.70
Wallowa	1,070	3,836.03
Warrenton	1,920	6,883.35
Wasco	320	1,147.22
Waterloo	171	613.05
West Linn	3,820	13,694.99
Weston	780	2,796.36
Wheeler	290	1,039.67
Willamina	1,000	3,585.08
Winston	2,475	8,873.07
Woodburn	2,825	10,127.84
Wood Village	840	3,011.46
Yamhill	505	1,810.46
Yoncalla	700	2,509.55
Totals	883,261	$3,166,558.50

Population as determined by Oregon State Board of Census, (July 1, 1959) or by official enumerations made subsequent to July 1, 1959.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 28, 1960.

EXHIBIT "E"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract #5053 with Rogers Construction Co., for grading-paving the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, completed November 10, 1959.

"Contract #5183 with Rogers Construction, Inc., for grading the Rooster Rock-Multnomah Falls Section of the Columbia River Highway in Multnomah County, completed December 2, 1959.

"Contract #5200 with Rogers Construction, Inc., for grading-paving-structure on the East Unit of the Shogren-Rowena Section of Columbia River Highway in Wasco County, completed December 2, 1959.

"Contract #5301 with Rogers Construction Co., for grading-paving the Klamath Falls Section of The Dalles-California Highway in Klamath County, completed January 9, 1960.

"Contract #5302 with F. L. Somers for structure-grading-paving the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, completed December 10, 1959.

"Contract #5320 with Peter Kiewit Sons' Co., for construction of the Tallman Branch and Bond Butte RR Overcrossings on the Santiam Jct.-Lane County Section of Pacific Highway in Linn County, completed December 15, 1959.

"Contract #5349 with Knight Pearcy & Kenneth E. Nielsen for roadside improvement on the Battle Creek Jct.-North Albany Jct. Section of Pacific Highway in Marion-Linn Counties, completed December 16, 1959.

"Contract #5372 with Roy L. Houck & Sons and Roy L. Houck Sons' Corp., for grading The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, completed May 29, 1959.

"Contract #5384 with Lord Brothers, Contractors, for construction of the Porter Street Undercrossing on Pacific (Baldock Freeway) Highway in Multnomah County, completed December 18, 1959.

"Contract #5470 with Peter Kiewit Sons' Company for grading the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County, completed November 16, 1959.

EXHIBIT "E" (Cont)

"Contract #5500 with Charles T. Parker Const. Co., for grading-paving the Hilda St.-Beaver Creek Road Section (Oregon City) of the Cascade Secondary Highway in Clackamas County, completed November 13, 1959.

"Contract #5512 with Marshall Const. Co., for the Taylor Subdivision Grade Separation widening and Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, completed December 31, 1959.

"Contract #5521 with D. F. McKenzie, for grading-stone base on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County, completed October 12, 1959.

"Contract #5547 with E. P. Baltz & Son, for roadside improvement on the Airport-Alberta St. Section of the Cascade Secondary Highway in Multnomah County, completed December 10, 1959.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 87 shall be entered in the minutes and records of the Commission as of the 28th day of January, 1960.

32462

EXHIBIT "F-1"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific

Highway number 1 Route number US 99

Location of Termini	Established Speed
Main Street (One-way southbound)	
M. P. 315.83 (south city limits of Phoenix) to M. P. 315.89 (southerly end of one-way couplet) ---	30 M. P. H.
Pacific Highway (One-way northbound)	
M. P. 315.80N (south city limits of Phoenix) to M. P. 315.91N (southerly end of one-way couplet) ---	45 M. P. H.
Pacific Highway	
M. P. 315.89 (southerly end of one-way couplet) to M. P. 316.10 (0.21 mile south of southerly end of one-way couplet) ----------	45 M. P. H.

EXHIBIT "F-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 314 be entered in the minutes and records of the Commission as of the 28th day of January, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "F-2"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Willamette

Highway number 18 **Route number** ORE 58

Location of Termini			Established Speed
M.P. 34.11 (1.20 miles west of west city limits of Oakridge)	to	M.P. 35.31 (west city limits of Oakridge) ----	35 M.P.H. 1/
M.P. 35.96 (east city limits of Oakridge)	to	M.P. 36.15 (0.19 mile east of east city limits of Oakridge) ----------	40 M.P.H.

1/ except that between M.P. 34.68 (0.63 mile west of west city limits of Oakridge) and M.P. 34.80 (0.51 mile west of west city limits of Oakridge) the indicated speed shall be 20 M.P.H. during hours of school crossings.

This resolution rescinds Speed Zone Resolution No. 92, adopted on September 22, 1952.

EXHIBIT "F-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 92-a be entered in the minutes and records of the Commission as of the 28th day of January, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

32466

EXHIBIT "F-3"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Warm Springs

Highway number 53 Route number US 26

Location of Termini			Established Speed
M.P. 102.84 (0.41 mile northwest of main entrance to Warm Springs Agency)	to	M.P. 105.50 (0.22 mile southeast of east end of Deschutes River Bridge)	45 M.P.H. 1/

1/ except that between M.P. 103.13 and M.P. 103.35 the indicated speed shall be 20 miles per hour during the hours of school crossings.

This resolution amends Speed Zone Resolution No. 35-a, adopted March 27, 1958.

EXHIBIT "F-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 35-b be entered in the minutes and records of the Commission as of the 28th day of January, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment there is eliminated from the original highway a section thereof, the eliminated section shall, if needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense or by the County or by the State and County, on such terms and conditions as may be agreed upon; and

WHEREAS, under the provisions of ORS 373.270, County is empowered to surrender jurisdiction over any county road or portion thereof within the corporate limits of any city and city may accept same and thereafter maintain said county road or part thereof under the jurisdiction and control of said city as part of the city street system; and

WHEREAS, under the provisions of ORS 373.010, whenever the route of any state highway passes through the corporate limits of any city of this state, the Highway Commission shall select and designate the streets of the city over which the state highway shall be routed and may alter or change such routing when, in its opinion, the interest of the motoring public will be better served; and

WHEREAS, State has relocated and constructed the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway, State Primary Highway No. 35 in Coos County, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 385+50 and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 460+81.82 on the said relocated highway; and

WHEREAS, due to the relocation of said section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the original Coos Bay-Roseburg Highway, State Primary Highway No. 35, which sections to be eliminated are hereinafter designated as Unit "A" as shown colored in red, Unit "B" as shown colored in brown, and Unit "C" as shown colored in purple on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, the State Highway Commission, Coos County, and the City of Myrtle Point entered into an agreement dated October 14, 1958, relating to the elimination and disposition to be made of the said sections of original Coos Bay-Roseburg Highway which are subject to elimination and are hereinafter referred to as Units "A", "B", and "C"; and

WHEREAS, said agreement provides that State, by resolution, upon completion of the said relocated section of said highway, shall formally

EXHIBIT "G" (Cont)

eliminate said Units "A", "B", and "C" as part of the Coos Bay-Roseburg Highway, State Primary Highway No. 35, and the state highway system; and all right, title, and interest which State has in Units "A" and "B" shall pass to and vest in County; and County shall accept all right, title, and interest which State has in Units "A" and "B" and shall maintain Unit "A" as part of the county road system so long as needed for the service of persons living thereon and communities served thereby, and, after Unit "B" has been lawfully established as a county road, County shall relinquish all jurisdiction and control of said Unit "B" to City pursuant to and in accordance with the provisions of ORS 373.270; and Unit "C", being Spruce Street in the City of Myrtle Point, shall no longer be designated the route of the Coos Bay-Roseburg Highway in said city, and all jurisdiction and control which State has in Unit "C" shall be returned to City, and City shall resume complete maintenance of said Unit "C" as a city street.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That, by reason of the relocation of the Coos Bay-Roseburg Highway, State Primary Highway No. 35, in Coos County, sections of the former right of way of the Coos Bay-Roseburg Highway are no longer needed by the State of Oregon and are no longer required for part of the said new right of way of the said relocated Coos Bay-Roseburg Highway, which said sections are identified as Units "A", "B", and "C" as shown on the attached Exhibit "A" and described as follows: *

Unit "A"

All the land situated within the right of way boundaries of the Coos Bay-Roseburg Highway as formerly routed, beginning at the westerly right of way boundary line of the said relocated highway at said former Highway Engineer's Centerline Survey Station 87+00 in the southwest quarter of the northwest quarter ($SW\frac{1}{4}$-$NW\frac{1}{4}$), Section 9, Township 29 South, Range 12 West, W.M.; thence southwesterly via said highway as formerly routed to the northerly city limits of the City of Myrtle Point at the east-west centerlines of Sections 8 and 9, Township 29 South, Range 12 West, W.M.

Unit "B"

All the land situated within the right of way boundaries of the Coos Bay-Roseburg Highway as formerly routed, beginning at the northerly city limits of the City of Myrtle Point on the east-west centerlines of Sections 8 and 9, Township 29 South, Range 12 West, W.M.; thence southwesterly and easterly to the intersection of Spruce Street and 1st Street in the City of Myrtle Point.

EXHIBIT "G" (Cont)

Unit "C"

All that portion of Spruce Street which is now utilized by State for highway purposes from First Street to Eighth Street.

2. That, pursuant to said agreement entered into with Coos County and the City of Myrtle Point dated October 14, 1958, Unit "A" as heretofore described and as shown colored in red on the attached Exhibit "A", and Unit "B" as heretofore described and as shown colored in brown on the attached Exhibit "A" are hereby duly eliminated as part of the Coos Bay-Roseburg Highway, State Primary Highway No. 35, and all right, title, and interest which State has in said Units "A" and "B" hereby pass to and vest in said Coos County. *

3. That, pursuant to said agreement, Unit "C" as heretofore described and as colored in purple on the said attached Exhibit "A" is hereby eliminated as the route of the said Coos Bay-Roseburg Highway, State Primary Highway No. 35, in the City of Myrtle Point, and all jurisdiction and control which State has in said Unit "C" hereby passes to and vests in said City of Myrtle Point. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 355 this 28th day of January, 1960, and the secretary is ordered to mail duplicate originals hereof to the Coos County Court and to the City Recorder of the City of Myrtle Point.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 355, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.215, the Oregon State Highway Commission may select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways; and

WHEREAS, the Oregon State Highway Commission has been notified by the Washington State Toll Bridge Authority that it proposes to award a contract for the construction of the proposed Biggs Rapids Toll Bridge, which will connect U.S. Highway No. 97 across the Columbia River near Biggs, Oregon; and

WHEREAS, the Washington State Toll Bridge Authority has requested the Oregon State Highway Commission to agree, contingent upon the said Toll Bridge Authority awarding a contract for the building of the said proposed bridge, to construct and maintain a connection between the Columbia River Highway, State Primary Highway No. 2, (U.S. 30) and the southerly end of said proposed bridge, the construction of said connection to be completed and in operation at or prior to the time the said bridge is completed and opened to traffic.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That contingent upon the Washington Toll Bridge Authority awarding a contract for the construction of the proposed Biggs Rapids Toll Bridge, the Highway Commission agrees to construct and maintain a connection between the Columbia River Highway, State Primary Highway No. 2, (U.S. 30) and the southerly end of the said proposed Biggs Rapids Toll Bridge, approximately as shown on Exhibit "A" which is attached hereto and by this reference made a part hereof.*

2. That said connection will be completed and in operation prior to or at the time the said p posed toll bridge is completed and opened to traffic.

3. That this resolutio w l be of no force or effect in the event the Washington State Toll Bridge Authority does not award a contract for the construction of the said proposed Biggs Rapids Toll Bridge.

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Primary Highway Designation Resolution No. 30 this 28th day of January, 1960.

EXHIBIT "H" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 30, under the heading "Primary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the State Highway Commission is authorized to designate main traveled or "through" highways or sections thereof by placing at the entrances thereto from intersecting highways, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is further authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Commission heretofore on the 27th day of April, 1943, adopted a resolution by which certain state highways and sections thereof were declared to be and were designated as main or "through" highways, and the State Highway Engineer was instructed to properly mark the same; and

WHEREAS, by said resolution of April 27, 1943, the Commission declared the Klamath Falls-Malin Highway No. 50 to be a "through" highway from its junction with the Klamath Falls-Lakeview Highway to the California State Line and stipulated that traffic entering said highway shall stop before entering, with the following exception:

> No stop shall be required for Hatfield Highway traffic at its junction with the Klamath Falls-Malin Highway.

WHEREAS, a traffic engineering investigation has been conducted, which investigation disclosed that the safety of the traveling public would be best served if traffic northbound on the Hatfield Highway be required to stop at its intersection with the Klamath Falls-Malin Highway.

NOW, THEREFORE, based upon the results of said traffic engineering investigation and upon the recommendation of the State Highway Engineer, the Commission does hereby find, declare, resolve and order as follows:

1. That the exception as contained in said resolution of April 27, 1943, pertaining to the Klamath Falls-Malin Highway No. 50, be rescinded.

2. That in all other respects the provisions of said resolution of April 27, 1943 shall remain in full force and effect.

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

EXHIBIT "I" (Cont)

4. That this resolution shall be entered in the minutes and records of the Commission as of the 28th day of January, 1960, as "Through Highways" Resolution No. 4f, and a duly certified copy thereof delivered to the U.S. Bureau of Public Roads and like copies to the Secretary of State, the Superintendent of the Department of State Police, and the County Clerk of Klamath County for their information.

EXHIBIT "J-1"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Highway, beginning at Highway Engineer's Station 266+00, at Mohawk Road, and extending in an easterly direction to Highway Engineer's Station 470+49.79, at a junction with the McKenzie Highway, approximately three miles east of the east city limits of Springfield, together with the map, which for identification purposes bears Sketch Map file No. 1R-5-1348 and the date of January, 1960 (Right of Way Map No. 8B-8-10, dated February, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "J-1" (Cont)

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of January, 1960, as Survey Resolution No. 203.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 203, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Hillsboro-Reedville Section of the Tualatin Valley Highway, beginning at Highway Engineer's Station 234+84.5, near the west limits of Reedville, and extending in a westerly direction to Highway Engineer's Station 405+02.64, at the southeast city limits of Hillsboro, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1253 and the date of November, 1959 (Right of Way Map No. 8B-15-10 dated August, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a limited access controlled highway.

EXHIBIT "J-2" (Cont)

4. That this resolution be entered in the minutes and records of the Commission as of the 28th day of January, 1960, as Survey Resolution No. 204.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 204, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of The Dalles-Big Eddy Section of the Columbia River Highway, beginning at Highway Engineer's Station 2380+60±, at the east city limits of The Dalles, and extending in an easterly direction to Highway Engineer's Station 2557+00, just east of The Dalles Dam Interchange, together with the map, which for identification purposes bears Sketch Map file No. 10C-33-6 and the date of January, 1960 (Right of Way Map Nos. 8B-10-19 and 8B-11-18, dated October, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.*

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "J-3" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Columbia River Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 28th day of January, 1960, as Survey Resolution No. 205.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 205, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-1"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the above said section of highway is being widened, relocated and improved as a land service road and the Commission will grant accesses at such reasonable and safe locations as may be agreed upon between the owners and the Commission for any portions of said highway which is subject to ORS 374.405.

EXHIBIT "K-1" (Cont.)

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lost Creek-Camp Creek Unit, Post-Paulina Section of the said Paulina Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1242.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1242, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-2"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served; even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property

described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters-Deschutes River Section of the McKenzie Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said relocated McKenzie Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically stated. The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are noted as to each parcel, or parcels, no part of the width of which was acquired prior to May 12, 1951.

3. That the relocation, construction, improvement and maintenance of the said Deep Canyon-Deschutes River Unit, Sisters- Deschutes River Section of the said McKenzie Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and

EXHIBIT "K-2" (Cont.)

prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1118-a.

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1118-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the North Portland Harbor-North Russell Street Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the

EXHIBIT "K-3" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said North Portland Harbor-North Russell Street Section of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said North Portland Harbor-North Russell Street Section of the said Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "K-3" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1243.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1243, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-4"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of constructing and maintaining highways of the state highway system, the Commission plans and proposes to acquire certain real property for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system; and,

WHEREAS, said Commission is authorized to take fee simple title to said real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement and betterment and maintenance of highways of the state highway system, certain interests in or fee simple title to a certain parcel of real property. The said parcel of real property, or particular interest therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, is more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

EXHIBIT "K-4" (Cont.)

2. That the highway facilities for which the said parcel of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcel of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein; that upon the filing of such proceeding possession of said parcel of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1244.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1244, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-5"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

EXHIBIT "K-5" (Cont.)

to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1232-a.

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*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1232-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32494

EXHIBIT "K-6"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek-Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not needed for the highway proper; and

EXHIBIT "K-6" (Cont.)

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the said Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the said Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be

EXHIBIT "K-6" (Cont.)

necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 951-b.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 951-b under the heading "Condemnation Resolutions", and said descriptions, maps and plats by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-7"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Camp Adair-Lewisburg Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "K-7" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1245.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1245, under the heading Condemnation Resolutions , and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32500

EXHIBIT "K-8"

(Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Cape Sebastian State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Cape Sebastian State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon and for such purposes and in connection therewith the real property hereinafter described is necessary;

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the

EXHIBIT "K-8" (Cont.)

State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hunter Creek-Myers Creek Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Cape Sebastian State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Hunter Creek-Myers Creek Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required,

and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Hunter Creek-Myers Creek Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1246.

EXHIBIT "K-8" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1246, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32404

EXHIBIT "K-9"

Minutes of January 28 and 29, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Smith Rock State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop and maintain the Smith Rock State Park for public park and recreational purposes, for the convenience of the public, for the general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargement, development and maintenance of the Smith Rock State Park fee simple title to certain parcels of real property. The said parcels of real property needed and required, and the specific use to be made thereof are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the real property hereinafter described, and the park and recreational purposes for which it is being acquired, is necessary for the convenience of the public and will contribute to the general welfare and pleasure of the motoring public or road user.

EXHIBIT "K-9" (Cont.)

3. That the park and recreational facilities for which the real property hereinafter described is required and is being taken have been planned, designed, located, and will be constructed, developed and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein, that upon the filing of such proceeding, possession of said parcel of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 28th day of January, 1960, as Condemnation Resolution No. 1247.

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* FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1247, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32506

EXHIBIT "K-10"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the State Highway Commission plans and proposes to develop and maintain a state park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power

EXHIBIT "K-10" (Cont.)

of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the

attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.*

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.*

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 29th day of January, 1960, as Condemnation Resolution No. 1240-a.

EXHIBIT "K-10" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1240-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of January 28 and 29, 1960

RESOLUTION

WHEREAS, Josephine County has urged that a resolution be adopted by the Highway Commission naming and designating a section of the existing Redwood Highway, State Primary Highway No. 25, as hereinafter described and as shown colored in red on the map attached hereto, marked Exhibit "A", and by this reference made a part hereof, as the Redwood Avenue Section; and *

WHEREAS, it appears that the description of the above-mentioned section as Redwood Avenue will facilitate the completion of a presently active county road renumbering project without the necessity of future revision when said section is bypassed by a relocated section of said highway as shown by a broken line on the attached Exhibit "A". *

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the existing section of the Redwood Highway, State Primary Highway No. 25, described as follows and colored in red on the attached Exhibit "A", is hereby designated and hereafter shall be known as the Redwood Avenue Section of the Redwood Highway: *

> Beginning at the intersection of the existing Redwood Highway with the relocated Redwood Highway, in the vicinity of Fairgrounds Road, approximately 0.75 miles Westerly of the Redwood Highway junction with the existing Rogue River Highway, said beginning point being in the SW$\frac{1}{4}$ of Section 19, T. 36S, R 5W, W.M.; thence Westerly through Section 19. T. 36S, R. 5W, W.M. and Sections 24, 23, 22, 21, 28, 29, 32, and 5., T. 36S, R. 6W, W.M., along the route of the existing Redwood Highway, approximately 5.54 miles to its intersection with Helm Road in the NE$\frac{1}{4}$ of the NE$\frac{1}{4}$ of Section 31, T. 36S, R.6W, W.M., said intersection being adjacent to the Helm Road connection to the existing Redwood Highway approximately 0.69 miles Northeasterly of the Applegate River. All of the above being in Josephine County, Oregon.

2. That this resolution be entered in the minutes and records of the Commission this 28th day of January, 1960, as Primary Highway Designation Resolution No. 31, and a true copy thereof filed with the Secretary of State.

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* FOOTNOTE

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 31, under the heading "Primary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
February 25, 1960

The Oregon State Highway Commission met in special session at 12:05 p.m. in the Conference Dining Room in the basement of the State Capitol Building. The following persons were present:

K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
L. I. Lindas, Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Chief Counsel presented a map showing the Harry L. White and Elizabeth P. White property, File No. R-27321, on the Grants Pass-Rock Point Section of the Pacific Highway in Jackson County. He recalled that at the previous Commission meeting authority had been granted to negotiate for acquisition of Parcel 2 and Parcel 3 as shown on the map, but no authority had been granted for condemnation of these parcels which lie to the north of the railroad track. He also recalled that it had been pointed out at the last Commission meeting that if the contractor who holds an option on the Frances White property uses it for a source of road-building material, the property probably would be rendered very unsightly and act as a detriment to adjoining property being acquired for park purposes. He explained that if Parcels 2 and 3 are acquired, they can be used as a source of material, thereby relieving the need for use of material from the Frances White property. He requested the Commission to declare by resolution the necessity of acquiring Parcels 2 and 3 of the Harry L. White property for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owner of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In connection with the damage claim of A. M. Cronin and Susan Cronin vs. the State Highway Commission, the Chief Counsel requested that authority be granted for Mr. Frank I. Towle, Engineering Investigator, to travel out of state to Gonzaga University at Spokane and to the University of Washington at Seattle for the purpose of interviewing prospective witnesses for use at time of trial. The Commission approved the out-of-state travel at an estimated cost of $93.15.

Settlement of a condemnation case, File No. R-28212, with Shell Oil Company for property located on the East Bank Freeway Section of the

Pacific Highway in Multnomah County also was presented by the Chief Counsel. He explained that an offer had been made in the amount of $44,200 for the property. The Company has now agreed to settle for the sum of $44,200, with the proviso that they be allowed to retain the structure and certain fixtures. An independent appraisal indicates that the property is worth $45,875 without structure and fixtures. He estimated the remaining salvage value would be approximately $1,100. Upon his favorable recommendation, the Commission approved the settlement.

The Engineer requested authority for Mr. F. B. Crandall, Traffic Engineer, to attend a meeting of the National Joint Committee on Uniform Traffic Control Devices in Chicago, Illinois, March 9 and 10 at an estimated cost of $230. The Commission approved the out-of-state travel.

A "Relinquishment of Title" to B. A. Martin and Nettie Martin, for a parcel of land along the Oregon Coast Highway in Curry County (File No. R-27528), in Section 3, Township 40 South, Range 14 West, W.M., was presented by the Chief Counsel. The conveyance, he explained, is being made because of an erroneous description of the land in a prior conveyance. The Commission approved the "Relinquishment of Title".

The Engineer commented that the City of Portland has appointed a committee to study the Stadium Freeway plan in the western part of Portland and they are to report to the City. A group of downtown businessmen in Portland, he added, have indicated that they wish to appear before the Commission at its April meeting.

The Commission signed papers, and, there being no further business to conduct, the meeting was adjourned at 12:50 p.m.

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBIT "A"

Minutes of the Special Meeting

of the

OREGON STATE HIGHWAY COMMISSION

held on

February 25, 1960

EXHIBIT "A"

Minutes of February 25, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the State Highway Commission plans and proposes to develop and maintain a state park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power

EXHIBIT "A" (Cont.)

of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the

EXHIBIT "A" (Cont.)

attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 25th day of February, 1960 as Condemnation Resolution No. 1240-b.

EXHIBIT "A" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1240-b, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Salem, Oregon
March 10, 1960

The Oregon State Highway Commission met in regular session at 10 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on January 28 and 29, 1960.

The State Parks Superintendent reported on the following park matters:

Supplemental Agreement with the U. S. Army Engineers covering use of two areas of government land on Fern Ridge Lake, eleven miles west of Eugene: The original agreement, the Parks Superintendent explained, was entered into on September 5, 1951. The modifications, he continued, consist principally in the elimination from the original agreement of an area outside of the use area; the elimination of control of the surface of the lake; the addition of a paragraph deleting the fissionable material clause; and the addition of a paragraph prohibiting discrimination against a person because of race, color, religion, or national origin. None of these changes, he stated, are objectionable, and he recommended the approval of the modified agreement. The Commission accepted his recommendation.

Sale of blow-down timber in Cape Lookout State Park: The Parks Superintendent stated that a considerable amount of timber had been blown down on adjoining U. S. Forest property and on about 15 acres of State Park land. To salvage timber on the park property it is necessary to transport it through the National Forest property. The Forest Service has sold its portion of the down timber at a price of $18 MBF for Sitka spruce and $10 MBF for western hemlock and other species. He recommended that the blow-down timber be offered at public sale with the minimum price being the same as that received by the Forest Service for its timber. The Commission authorized the sale.

Additional use area for Cape Meares Lighthouse State Park, Tillamook County: A proposed lease agreement was presented by the Parks Superintendent whereby the State could lease from the U. S. Coast Guard for a period of 20 years an additional area without cost. The proposed area is needed for development of the park, which development he estimated would cost approximately $3,500. He pointed out that although there is a revocable clause in this agreement in favor of the Federal Government, the possibility of the Government exercising this clause is very remote. Upon his favorable recommendation, the Commission approved the lease with the understanding that it contain a provision allowing the State to renew the lease if desired at the end of 20 years.

Amendment No. 9 to Agreement with Central Lincoln Peoples' Utility District of Newport for additional power line construction at Jessie M. Honeyman State Park: The additional construction, the Parks Superintendent stated, is necessary to provide 3-phase power for the larger motors used for sewage disposal. The amendment provides an increase of $150 annually to the minimum bill, making a total minimum of $1,673.80. However, the bill for power used in 1959 was approximately $2,100. Following his favorable recommendation, the Commission approved the amendment.

Progress report on replacement of The Cove Palisades State Park facilities because of construction of Round Butte Dam: The Parks Superintendent stated that the Portland General Electric Company is willing to enter into some kind of agreement for studies of possible park replacement areas. It was his feeling that the studies should be made by the State Parks Department. The Company is willing to pay for the studies and the development of plans, and has indicated that they would provide at least $3,500 for this purpose. It was his recommendation that an agreement be entered into, either a formal type agreement or by an exchange of letters. Commissioner Fridley inquired if arrangements could be made so that plantings necessary for beautification of the park area could be made at an early date. The Parks Superintendent replied that he was relatively sure that such an arrangement could be made. Chairman McIver inquired if the proposed relocated park area would be designed to accommodate more people than the old area, to which the Parks Superintendent replied affirmatively. The Commission accepted his report and recommendation.

Request of the State Parks Advisory Committee to name an area at Owyhee Lake Park in honor of the late V. W. McCormack, former member of the Committee: The Parks Advisory Committee at a meeting on February 5, the Parks Superintendent stated, had recommended that a portion of the park near Cherry Creek be named the "V. W. McCormack Area of the Owyhee Lake Park". It is intended only to name a portion of the park for Mr. McCormack, and he so recommended. He also recommended that formal action be taken to designate the park as "Owyhee Lake State Park". The Commission approved his recommendations and thereupon adopted the attached resolution relative thereto, marked Exhibit "L", which

resolution by this reference is made a part hereof with like effect as though extended in full herein.

Recommendation of State Parks Advisory Committee for a replacement for Mr. V. W. McCormack, deceased: The Parks Superintendent mentioned the names of several prominent persons who live in Eastern Oregon. The Commission deferred action for study. (Later in the day, the Commission announced that from among the names presented, Mr. C. H. Reynolds of La Grande had been contacted and that he had agreed to serve as a member of the Parks Advisory Committee.

The Right of Way Engineer presented for consideration options, Pages 1 through 42, inclusive, secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting the attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Upon inquiry by Chairman McIver the Right of Way Engineer outlined the status of right of way acquisition on the East Bank Freeway Section and the Minnesota Section of the Pacific Highway in Portland.

The Property Manager's report concerning sales of miscellaneous properties and changes in rental status since the last Commission meeting was presented by the Right of Way Engineer. Miscellaneous sales during that period amounted to $32,029.50 and rental receipts for February, 1960, amounted to $5,573.30. The Commission accepted the report.

Authorization was requested by the Right of Way Engineer to sell several parcels of property which are no longer required for highway purposes. Each parcel of property, he stated, has been carefully appraised to determine its current value, and access has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property and thereupon adopted the attached resolutions relative thereto, marked Exhibits "B-1" through "B-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein:

(a) 16,875 square feet of land from the former Larsen property, File No. 8787, on the Eugene Section of the Pacific Highway in Lane County, for a minimum consideration of $10,000, without sign restrictions and without access to the highway. See Exhibit "B-1".

(b) 0.5 acre of land of the former Phelps property, File No. 21110, on the Vale-Cairo Junction Section, Central Oregon Highway in Malheur County, for a minimum consideration of $3,000 and without access to the relocated Central Oregon Highway. See Exhibit "B-2".

(c) 5.05 acres of land from the former Pilot Butte Quarry Site, File No. 30455 (Q-203) on the Pilot Butte Park Section of the Central Oregon Highway in Deschutes County, for a minimum consideration of $1,000, without title insurance and with no assurance of a water right. See Exhibit "B-3".

(d) 0.56 acre of land from the former Brown property, File No. 5882, on the Albany Section of the Albany-Junction City Highway in Linn County, for a minimum consideration of $19,850. The State is to replace a drainage ditch which now crosses the property. Two points of access 30 feet in width and unrestricted as to use are to be allowed. See Exhibit "B-4".

(e) 4.85 acres of the former White City Lumber Company property, File No. 10516, on the Eagle Point-Medford Section of the Crater Lake Highway in Jackson County, for a minimum consideration of $5,000. Four points of access to the Crater Lake Highway are to be allowed, 40 feet in width, and unrestricted as to use. This action is to confirm telephonic approval made by Chairman McIver February 29, 1960. See Exhibit "B-5".

(f) 0.1 acre of land from the former Fransen property, File No. 17452, on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County, for a minimum consideration of $435 with access to the frontage road only. The advertising sign restriction is to be imposed.

(g) 0.45 acre of land from the former Autry property, File No. 23291, on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County, for a minimum consideration of $250 and without access to the Pacific Highway. The advertising sign restriction is to be imposed.

(h) 0.25 acre from the former Lynch property, File No. 23848, on the Hillsboro One-way Street Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $5,000, and without access to the Tualatin Valley Highway. See Exhibit "B-6".

Direct sale to the City of Seaside of several parcels of property were presented by the Right of Way Engineer. These areas, he stated, are located on the Roosevelt Drive Section of the Oregon Coast Highway in Seaside. Some were acquired from the City at no cost, with the understanding that the remnants would be returned to them. The sale price of the other parcels is based upon appraised valuation. Upon his

favorable recommendation, the Commission approved sale to the City of Seaside of properties as follows:

File No.	Area	Proposed Sale Price
6337	38,768 square feet	None
6313	10,750 square feet	None
23372 (L-3110)	1,307 square feet	$ 300.00
27797 (L-3129)	356 square feet	142.40
13389	728 square feet	43.68

He also pointed out that there are to be no access restrictions on the property covered by File No. 23372 and that no access to the highway is to be allowed to the other properties. The sales are not to be subject to a public use clause.

Direct sale of two parcels of property no longer required for highway purposes was recommended by the Right of Way Engineer. Considerations involved, he added, have been determined by appraisal. The properties are as follows:

(1) 4.25 acres of the former Harlow property, File No. 23526, on the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, Lane County, to the Eugene Water and Electric Board for a consideration of $6,079.50. No access is to be allowed to the relocated Eugene-Springfield Highway and an advertising sign restriction is to be imposed. (See Exhibit "C-1".)

(2) 5,925 square feet of the former Sundbom property, File No. 10913, on the Interstate Avenue-Steel Bridge Section of the Pacific Highway West in Multnomah County, to the City of Portland for $4,740, which is the State's 40 percent equity of the appraised valuation of $11,850, with no access to the Pacific Highway West. The Right of Way Engineer explained that the property is jointly owned, the State having a 40 percent and the City of Portland a 60 percent interest, and that the property will be sold with the proviso that if the City ultimately sells it for more than $4,740, the State will recover 40 percent of any excess of the appraised value. (See Exhibit "C-2".)

The Commission approved the sales as presented and thereupon adopted the attached resolutions relative thereto, marked Exhibits "C-1" and "C-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Sale of a 120-foot radio antenna tower at Burns to the State Board of Forestry for a sum of $100 was recommended by the Right of Way Engineer. The tower, he explained, is no longer needed for radio purposes and the Board of Forestry has agreed to dismantle and remove it within 30 days. The Commission approved the sale.

A "Consent to Assignment of Access" form was presented by the Right of Way Engineer covering assignment of a right of access on the Lookout Point Section of the Willamette Highway in Lane County. He explained that the original access right had been granted to the Corps of Engineers, U. S. Army, in 1953, under File No. 20079, and it is now desired to transfer rights in this point of access to the U. S. Forest Service for fire prevention. Upon his favorable recommendation, the Commission approved the assignment of access.

"Indentures of Access" pertaining to two parcels of property were presented by the Right of Way Engineer. These indentures, he pointed out, cover routine changes in location and are being presented for the safety of the traveling public and the convenience of the owners. No additional access is being granted. The Commission approved the following "Indentures of Access":

(a) File No. 17087, Hammel property, on the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

(b) File No. 24230, Etter property, on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

The Commission considered a Deed and Grant of Access conveying to the State 1.28 acres of land needed on the Depot Slough Connection of the Corvallis-Newport Highway in Lincoln County. The Right of Way Engineer pointed out that this transaction is also to confirm the actual location of the road approaches as constructed under contract in 1952. The approaches were constructed at locations other than those shown in the original transaction. Upon his favorable recommendation, the Commission approved the Deed and the Grant of Access covering the Sarah E. Nilsen property, File Nos. 18549 and 30115.

Consideration was given to a "Grant of Easement" to the Central Oregon Irrigation District for a canal located across state-owned land on the Bend-Redmond Section of The Dalles-California Highway in Deschutes County. The Right of Way Engineer explained that the location of the highway was changed in 1938 and an easement had not been provided at that time. The proposed easement is to make the occupation of right of way a matter of record and to provide legal status for the canal. The Commission approved the "Grant of Easement".

The acceptance of a Deed from the General Services Administration for a ten-foot strip of land needed to widen N. E. 122nd Avenue, east of Portland, was presented by the Right of Way Engineer. He also presented a "Relinquishment of Title" form whereby the State would transfer to Multnomah County the property transferred to the State by the General Services Administration. He explained that the General Services Administration cannot deal directly with the County and by this procedure the property can be secured for County use. Following his favorable recommendation, the Commission

approved the Deed from the General Services Administration and also approved a "Relinquishment of Title" to Multnomah County.

The Right of Way Engineer also presented a Deed from the U. S. Corps of Army Engineers transferring to the State the right of way occupied by the relocated Willamette Highway around the Dexter Re-regulating Dam. He also presented for approval a Deed quitclaiming to the Corps of Army Engineers those portions of the old Willamette Highway right of way located within the flowage easements of the Dexter project. The Commission approved the Deeds.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. Later in the day, immediately after lunch, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted the attached resolutions relative thereto, marked Exhibits "D-1" through "D-13", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

(For details concerning these properties, see the Chief Counsel's 'Recommendations for Condemnation" dated March 10 and 11, 1960, and "Supplemental Recommendation for Condemnation" dated March 10 and 11, 1960, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

Commissioner Fridley inquired if the Clackamas County Planning Commission had contacted the Highway Engineer concerning development of an industrial center north of Oregon City. The Engineer replied that representatives of the Planning Commission had discussed the matter with him on several occasions.

A written report was presented by the Chief Counsel concerning condemnation cases which have been tried in court from January 25 to March 9, 1960. He commented briefly on the following cases:

(See next page)

REPORT OF CONDEMNATION CASES TRIED

January 25, 1960 to March 9, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdic
L-3316 Vaughan, et al	Hood River	Columbia River	Cascade Locks-Viento	$ 930	$ 3,000	$ 1,10
L-3319 Gilman, et al	Jackson	Pacific	Seven Oaks-Neil Creek	30,000	40,000	36,25
L-3173 Zell, et al	Washington	Pacific West	Middleton-Rex Hill	630	2,500	1,05
L-3407 Turner, et al	Grant	John Day-Burns	Canyon City-Seneca	11,000	35,000	16,5

The Commission accepted the report. (For additional details, see the Chief Counsel's letters dated March 4 and March 9, 1960, entitled "Report of Cases Tried" in the General Files in Salem.)

A written report of cases settled out of court was also presented by the Chief Counsel, who commented briefly on some of the following cases:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28053 Butler, et al	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 175	$ 210 together wit allowance o access point to the existin highway which will remai a service road.
R-30197 Mullett, et ux	Benton	Pacific West	Camp Adair-Lewisburg	1,865	1,865

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29595 Leppin, et al	Columbia	Columbia	Goble-St. Helens	$ 2,800	$ 3,150 Owner to be allowed to remove timber and to have easement for logging roads.
Telephonic approval from Mr. McIver March 1, 1960.					
R-29467 Kelm, et al	Jackson	Pacific	Grants Pass-Rock Point	2,391	2,391
R-28961 Southern Pacific Co.	Jackson	Pacific	Grants Pass-Rock Point	136,300	150,000
Approved at January 28, 1960 Commission meeting.					
R-26888 Lewis, et ux	Josephine	Pacific	Grants Pass-Rock Point	50	50
R-25357 Elliott, et ux	Lane	Pacific	Albany-Judkins Point	7,000	7,000
R-28339 Rosen, et al	Multnomah	Pacific	East Bank Freeway	12,500	12,500
R-28207 United Grocers Inc., et al	Multnomah	Pacific	East Bank Freeway	36,000	36,000
R-27629 Fields, et al	Washington	Pacific West	Middleton-Rex Hill	350	500
R-28212 Shell Oil Company	Multnomah	Pacific	East Bank Freeway	44,200	44,200 Owner to retain and remove fixtures and equipment.

This is to confirm settlement approved at meeting February 25, 1960. Permit form to be authorized if approved.

Report of Condemnation Cases Settled (Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28048 Rees, et al	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 2,300	$ 2,300
R-28692 Forman, et ux	Clackamas	Cascade	Lake Road-Oregon City	12,800	13,750
R-29424 Rapheal, et ux	Multnomah	Pacific	East Bank Freeway	1,170	1,170
R-27658 Darr, et al	Washington	Hillsboro-Silverton	Hillsboro-Campbell Bridge	2,200	2,600

The report was accepted by the Commission. (For additional details, see the Chief Counsel's letters dated March 4 and March 9, 1960, entitled "Report of Cases Settled" in the General Files in Salem.)

Receipt of a letter from the City Attorney of Portland dated March 8, 1960, was reported by the Chief Counsel, in which the City of Portland has served notice that it intends to seek payment from the State Highway Department for damages caused by slides occurring at the site of the new Portland Zoo, adjacent to a recently widened section of the Sunset Highway. Attached to the letter was an itemized statement in the amount of $190,205.21, plus an anticipated sum in the amount of $5,500. He reported that the case has been turned over to Mr. Charles Peterson, Chief, Trial Section. It was the feeling of the Chief Counsel that the State is not liable for the damag The Engineer recalled that prior to the construction in the zoo area, city officials had approved the plans and that a considerable amount of the work had been done at their request. The Commission instructed the Chief Counsel to take such steps as are necessary to defend the interests of the State.

Settlement of a condemnation action against Robert A. Bitar, L-3049 R-26384, involving property located on the Alberta Street Section of the Cas cade Highway in Multnomah County, was presented by the Chief Counsel. This case, he recalled, was one in which the Court had felt that an adequate verdict had not been rendered, and that Mr. Bitar should be paid $2,500 more than the verdict or else a new trial would be granted. Mr. Bitar wishes to acquire adjoining State-owned property. The Chief Counsel recommended, and Mr. Bitar agreed, that excess property consisting of 1.22 acres, File L-3051, R-26387, on the Cascade Highway at N. E. Killingsworth Avenue in Multnomah County be sold to Mr. Bitar for the appraised

value of $4,000 with no access to the Cascade Highway and its connecting legs to N. E. Killingsworth Avenue on the condition that Mr. Bitar accept the verdict and drop the motion for a new trial. The Commission approved settlement of the condemnation case and sale of the land as presented by the Chief Counsel.

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel. The Commission confirmed the following offers which were made in compliance with a resolution adopted December 20, 1951:

Hoffman Bridge-Whiskey Creek Section of the Powers Highway

R-29546 - Stanley Schrag, et ux. 3.6 acres for material source. Offer of $525 approved by Mr. McIver March 7, 1960.

East Bank Freeway Section of the Pacific Highway

R-28500 - Lloyd Corporation, et al. Parcel No. 1: 38,000 square feet for right of way purposes; Parcel No. 2: 33,333 square feet for right of way purposes; and Parcel No. 3: 38,000 square feet for right of way purposes. Offers of $80,000 for Parcel No. 1, $100,000 for Parcel No. 2, and $98,000 for Parcel No. 3 all approved by Mr. McIver March 1, 1960. An amount of $456,125 was previously authorized by Mr. McIver July 28, 1959. This revision is due to a separation of taking.

R-28229 - John K. Tanaka, et al. 5,588 square feet for right of way purposes. Offer of $66,900 approved by Mr. McIver February 1, 1960.

Ferry Street Southbound Off-ramp Section of the Pacific Highway West

R-30398 - Thomas Winn, et ux. 543 square feet for right of way purposes. Offer of $3,250 approved by Mr. McIver February 15, 1960.

Grants Pass-Rock Point Section of the Pacific Highway

R-30918 - Peter Kiewit Sons' Co. Parcel No. 1: 9.4 acres for material source and Parcel No. 2: 14.3 acres for material source. Offer of $2,655 approved by Mr. Jackson March 3, 1960.

R-27321 and R-30619 - Harry L. White, et ux. Parcel No. 1: 42.1 acres for right of way purposes and Parce No. 2: 140.2 acres for park purposes. Offer of $103,810 approved by Mr. Jackson March 3, 1960. A first offer of $49,115 was previously authorized by Mr. McIver June 23, 1959. Subsequently an offer of $109,870 was approved by Mr. Jackson on February 17, 1960, due to an increase in acreage. The revised amount of $103,810 is due to a decrease in acreage.

A brief resume was presented by the Chief Counsel concerning orders issued by the Public Utility Commissioner in highway crossing matters in which the State Highway Commission has been made a party. His report is summarized as follows:

PUX 335: Signals on Monmouth Street in Independence. Southern Pacific Company is to be reimbursed for 90 percent of the costs of acquisition and installation of the signals and is to maintain them at its own expense.

PUX 345: Black Bridge private truck road crossing on the Sunset Highway in Clatsop County. The Crown Zellerbach Corporation under the order agrees to conform to requirements of the Highway Department relative to sight distance, construction of pavement on the private road on each side of the highway, and also is to bear the full cost of installation and maintenance of the crossing.

The Commission accepted the report.

A Quitclaim Deed to Edward Wasse and Ida Wasse to acquire clear title to the Wasse property on the North Portland Harbor-Russel Street Section of the Pacific Highway in Multnomah County was presented by the Chief Counsel. He explained that the quitclaim deed is to convey this property to the Wasses so an outstanding lien to bankruptcy proceedings can be wiped out. He commented that because of the urgency in executing this deed due to the bankruptcy proceedings, it had been sent to the Commission prior to the meeting and had been signed by them. Presentation at this time is to confirm the previous action. The Commission confirmed the Deed.

A written report on proposed legislation to be submitted to the Highway Interim Committee was presented by the Chief Counsel. One of the three Bills, he stated, relates to the acquiring of additional land for the relocation of utilities. This Bill amends the existing statute to enlarge the authority to acquire property for utilities where it is necessary to condemn their operating property for highway construction. The other two Bills, he continued, relate to payment of attorney fees in condemnation verdicts. One of the Bills provides that attorney fees will be paid if the landowner recovers an amount in excess of a certain percentage of the amount offered. Another Bill pertaining to the same matter provides that an attorney fee shall be paid in every case, but not to exceed the sum of $500, the Judge to have the discretion of making it less than $500. He pointed out that during 1959 the property owners recovered approximately $160,000 more than the State offered and the attorney fees paid during that period amounted to approximately $85,000. In the discussion of this matter, the percentage Bill was favored, and that 10% to 15% would be a reasonable figure. The Chief Counsel also commented that if either Bill is passed by the Legislature, it will operate to reduce the number of cases taken to court, as under

the present law attorney fees are allowed if the award is even one cent over the amount of the State's offer. The Commission instructed the Chief Counsel to submit all three of the Bills and to recommend as first choice the percentage Bill pertaining to attorney fees.

Consideration was given to a request made by the City of Gladstone for annexation into the City of a portion of the Pacific Highway East at the southerly edge of the town. The Chief Counsel reported that the request had been investigated and will do no harm to the State. Upon his favorable recommendation, the Commission approved a "Consent to Annexation" form.

The Commission also considered a request from the City of Hood River for annexation of a portion of US 30, east of Hood River, into the City of Hood River. This request has also been investigated, the Chief Counsel stated, and annexation will not be detrimental to the interests of the State Highway Department. Following his favorable recommendation, the Commission approved the "Consent to Annexation" form.

The Chief Counsel reported briefly on an accident damage case, involving Donald D. Briscoe vs. Denver-Chicago Trucking Company, Inc., and others. The first court action, he stated, was thrown out of court and the judgment given in favor of the defendants, who are employees of the State Highway Department. The case has been refiled, asking the same amount of damages, $175,000 general and $23,015.45 special damages. The matter has again been turned over to the insurance carrier who is defending it.

In the case of Elmer Hyppa vs The Grand Aerie, Fraternal Order of Eagles, and others, including the State Highway Commission and some of its employees, the Chief Counsel stated that this action was also instituted as a result of an automobile accident which occurred on the Salem By-pass Section of the Pacific Highway on February 16, 1958. Defendant Sharp apparently lost control of his vehicle while proceeding in a southerly direction on the By-pass. Defendant Rodewig stopped at the scene of the Sharp accident and when he pulled back onto the highway caused an accident to himself and Defendant Granse. Defendant Maulding, driving in a northerly direction, was also involved because of the wrecks referred to . Allegedly the highway was extremely slick. The complaint, the Chief Counsel continued, has been sent to the insurance company who acts as insurer for the Highway Department, and every effort will be made to protect the State and its representatives.

In the case of State vs. Collins, the Chief Counsel stated that Mr. Collins' surety had agreed to settle for 50 percent of the State's claim, which was made in the amount of $529.90. He explained that on August 24, 1959, a State Highway Department employee was driving a truck pulling a scoopmobile on the Redwood Highway approximately six miles west of Grants Pass. A pick-up truck operated by Mr. Collins pulled into the lane immediately in front of the Highway

employee causing him to apply his brakes suddenly and causing the scoopmobile to jackknife and swing into the opposite lane of traffic where another vehicle ran into it. The insurance company at first denied the claim on the basis of contributory negligence on the part of the Highway employee; however, after further negotiations they agreed to pay half of the claim and the Chief Counsel recommended that their offer be accepted. The Commission accepted his recommendation.

Requests from the City of Portland, the Sisters of Charity of Providence in Oregon, and Parker & Fuhrman for vacation of certain parts of streets or subdivisions was presented by the Chief Counsel. These requests, he stated, have been carefully checked and will do no harm to the interests of the State. Upon his favorable recommendation, the Commission approved the following requests for "Consent to Vacate":

(1) City of Portland for vacation of a portion of S. E. Madison Street between the harbor line and the east bank of the Willamette River and a line which in effect would be the west right of way line of the East Bank Freeway Section of the Pacific Highway.

(2) Sisters of Charity of Providence in Oregon for vacation of a portion of an alley adjacent to the west line of Lot 6, Block 1, Center Addition to Portland, lying between the north line of N. E. Irving Street and the south line of the Columbia River Highway (Banfield Expressway) in the City of Portland.

(3) Parker & Fuhrman for vacation of a part of Shaw's First Addition to Oregon City and a portion of Edison Avenue, Thompson Avenue and Houston Street, in Oregon City, Clackamas County.

Attention was given to a claim for remuneration for stumpage paid by the contractor on the Comstock-Anlauf Section of the Pacific Highway in Douglas County, Contract No. 5332. The Chief Counsel explained that the Rattlesnake Butte Quarry had been offered to the contractor and used as a material source for the project. In order to expedite his operations in use of the quarry, the contractor dealt directly with the Bureau of Land Management through the subcontractor, Roseburg Sand and Gravel Company, and paid $2,165.45 for the timber that had to be removed from the quarry site. Under the standard contract specifications, it is the obligation of the State to furnish free and clear right of way for areas provided the contractor. As this was not done, he recommended that the contractor be paid the sum of $2,165.45. He also commented that the cost to the State would not have been greater if the State had paid the Bureau of Land Management directly. The Commission approved the payment.

A list of claims was presented by the Chief Counsel upon which it has not been possible to make collection because of the responsible parties being unknown, their whereabouts unknown, or the facts in the case not warranting prosecution because of inconclusive evidence. The Commission approved abandonment of the following claims:

Claim No.	Name	Amount
CAO 59-303	Rinehard, dba Condon Motel	$149.30
CAO 58-163	K. O. Buick	74.50
CAO 58-246	Eugene R. Ceal	399.69
CAO 59-329	Albert L. and Ralph A. Seibel	291.52
CAO 57-223	John G. Koerner	51.54
CAO 58-183	Fred S. Hass	110.25
CAO 60-12	Safeway Stores, Inc.	53.70
CAO 58-240	Mr. Damon	50.00
CAO 59-158	Andrew J. Pinkham	33.00
CAO 56-299	Stephen and Gary Wood	10.00
CAO 57-207	Thomas M. Velvin	39.39
CAO 59-284	Charles F. Mumby	22.00
CAO 58-170	Frank E. Parke	172.55
CAO 59-73	R. R. Defoor	292.28
CAO 58-125	Darrell V. Jones	239.94

(For further details concerning these claims, see the Chief Counsel's two letters dated March 8, 1960, in the Highway Department's General Files in Salem.)

The Engineer discussed with the Commission bids received on various projects on March 1 and made recommendations as to award of the contracts. Action was deferred until 2 p.m.

The Engineer reported that under authority previously granted to him by the Commission, temporary construction speed zones had been established on three sections of state highways for the protection of the travelling public while construction is in progress. The Commission confirmed establishment of the following speed zones:

(1) 35 MPH on the North Unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway, between M.P. 23.38 and M. P. 23.92, and between M. P. 29.62 and M.P. 30.62, effective 4 p.m., February 1, 1960.

(2) 35 MPH on the Hood River-Shogren Section of the Columbia River Highway between M. P. 63.00 and M. P. 69.50, effective 4 p.m., February 4, 1960.

(3) 35 MPH on the Multnomah Falls-Dodson Section of the Columbia River Highway between M. P. 29.5 and M. P. 36.6, effective 9:30 a.m., March 3, 1960.

The placing of a reduced load limit on the Hood River Secondary Highway No. 281, between M. P. 5.09 and M. P. 17.28 was reported by the Engineer. The reduced load limit, allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles, was made necessary because of freezing-thawing cycles, and the load limit was placed in effect at 8 a.m., February 10, 1960. The Commission confirmed the reduced load limit.

Because of improved road conditions the Engineer reported that reduced load limits had been removed from the following sections of state highways:

(1) Hood River Secondary Highway No. 281, from M. P. 16.63 to M. P. 17.28. Removed at 8 a.m., February 13, 1960.

(2) Hood River Secondary Highway No. 281, from M. P. 5.09 to M. P. 16.63, effective 5 p.m., February 16, 1960.

(3) Lower Klamath Highway No. 423, over the entire length of the highway. Removed at 5 p.m., February 16, 1960.

(4) Clear Lake-Belknap Springs Highway No. 215, from M. P. 12.13 to M. P. 18.78, effective 5 p.m., February 3, 1960.

The Commission confirmed removal of the reduced load limits.

The Commission gave attention to a number of letters requesting improvement on the Toledo-Siletz Section of the Siletz Secondary Highway in Lincoln County. The Engineer pointed out that for some time funds have been allocated when available for improvement of this highway to an oil standard. The heaviest traffic, about 1,600 vehicles per day, is carried at the Toledo end. From Siletz northerly the road is unoiled and carries much lighter traffic, approximately 50 vehicles per day. At Kernville the traffic averages about 500 vehicles per day. The improvement requested, he stated, would cost at least $1,000,000. The Commission instructed that the interested persons be advised that no funds are now available but the need for improvement is recognized and consideration will be given when funds are available. Commissioner Jackson inquired if there are particularly dangerous spots which might be taken care of individually. The Engineer replied that the entire section under discussion is crooked and narrow, and it would be difficult to pick out any particularly dangerous location.

Reclassification of a portion of the Sunnyside-Umapine Highway No. 332, from M. P. 5.69 to the junction of the Freewater Highway No. 339, was discussed. The Engineer stated that a test run had been made with a truck-tractor and semi-trailer combination with an overall length of 55 feet, and it was found that the vehicle could travel the highway on its own side of the center line. He recommended that this section of highway be reclassified from the status of Group II to Group I. The Commission approved the reclassification.

Consideration was given to the following items of unfinished business which appeared on the Secretary's Summary dated January 29, 1960:

(1) Request of Ontario Chamber of Commerce for an increase in maximum weight limits on bulk farm products hauled from Idaho over US 30 to the Ore-Ida Potato Plant in Ontario:

The Engineer reported that as a follow-up to a delegation's request made at the last meeting he and the Chief Counsel had gone to Ontario and made a personal inspection. It was determined that the Commission has authority to permit overweight vehicles that are legal in the state from which they have come to enter on Oregon highways for a nominal distance before reducing the loads to meet legal standards in Oregon. He presented a form of resolution allowing overweight loads to travel on Oregon highways for a maximum distance of one and one-half miles from the state line, excluding the National system of interstate and defense highways, and he recommended that the resolution be adopted. The Commission adopted the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission ordered this item removed from the list of unfinished business.

In connection with this matter, Chairman McIver brought up the desirability of initiating a request to the Legislative Highway Interim Committee to procure a bill to correct the situation. The Engineer pointed out that Idaho is the only state bordering Oregon wherein higher axle weights (8,000 pounds over Oregon's legal limits) are allowed on vehicles hauling agricultural products, and a bothersome problem is created by such hauling. The Commission instructed the Engineer and the Chief Counsel to discuss the matter with the Highway Interim Committee to ascertain whether a remedial bill should be initiated by the Commission.

(2) Request of C. S. Peck for hard surfacing the Eddyville-Nashville Section of the Eddyville-Blodgett Secondary Highway:

The Engineer stated that he had nothing further to report at this time. He recalled that Mr. Peck had been informed there was no money available to improve this highway section, but the Engineer would try to work out some method to decrease or eliminate the dust nuisance. The Commission ordered the item removed from the list of unfinished business and instructed that Mr. Peck be contacted when a satisfactory solution is found for the dust nuisance.

The Engineer requested increases in project authorizations for two state highway contracts. On Contract No. 5280 for work on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway he requested an increase in the amount of $23,819.29, caused by unforeseen settlement in the grade requiring construction of two large drain ditches, and additional surfacing materials due to the fact that construction work was carried into the rainy season because of delays beyond the control of the Department.

The Engineer also requested an increase of $43,044.65, amounting to 6½ percent of the contract, on Contract No. 5200 on the East Unit, Shogren-Rowena Section of the Columbia River Highway. The overrun was caused principally by the need for additional rock material required because of subsidence in a railroad fill at Rowena Point. The second major item of overrun was the need of additional base material caused by settlement of the roadbed in the pond immediately west of Rowena Point. The Commission approved the increases as presented.

Consideration was given to a cooperative construction agreement with the City of Eugene covering construction of the off-ramp from the Ferry Street Overcrossing to Pacific Highway West in Eugene. The Engineer explained that the project had been approved by the Commission at a meeting December 12, 1958. The Commission approved the agreement.

Also considered was a cooperative agreement with the City of Eugene covering illumination of the Ferry Street Southbound Off-ramp Section of the Pacific Highway West in Eugene. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission gave attention to a letter from Oscar E. Peterson, County Judge of Morrow County, requesting that work be started on the Heppner Highway from a point near Morgan and thence northwesterly to Arlington. The Engineer explained that this section is not on the state highway system but such placement has long been urged by Morrow and Gilliam Counties. The proposed routing would save considerable distance between Heppner and Arlington; however, the highway would carry probably not to exceed 100 cars per day. Although no survey has been made it was his opinion that it would cost at least $1,000,000 to construct the section. In view of these facts, he recommended that Judge Peterson be advised that there are no plans for this project and that no funds are available. The Commission approved the recommendation.

The Commission also considered a letter from the Board of County Commissioners of Clackamas County requesting improvement of the Clackamas River Road from Estacada to the Warm Springs Highway. The Engineer pointed out the route on the map, and stated that this matter had been investigated about four years ago, at which time it was determined that the project would cost approximately $9,000,000. The investigation also disclosed that the road is not a short cut over the existing Mt. Hood Highway and Warm Springs Highway

but is in fact about seven miles longer. The road is not a state highway and is not on the forest highway system although it was included in the 1959 Forest Highway Study as one that might possibly be placed on the system in the future. He also pointed out that the Commission has concurred in the allocation of substantial forest highway funds for the improvement of the existing Mt. Hood Highway and improvements have been included in the program for construction westerly from Sandy. It was his recommendation that the requested route be not placed on the state highway system but that continued improvements be made on the existing route. The Commission accepted his recommendation.

The meeting was recessed at noon and reconvened at 1:30 p.m. in the same room with the same persons present.

The Parks Superintendent discussed with the Commission the status of negotiations for the acquisition of the Sea Lion Caves on the Oregon Coast Highway in Lane County. The Commission instructed the Parks Superintendent to ask the owners of the Caves how much they want for the property.

Attention was given to an agreement with Columbia County covering construction of a Federal-aid secondary highway project on the Pittsburg-Spitzenberg Section of FAS 609 in Columbia County. The Engineer advised that this is a routine type of agreement executed whenever a construction project is undertaken on a county FAS project, and he recommended that it be approved. The Commission approved the agreement.

The Commission considered a petition signed by 1,135 persons requesting completion of Route "F" (Mapleton-Eugene Highway) in Lane County. The Engineer pointed out that considerable funds have been expended on this route in the last few years and completion is not contemplated in the present program. The Commission indicated that careful consideration would be given to the matter when the new program is formulated.

An easement and construction agreement with Oregon-Washington Railroad & Navigation Company, Malheur County and the State was presented by the Engineer. He explained that the agreement provides an easement from the Railroad Company for a grade crossing on the South Unit of the Westfall-Harper County Road. The project is on a County Federal-aid Secondary road and is being constructed by the State and turned over to the County for maintenance and operation. Following his favorable recommendation, the Commission approved the agreement.

Authority was requested by the Engineer to expend $1,200 to finish a storage room for office quarters in the State Highway Building in Salem so that arrangements can be made for space for the new positions of Administrative Assistant and Publicity Director. The Commission approved the expenditure.

Consideration was given to the construction of a grade-separated off-ramp with a sidewalk ramp to eliminate left-turn traffic movements from S. W. Harbor Drive at S. W. Oak Street in Portland. The Engineer commented that the traffic condition at this location is becoming intolerable because the left turn must be made across heavy traffic at the same level. He pointed out that daily 4,500 northbound vehicles turn left on Harbor Drive at this location across 23,500 southbound vehicles. Construction of a grade separation at this location, he stated, has long been under consideration. In Construction Program No. V, approved by the Highway Commission November 25, 1958, there is an unused reserve fund of $500,000 in urban funds allocated to Division I. He recommended that the reserve item be allocated to the construction of the grade-separated off-ramp at S. W. 1st Avenue and S. W. Ash Street (one-way eastbound), that acquisition of right of way be authorized and that a contract be awarded as soon as plans can be prepared. The Commission approved the recommendations, and thereupon adopted the attached survey resolution relative thereto, marked Exhibit "K-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a state program of "extraordinary maintenance" during the 1960 season totalling $2,564,000 for improvements of highways that are deficient in surfacing. The Engineer explained that work is to be performed by contract on sections of highways which are adequate as to grade and alignment but deficient in surfacing. On many of these sections in years past the surface has been kept in repair by hand patching and plant patching, which in some instances has be quite expensive. It is proposed to place on certain sections a half sole o asphaltic concrete or, in some instances, an oil mat. Upon his favorabl recommendation, the Commission approved the following state construction program:

1960 STATE CONSTRUCTION PROGRAM
DIVISION I

Highway	Section	Length	Type of Work	Constructio
		PRIMARY		
Pacific West	Vermont St. - Multnomah Blvd.	1.28	Resurf. 2" AC	$ 45,000
Mt. Hood	26th St. -82nd. Ave.	3.08	Resurf. 2" AC	90,000
Sandy Boulevard	52nd St. -71st St.	1.14	Resurf. 1-1/2" AC 60'	32,000
Pacific East	Multnomah St. - Brdway. (Grand Ave.)	0.25	Resurf. 2" AC	10,000
Lower Columbia	Scappoose-Warren	2.54	Resurf. 1-1/2" AC	30,000

DIVISION I (Cont)

Primary (Cont.)

Highway	Section	Length	Type of Work	Construction
Wapinitia	Warm Springs Hwy. - MP 5.51	5.51	Oil 0-9 20'	$ 30,000
Pacific	Tillamook St. Partial Viaduct (MP X 1.26)	- -	Structure	65,000
Warm Springs	Willow Cr. -Jefferson Co. Line	18.48	Resurf. 2" AC	200,000
				$ 502,000

SECONDARY

Farmington	Hillsboro-Silverton Hwy. -Chapmans Corner	7.00	Oil 0-9 19'	$ 34,000
Scholls	Hillsboro-Silverton Hwy. -Beaverton-Tualatin Hwy.	9.60	Oil 0-9 19'	46,000
Clackamas	Rock Creek Section	0.30	R/W, G & P	45,000
				$ 125,000

DIVISION II

PRIMARY

Lower Columbia	Clatskanie Slide Section	- -	Grade & Pave	$ 85,000
Santiam	Santiam Interchange-Crabtree Corner	5.14	Resurf. 2" AC Oil Shoulders	86,000
Pacific West	Corvallis-Hughes Road	8.3	Resurf. 1-1/2" AC - Oil Shoulders	179,000
				$ 350,000

SECONDARY

Kings Valley	Kings Valley-Read Creek	5.7	Resurf. 3-1/2" AC	114,000

DIVISION III

Highway	Section	Length	Type of Work	Constructio
	PRIMARY			
McKenzie	McKenzie River-Leaburg	12.38	Resurf. 1-1/2" AC 22'	$248,000
Oregon Coast	Sutton Lake-Florence	5.97	Resurf. 1-1/2" AC 22'	115,000
Green Springs	Ashland-Neil Creek	4.47	Resurf. 1-1/2" AC 22'	85,000
Oregon Coast	East Bandon Section and Bandon-Croft Road Section	5.02	Resurf. 1-1/2" AC 22'	100,000
				$548,000

DIVISION IV

PRIMARY

The Dalles-California	E. Diamond Lake Hwy.-Lenz Road	8.15	Resurf. 1-1/2" AC 30'	$135,000
The Dalles-California	Terrebonne-Redmond	4.21	Resurf. 1-1/2" AC 30'	65,000
Sherman	Moro-Moro Undercrossing Grass Valley Sections	1.9	Resurf. 1-1/2" AC 30'	35,000
Central Oregon	Hampton-Lake County Line	6.0	Resurf. 1-1/2" AC 30'	90,000
Central Oregon	MP 108-Sagehen Hill Summit	7.7	Resurf. 1-1/2" AC 30'	120,000
				$445,000

DIVISION V

PRIMARY

Old Oregon Trail	N. Ontario Interch.-Idaho Ave.	1.57	Resurf. 1-1/2" AC	)
	and			)
Old Oregon Trail	S.W.4th Ave.-S. W. 12th St.	0.58	Resurf. 2" AC	) $ 35,000

DIVISION V (Cont.)

Primary (Cont.)

Highway	Section	Length	Type of Work	Construction
Central Oregon	E. Unit, Harper-Burrell (MP 238.6-241.5)	2.9	Resurf. 4" AC 22'	$100,000
Enterprise-Lewiston	Enterprise-Snowhollow Hill	13.69	Resurf. 1-1/2" AC 20'	195,000
Wallowa Lake	Enterprise-Joseph	5.96	Resurf. 1-1/2" AC 22'	75,000
Burns-Crane	Lawen Crane (Selected Section)	3.6	Resurf. 3" AC 20'	75,000
				$480,000

The Engineer explained further that the maintenance surfacing program has been allocated among the five divisions in the state, using the formula for allocation of regular construction.

Installation of a traffic signal at the intersection of Country Club Way on the Corvallis-Newport Highway near the west city limits of Corvallis was recommended by the Engineer. He explained that a long series of conferences have been held with school and county authorities who are very apprehensive of the danger to children crossing the highway and of the danger to school buses making left-hand turns onto Country Club Way. Investigation indicates that a grade separation is not justified at this time, but it does appear that a traffic light should be installed with provision for operation by a schoolboy patrol. The Commission authorized installation of the signal at an estimated cost of $11,000 as a state project.

Consideration was given to a request from the City Manager of Corvallis for the installation of traffic signals at the intersection of North Second and Van Buren Streets in Corvallis. This intersection, the Engineer stated, is used as the route for the Albany-Corvallis Highway and the Corvallis-Eastside Highway. An investigation disclosed that the installation of traffic signals is warranted and he recommended that fixed-time traffic signals be installed at an estimated cost of $5,000, it being understood that the City of Corvallis is to pay one half the cost of installation and furnish all power for operation and provide all maintenance. The Commission approved the installation.

At 2 p.m. the Commission announced award of contracts. On the Crook and Deschutes Counties, Redmond-Prineville Rock Production Project, the Engineer pointed out that Roy Norquist and Frank G. Baulne, Inc., had submitted identical bids of $24,500. A coin was tossed and Mr. Norquist, who was present, called "heads". The coin turned up "tails" and the contract was awarded to Frank G. Baulne, Inc. The awards are as follows:

BIDS RECEIVED IN SALEM ON MARCH 1, 1960

"Grading on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to the low bidder, Keystone Construction Co., Inc., Prineville, at $1,560,015.60.

"Grading and base on the North Unit, Pittsburg-Spitzenberg Section of the Pittsburg-Scappoose Road in Columbia County. The bid of Bostick and James, Eugene, in the amount of $143,433 was not acceptable as it was incomplete. The Commission elected to accept the bid of C. C. Meisel, McMinnville, next low bidder, in the sum of $148,360, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $29,700 is deposited by the County.

"Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County. The Commission elected to accept the low bid of Dolan Construction Co., Portland, in the sum of $32,362 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, oiling, and bridge construction on the West Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County. The Commission elected to accept the low bid of Stanley Wilt, Corvallis, in the sum of $264,099 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Redmond-Prineville Rock Production Project on the Ochoco Highway in Crook and Deschutes Counties. The Commission awarded the contract to Frank G. Baulne, Inc., Yardley, Washington, at $24,500, on the flip of a coin.

"Harris Beach State Park Overnight Camping Extension in Curry County. The Commission awarded the contract to the low bidder, Fairy Creek Rock, Brookings, at $39,929.50.

"Brothers-Gap Ranch Rock Production Project on Central Oregon Highway in Deschutes, Lake and Harney Counties. Project withdrawn prior to bid opening.

"Burns-Buchanan Rock Production Project on Central Oregon Highway in Harney County. The Commission awarded the contract to the low bidder, Cartwright Construction Co., Durkee, at $33,300.

"Grading and structures on Evans Creek-Homestead Section of the Pacific Highway in Jackson County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corp., Salem, in the sum of $714,392.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and structures on Homestead-Rock Point Section of the Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corp., Salem, at $783,219.63.

"Madras Rock Production Project on four highways near Madras, Jefferson County. The Commission awarded the contract to the low bidder, Frank G. Baulne, Inc., Yardley, Washington, at $25,500.

"Rogue River-Park Street Unit, Redwood Highway Junction Section Roadside Improvement Project, Josephine County. The Commission awarded the contract to the low bidder, J. C. Denton & Sons, Inc., Portland, at $7,853.65.

"Waters Creek-California State Line Rock Production Project on the Redwood and Oregon Caves Highways in Josephine County. The Commission awarded the contract to the low bidder, M. C. Lininger and Sons, Medford, at $27,825.

"Wolf Creek-Grants Pass Rock Production Project on the Pacific Highway in Josephine County. The Commission awarded the contract to the low bidder, M. C. Lininger and Sons, Medford, at $22,800.

"Klamath Falls-Malin Highway Rock Production Project in Klamath County. The Commission awarded the contract to the low bidder, Asphalt Paving Co., Klamath Falls, at $33,500.

"Structure, Grading, Paving, Landscaping, Signs and Illumination on the Ferry Street, Southbound Off-ramp at Eugene, Lane County. The Commission awarded the contract to the low bidder, Hannan Bros. Co., Portland, at $230,091.43.

"Paving on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County. The Commission awarded the contract to the low bidder, The Umpqua River Navigation Co., Reedsport, at $244,538.10.

"Sweet Home-Toll Creek Rock Production Project on Santiam Highway, Linn County. The Commission awarded the contract to the low bidder, Albany Sand and Gravel Co., Albany, at $27,000.

"Salem By-pass (Hayesville-Battle Creek) Illumination Installation on Pacific Highway in Marion County. The bid of Steeck Electric Company, Medford, in the amount of $13,750 was not acceptable as there was an error in the bid. The Commission awarded the contract to the next low bidder, Electric Corp., Salem, at $31,675.

"Salem By-pass (Hayesville-Battle Creek) Sign Installation on Pacific Highway, Marion County. The Commission awarded the contract to the low bidder, Snook Brothers, Corvallis, at $79,010.

"Paving and signing on Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $786,976.

"Mill City-Linn County Line Rock Production Project on the North Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Dolan Construction Co., Portland, at $30,145.

"Interstate Bridge-Oregon Slough Roadside Improvement Project, Multnomah County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $18,377.25.

"Grading and paving connections on the 82nd Ave. and Hassalo St. Connections to Columbia River Highway (Banfield Freeway), Multnomah County. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the amount of $59,403 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Corbett Interchange. Undercrossing structure, grading, paving, and signing on Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Gibbons & Reed Co., Portland, at $313,815.

"Nye Jct.-Grant County Line Rock Production Project on Pendleton-John Day Highway in Umatilla County. The Commission awarded the contract to the low bidder, Cartwright Construction Co., Durkee, at $45,080.

"Grading, Paving and Illumination on the N. E. 5th Ave. Channelization Project in Milton-Freewater, Umatilla County. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at $20,968.

"Wallowa Lake State Park Overnight Camping Extension, Wallowa County. The Commission awarded the contract to the low bidder, Bechtel Bros., La Grande, at $41,772.60.

The Commission considered the following request for an extension of time within which to complete the contract:

> General Construction Company, Contract No. 5518, for construction of toll collection facility on the Interstate Bridge in Portland, requested an extension of 25 days within which to complete the contract without assessment of liquidated damages.

The Commission approved the extension of time as requested. Action taken by the State Highway Commission upon the extension of time listed above was based upon the recommendation of the Engineer and his report, which considered but did not necessarily adopt any of the reasons given by the contractor in his request for extension of time. (For details, see the contractor's request and the Engineer's recommendation filed in the contract mentioned in the Secretary's office in Salem.)

The Engineer reported that contract numbers 5022, 5025, 5077, 5214, 5266, 5318, 5329, 5343, 5369, 5518, 5531, and 5535 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested the Commission to approve the survey for the Columbia River Highway through the City of The Dalles and grant authority to acquire right of way after an agreement is signed by the City. He recalled briefly that this project had been the subject of a formal hearing and numerous engineering conferences have been held. The Commission approved the route identified as The Dalles By-pass Section of the Columbia River Highway in Wasco County, and granted authority to acquire right of way by adopting the attached survey resolution relative thereto, marked Exhibit "K-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was given to a request from the City of Milton-Freewater for channelization of the intersection of the Oregon-Washington Highway and Main Street in Milton-Freewater. The Engineer explained that the intersection mentioned forms a wye and is complicated by Third Street entering the highway at the same point. The improvement, he continued, would be principally for the benefit of city traffic and the City was requested to contribute half of the total cost, which is estimated at $1,700. The accident record is not bad and in view of the fact that the City declined to participate in the cost, he recommended that no action be taken. The Commission accepted his recommendation.

The Engineer reported that location surveys have been completed on two sections of state highways for improvement of these sections. Careful engineering consideration, he stated, has been given so that each of the proposed surveys will provide the greatest benefit for the travelling public commensurate with the cost involved. Regarding the Cummings Pass-Fossil Section of the John Day Highway, he pointed out that a public hearing was held in Fossil on March 3, 1960, and there was no opposition to the route from the County or City. Upon his favorable recommendation, the Commission approved the following surveys by adopting the attached resolution relative thereto, marked Exhibit "K-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein:

Cummings Pass-Fossil Section of the John Day Highway in Wheeler County. See Exhibit "K-3".

Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County. See Exhibit "K-3".

The Engineer also presented a survey for the Sumpter-McEwen Section of the Sumpter Valley Highway in Baker County. He stated that in connection with this survey a delegation is scheduled to appear before the Commission on the following day. The Commission deferred action pending appearance of the delegation.

A contract agreement with the Corps of Engineers, U. S. Army Engineer District, Walla Walla, Washington, was presented by the Engineer concerning two temporary detours required by construction of the John Day Lock and Dam on the Columbia River. The agreement has been checked and found satisfactory, and he recommended that it be approved. The Commission approved the agreement.

The Commission also considered a request from the City of Corvallis for State participation in the cost of widening a narrow section of Third Street between the center line of "B" Street and the center line of Tyler Street. This section of highway, the Engineer stated, acts as the northbound couplet of the Pacific Highway West in Corvallis. An estimate made by the City of Corvallis indicates that the work would cost approximately $54,600, which they propose to be paid one third ($18,200) by the State Highway Commission, one third by the City of Corvallis, and one third by abutting property owners. The project has merit, and in view of the contributions offered by the City and the abutting owners he recommended that the State participate as outlined, perform the engineering, and supervise the construction. The Commission approved the proposal as outlined.

The Engineer recommended that the contract provision be waived which provides for withholding 10 percent of all money earned by General Construction Company on State Highway Contract No. 5205, for reconstruction of the Interstate Bridge across the Columbia River between Portland and Vancouver. The Engineer pointed out that the

contractor had been delayed 86 days because of strikes and except for this delay the painting would have been completed in the fall of 1959 and the final payment could have been made in January of this year. As the amount of money withheld is large ($292,702.82) and as the delay in completion of the contract was not the contractor's fault, he recommended that the withholding be paid immediately, providing the contractor executes an additional bond in the amount of the withholding, thereby guaranteeing completion of the work and fulfillment of all the terms of the contract. The Commission accepted his recommendation.

Consideration was given to a proposal submitted by the Engineer for certain revisions in the per diem, transfer, and minimum wage allowances for State maintenance crews. He explained that certain inequities have existed in the past between maintenance employees and other employees and to correct these he recommended that a per diem allowance of $5 per day for each calendar day be allowed maintenance employees assigned to temporary headquarters when the temporary headquarters are more than 100 miles from permanent headquarters, the per diem allowance to remain $5 per workday when the distance is less than 100 miles. He also recommended that a seasonal transfer allowance of 10 days per diem be established for maintenance employees to apply to those cases where a regular employee is transferred at the State's request to a short term or seasonal assignment after which he is expected to transfer back to his regular position. The Engineer also recommended that a minimum wage allowance of $1 per day authorized in 1939 be increased to $2 per day to apply at both permanent and temporary headquarters for maintenance employees who actually report for work and stand by until work is started or they are dismissed because no work can be performed that day on account of rain, breakdown, shortage of material, et cetera. The total cost of the revisions he estimated would not be more than $5,000 per year and their adoption would improve the morale of the maintenance crews and aid in the securing of adequate personnel for temporary assignment. The Commission approved his recommendations. (For additional details see the Engineer's letter dated March 8, 1960, to the State Highway Commission, in the General Files in Salem.)

Proposals for construction of three projects in Linn County and two projects in Wallowa County under the County FAS road program were presented by the Engineer. The estimated cost of these projects, he stated, is $164,000 and Linn County has requested cancellation of one $50,000 project in Linn County previously approved. The County proposes to perform this project with County forces. These projects have been investigated and are eligible for construction under the Secondary Road Program on County Roads. Following his favorable recommendation, the Commission approved the following projects:

(See next page)

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Linn	214	Hamilton Creek Bridge (Supplements funds approved 1/28/60.)	$ 17,000	'61
	770	Butte Creek Bridge.	15,000	'61
	771	Calapooya River Bridge.	22,000	'61
		Subtotal, Linn County . . .	$ 54,000	
Wallowa	484	Enterprise-Brock Corner Section, 3.6 miles. S. & O.	$ 70,000	'61
	491	Werst Corner-Wallowa Section, 3.4 miles. Oiling.	40,000	'61
		Subtotal, Wallowa County . .	$ 110,000	
		SUBTOTAL, ADDITIONAL PROJECTS		$164,000
		Previously Approved Project Proposed for Cancellation		
Linn	777	Diamond Hill Road-Lane County Line, 5.7 miles. Paving.	$ 50,000	
		LESS PROJECT PROPOSED FOR CANCELLATION..		50,000
		TOTAL ADDITIONAL 1961 COUNTY FAS FUND . . .		$114,000

Summary by Fiscal Years	1960	1961	Total
Available Funds	$3,900,000	$3,600,000	$7,500,00
Previously Approved	3,900,000	1,760,000	5,660,00
Unprogramed Balance	$ - -	$1,840,000	$1,840,00
Projects Proposed 3/3/60	- -	114,000	114,00
UNPROGRAMED BALANCE	$ --	$1,726,000	$1,726,00

The Commission considered a petition signed by 26 people requesting that certain traffic control measures be taken on the Corvallis-Eastside Highway in the vicinity of its intersection with Peoria Road east of Corvallis. The Engineer stated that an investigation had been made and the facts which were disclosed indicated that a reduced speed zone should be established. He recommended the establishment of a 25 mile-per-hour speed zone on the Corvallis-Eastside Highway from the ea city limits of Corvallis to a point 0.16 mile east of the east city limits of Corvallis, and establishment of a 50 mile-per-hour speed zone from a point 0.16 mile east of the east city limits of Corvallis to a point 0.19 mile east of the road to Peoria. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto

marked Exhibit "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that on October 26, 1950 a 40 mile-per-hour speed zone had been established on the Pacific Highway No. 1 between M. P. 254.46 (241.95) and M. P. 255.02 (242.51) in the town of Wolf Creek. This action was taken prior to the establishing of 20 mile-per-hour school crossing exceptions. He recommended that this action of October 26, 1950 be amended to provide for a 20 mile-per-hour speed zone during the hours of school crossings between M. P. 242.03 and M. P. 242.24. The Commission accepted his recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also mentioned that on December 30, 1946 and June 28, 1949 action had been taken to establish 35 mile-per-hour speed zones on what was then the Pacific Highway north of Roseburg. Subsequently, the section in question has been renamed the Oakland-Shady Highway. An increase in roadside culture makes it desirable to extend the speed zone and he recommended that the previous speed zones be rescinded and that a 35 mile-per-hour speed zone be established on the Oakland-Shady Highway between a point 0.10 mile north of Housley Street and the north city limits of Roseburg. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

On April 13, 1951, the Engineer reported, action had been taken to establish 25 and 40 mile-per-hour speed zones on the Monmouth - Independence Highway between Monmouth and Independence. Also on May 28, 1959 action was taken to provide a 20 mile-per-hour school zone exception near the Central High School. In view of a recent reinvestigation of this section, he recommended that the actions of April 13, 1951 and May 28, 1959 be amended so as to establish a 40 mile-per-hour speed zone between the east city limits of Monmouth and the west city limits of Independence, except that between a point 150 feet west of Talmadge Road and a point 100 feet west of Gun Club Road the indicated speed shall be 20 miles per hour during the hours of school crossings. His recommendation was approved by the Commission who thereupon adopted the attached resolution relative thereto, marked Exhibit "G-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recalled that at the September, 1959, Commission meeting the Commission had extended the Richardson-Eugene Highway to Mapleton. So that the name of the highway will provide a better description, he recommended that the name be changed from the Richardson-Eugene Secondary Highway to the Mapleton-Eugene Secondary Highway. The Commission approved the change in name by adopting

the attached resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

At the request of Mrs. Edna Plowman, Secretary of the Mapleton Community Guild, the Engineer stated that a traffic engineering investigation had been conducted concerning traffic hazards on the Mapleton-Eugene Highway in the community of Mapleton. The investigation disclosed that shoulder parking along the highway in this section restricts sight distance for drivers who wish to enter the highway from side roads. He recommended that shoulder parking be prohibited on both sides of the highway between M.P. 0.15 and M. P. 0.28, M.P. 0.0 being the junction of the Mapleton-Eugene Highway with the Siuslaw Highway in Mapleton. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto, marked Exhibit 'I-1', which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the Superintendent of Schools for the prohibition of parking on the Crater Lake Highway in front of the Prospect School. An investigation was conducted, the Engineer stated, which indicated that parking should be prohibited to improve sight distance at the school crosswalk and as an aid to the local fire department in case of fire at the school. The Commission approved his recommendation that parking be prohibited on the westerly side of the Crater Lake Highway between M. P. 44.63 and M. P. 44.66, and thereupon adopted the attached resolution relative thereto, marked Exhibit "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Attention was also given to a request made by the State Police for correction of traffic hazards caused by shoulder parking on the Pacific Highway West near the southerly edge of Dundee. This matter was investigated, the Engineer stated, and it was found that a considerable number of vehicles park on the shoulders because of an auction building nearby. Off-highway parking has been provided by the auction people for approximately 75 vehicles. As shoulder parking on the highway restricts maneuver room for vehicles on the highway and generates pedestrian traffic across the highway, he recommended that shoulder parking be prohibited on both sides of the Pacific Highway West between a point 0.18 mile south of Hess Creek (M.P. 26.71) and a point 0.43 mile south of Hess Creek (M.P. 26.96). The Commission accepted the recommendation by adopting the attached resolution relative thereto, marked Exhibit "I-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Out-of-state travel authorizations were requested by the Engineer and approved by the Commission for the following personnel:

(see next page)

(1) Gene Huntley, Director of Personnel and Public Relations, to attend session of the Western States Public Works and Highway Personnel Directors Conference at Phoenix, Arizona, April 13 through 15, 1960, at an estimated cost of $220.39.

(2) Clayton Anderson, Recreation Director, to attend Conference of Northwest District of the National Recreation Association at Ketchum, Idaho, April 11 to 14, 1960, at an estimated cost of $133.

(3) W. C. Williams, State Highway Engineer, and Lloyd Shaw, Urban Engineer, to attend Special Urban Planning Seminar sponsored by the American Association of State Highway Officials in Berkeley, California, April 11 through 13, 1960, at an estimated cost of $130 each.

(4) W. F. Lieske, Radio Engineer, to attend Regional Meeting of the WASHO Committee on the Use of Radio in Highway Departments in Sacramento, California, April 19 through 21, 1960, at an estimated cost of $120.

(5) F. B. Crandall, Traffic Engineer, to attend National Joint Committee on Uniform Traffic Control Devices in Chicago, Illinois, March 10 through 12, 1960, at an estimated cost of $230.

The authorization for F. B. Crandall, Traffic Engineer, was a confirmation of prior telephonic approval.

Sale of a 140-foot steel truss span to Umatilla County for the sum of $6,300 was discussed. The Engineer stated that in reconstruction west of La Grande in Union County this span had been removed and retired from service. The bridge was built in 1922 with a roadbed width of 17 feet 2 inches. Umatilla County has offered to purchase it at a price which is approximately five cents per pound for the steel, and he recommended that it be sold to them inasmuch as Union County has indicated that it does not want the span. The Commission approved the sale to Umatilla County.

Consideration was given to a supplemental agreement with the City of Portland concerning a connection to the interchange ramp near 92nd Avenue in Portland on the 42nd Ave.-92nd Ave. Section of the Columbia River Highway (Banfield Expressway). The Engineer stated that the project makes connections to city streets serving the shopping center at N. E. 102nd Avenue and Halsey Street in Portland. Upon his favorable recommendation, the Commission approved the agreement.

The Commission also considered an agreement with the City of Pendleton concerning protection of the City's water line where it will be crossed by the Umatilla-Mission Secondary Highway. The terms of the agreement, the Engineer stated, are in accord with previous

conferences with the City officials, and he recommended that it be approved. The Commission approved the agreement.

Abandonment resolutions covering several old sections of state highways which have been replaced by reconstructed sections were presented by the Engineer. He explained that in each instance the formal abandonment resolution has been preceded by an agreement with the County involved, in which disposal of the old sections had been mutually agreed upon. As the reconstructed sections have been completed and are now open to public travel, he recommended that the following abandonment resolutions be adopted:

(1) Goble-Tide Creek Section of the Columbia River Highway, Columbia County. See Exhibit "J-1".

(2) Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway, Curry County. See Exhibit "J-2".

(3) The Dalles-Eightmile Creek Section of The Dalles-California Highway, Wasco County. See Exhibit "J-3".

(4) Deep Canyon-Deschutes River Section of McKenzie Highway, Deschutes County. See Exhibit "J-4".

The Commission approved his recommendation by adopting the attached resolutions relative thereto, marked Exhibits "J-1" through "J-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered an agreement with Southern Pacific Company which would allow the State to enter upon property owned jointly by the Union Pacific Railroad Company and the Southern Pacific Company in the East Portland yards for the purpose of test drilling in connection with construction of the East Bank Freeway Section of the Pacific Highway in Portland. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission approved the Secretary's report on papers signed on behalf of the Commission during the period January 25 through March 4, 1960.

The next regular Commission meeting date was confirmed for Thursday and Friday, April 21 and 22, 1960, in the State Highway Building in Salem. A tentative date for the next following meeting was set for Thursday and Friday, June 2 and 3, 1960.

The Commission discussed among themselves the attendance of one or more of the Commissioners at future bid openings. Commissioner Jackson stated that he would attend the bid openings in Salem scheduled for March 29 and May 31, 1960. Commissioner Fridley stated that he would attend the bid opening on April 19, and Chairman McIver stated that he would attend the bid opening on May 10, 1960.

Chairman McIver brought up the matter of a hearing regarding establishment of highway routings in West Portland concerning which the Highway Department had published the Stadium Freeway report. Property owners, he stated, are disturbed, and he instructed that arrangements be made to hold a public hearing as soon as possible.

The Engineer presented for consideration an agreement with the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company, lessee) concerning the Corbett Overcrossing project on the Columbia River Highway in Multnomah County. The Engineer explained briefly that the agreement grants to the State certain easements to encroach upon railroad property. The Commission approved the agreement following favorable recommendation by the Engineer.

Also considered was a letter agreement with the Union Pacific Railroad Company granting to the State the right to enter upon Railroad Company right of way between N. E. Irving and N. E. Davis Streets in Portland. The Engineer explained that the agreement is necessary for the purpose of making churn drill foundation explorations for the East Bank Freeway structures on the Pacific Highway in Portland. The Commission approved the agreement.

Attention was given to an agreement with Menasha Wooden Ware Corporation concerning an access road connection to the Oregon Coast Highway at Haynes Inlet, North Bend. The Engineer recalled that at the Commission meeting in November, 1959, the Commission had agreed to participate in an amount not to exceed $43,750 inchannelization facilities on US 101 in connection with the access. The agreement places in written form the understanding reached at the November meeting, and the Engineer recommended that it be approved. The Commission approved the agreement.

The Commission discussed with the Engineer matters to be presented by delegations on the following day. No action, however, was taken at this time pending appearance of the delegations.

The status of projects for future bid lettings was discussed, and the Engineer and the Right of Way Engineer outlined briefly the status concerning plans and right of way.

The Commission signed a number of agreements and other papers, following which Chairman McIver declared the meeting adjourned at 3:50 p.m., to be reconvened on the following day at 9:45 a.m.

Salem, Oregon
March 11, 1960

The Oregon State Highway Commission reconvened at 9:45 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The Planning Commission of Philomath appeared before the Commission regarding the route of the Corvallis-Newport Highway in or east of the City of Philomath in connection with subdivision or development of two areas east and south of Philomath. Milo Askay, Chairman of the Philomath Planning Commission, acted as spokesman and introduced the following members: R. A. Morgan and Jack Flegal, both from Philomath. Mr. Askay stated that their appearance today concerns the development of a subdivision at the east city limits of Philomath on the south side of present Highway US 20 which appears to be in the route of plans developed for highway construction. He displayed a map of the area involved and pointed out the location of the proposed 60-lot subdivision and the proposed highway. Before the Planning Commission can give their approval to the subdivision they would like to know, and as soon as possible, where the highway is actually going to be located as they do not wish to approve the subdivision development and thereby create a stumbling block to the highway construction. However, should the proposed highway route not be located in this area, he added, the Planning Commission would then be guilty of an injustice to the property owners if they refused to allow the subdivision to proceed. On a direct line eastward from South Street in Philomath, he advised, a second subdivision is contemplated on the south slope of the hill between Philomath and Corvallis, and the Planning Commission also desires any available information as to plans for a highway in this vicinity. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention. He advised the group that the Commission will consider their request and the Highway Engineer will contact them regarding the Commission's plans for highway construction in their area.

Mr. Bill C. Catlin, Corvallis, Secretary of Benton County Highway Committee and Manager of the Benton County Chamber of Commerce, acted as spokesman for a delegation that appeared before the Commission regarding several matters pertaining to highway construction in Benton County. Appearing with Mr. Catlin were: John Porter, City Manager of Corvallis; Emil Larkin, Benton County Judge; and C. R. Hoyt, State Legislator; all from Corvallis. Mr. Catlin introduced the members of his group and stated that they wished to present the plans they feel are desirable for the development of Benton County in the next five-year construction program. Holding the number one priority on their list, he continued, is (1) the Alsea Mountain Project on ORE 34 which project they would like included in the next five-year construction program. They are also requesting the Commission to consider (2) inclusion of the First Street Project from Mary's River, or "C" Street, to the overpass where 3rd and 4th Streets join north of Corvallis. Another request is (3) that consideration be given to some improvement onthe first ten-mile section of US 99W south of Corvallis. This is a hazardous stretch of highway, he pointed out, particularly during the winter months because it is narrow with dangerous shoulders. The Benton County Highway Committee, he stated, also wishes to go on record as endorsing (4) the request of the Philomath Planning Commission regarding the location of US 20 in or near Philomath. Mr. Porter spoke on behalf of the First Street Project, pointing out that the City of Corvallis has acquired all of the remaining property necessary to build the highway north of Mary's River to connect with the present US 99W immediately north of the city, and emphasized that the City has no intention of requesting in the foreseeable future the extension of this road south of Mary's River. The State and City, he continued, have purchased all of the right of way, an investment of about $300,000, for the extension of the First Street Project, which project when completed will bypass the through traffic on US 99W around the business center and will connect with the project now under construction that will carry traffic on US 20 westward from Corvallis to a point a mile beyond the city limits. They are especially anxious, he added, that the First Street Project be scheduled within the next five-year construction program because certain planning and development in the city are being held up until the exact highway location is known. Chairman McIver thanked the delegation for bringing these matters to the Commission's attention and told them that the Commission has spent considerable time considering their request. The Engineer, he continued, will advise them shortly of the construction program in relation to the projects they requested. The Engineer pointed out that at the previous day's session the Commission approved an allocation for the improvement of about an 8.3-mile section on the Pacific Highway West, south of Corvallis. Mr. Porter expressed their appreciation for this improvement.

Members of the Albany Chamber of Commerce appeared before the Commission regarding improvement of approaches to the present Willamette River Bridge, particularly on the westerly side, to accommodate real property development in that area. Mr. Cliff Knodell, Director of the Chamber of Commerce, introduced the

following members of his group: Hal Byer, Manager of the Chamber of Commerce; Bill Bollman, City Manager; W. L. Fitzpatrick, Mayor; E. B. Bennett, President of the Chamber of Commerce; and Harold Arnett, Director of the Chamber of Commerce, all from Albany. Mr. Knodell told of the many commercial and residential developments now under way and contemplated in the North Albany area and of the bottle-neck at the bridge due to increased traffic, especially at peak periods when traffic is backed up a mile on the north side of the bridge and three blocks in Albany proper. They have exhausted all available means to regulate this traffic, he continued, and have come to the conclusion that the only solution is construction of a new bridge with one-way traffic on each bridge. Mr. Byer quoted figures relating to the military and civilian personnel assigned to the Adair Air Force Base and the additional personnel who will be assigned to the Base by July 1 when Bomarc missiles become operational. Transportation problems, he added, will be created by Base personnel and their families who will be residing in Albany and commuting to the Base. A new golf course, he pointed out, is to be opened in North Albany which will also increase the traffic flow. It is their opinion that a second bridge is necessary for orderly development in that area. Mr. Bollman displayed a map showing the arterial street plan of Albany and explained traffic movements over the Willamette River Bridge from the various streets. He recited the traffic count of automobiles travelling over this bridge, pointing out that about one third of the traffic crosses the bridge during a four-hour period of the day. Highway 20, he added, entering the city from the north is a high-speed road and a problem is created by traffic which must slow down at the bridge. Two fire districts in North Albany, he added, are protecting approximately two and one half million dollars of assessed property valuation and the fire trucks have encountered difficulties while crossing against the heavy highway traffic. Although the Highway Department has suggested a remedial solution for the fire trucks, they feel that this will not solve their problem because the bridge is causing much of the difficulty. Chairman McIver thanked the group for their presentation and advised them that the Commission and the Engineers are studying this problem and will continue to study it.

The Rogue Wonderland Association appeared before the Commission regarding improvement of ORE 62, Crater Lake Highway, particularly in the Cascade Gorge. The following comprised the delegation: Richard G. Eastin, President of the Association, and Leo Hoag, member, both from Prospect; and Paul Doe and Steve Wilson, both from Medford and representing the Southern Oregon Tree Farm Association. Mr. Eastin, who was spokesman for the group, introduced the members of his delegation. Mr. Eastin pointed out that the Crater Lake Highway is one of the major entrances to Crater Lake National Park and a main artery for the Rogue River National Forest which is one of the most important sources of timber for southern Oregon industry. He expressed the opinion that ORE 62 should be better able to accommodate tourist travel from US 99 to Crater Lake Park. During the next season, which covers a period of four months, he estimated that some 23,000 trucks will use Highway 62 to transport

$3,500,000 worth of timber. He pointed out that although it is impractical at the present time to realign the complete highway because of the Water Resources Development Program in the Rogue River Valley involving dams adjacent to the highway, nevertheless there are three points which if corrected would greatly improve travelling over this highway. To illustrate their request, Mr. Hoag showed colored slides, pointing out the three curves in need of improvement between Trail and Cascade Gorge, and the number of accidents that have occurred on this section. He told of the hazards encountered by traffic because of the lack of shoulders, the rocks on the edge of the highway, the narrowness of the highway, the deep ditches, and particularly the difficulties experienced by vehicles when meeting loaded trucks on the curves. At places, he continued, the pavement edge is only 8 feet 8 inches from the yellow line, while the trucks are 8 feet wide. Mr. Eastin stated that repairs made with the hot-patch method appear to be the best for their needs. He mentioned the chuck holes on the curves that are dangerous to both tourist traffic and logging trucks, and asked that the road be widened at the points shown in the slides. He requested that a continuous yearly program be initiated to include cutting back on the corners and the filling in of the shoulders and the outside edges. It was his thought that the cost of such improvement would be amortized before any dam is constructed which would affect the highway. Nearly every organization in the Valley, he added, including civic clubs, school districts, chambers of commerce, the County Court, and the Forest and National Park Superintendents have endorsed this proposal. Comparison of traffic counts on US 97 and ORE 62 at the height of the tourist season, he added, are practically identical. Mr. Wilson, who appeared on behalf of the Southern Oregon Conservation and Tree Farm Association representing 72 milling and logging industries in Jackson and Josephine Counties, stated that the Association is quite concerned because there has been very little improvement on this portion of ORE 62. He also mentioned the large number of automobiles and trucks that use this highway during the tourist season, and he told of the concern voiced by the school districts because school buses must travel over the highway. He concluded by urging that consideration be given to the improvement of the highway as soon as possible. Chairman McIver thanked the group for bringing this matter to the Commission's attention and assured them that the Commission will give consideration to their request.

Mr. Brooks Hawley, Sumpter, appeared before the Commission to urge the advantages of reconstructing the Sumpter Valley Highway in the dredge tailings near Sumpter. Mr. Hawley displayed an aerial photo of the dredge tailings where he would like to have the Sumpter Valley Highway located. It was his thought that it would be cheaper to place the highway in that location rather than rebuilding it along the present route. He pointed out that the old Sumpter Valley Railroad and a crossroad which are located in the tailings have a solid base. There is a movement, he continued, to make a cut-off from Sumpter to Whitney, which is the middle section of the contract that will soon be let by the State. Eventually, he added, a road will be constructed from the Sumpter Valley Highway over Huckleberry Mountain toward

John Day, and he expressed the opinion that if the Sumpter Valley Highway is located in the dredge tailings it will make a better lead-off for the John Day road. Chairman McIver thanked Mr. Hawley for bringing this matter to the Commission's attention.

The Engineer presented to the Commission an agreement with the U. S. Army Engineers covering bank protection work on the Willamette River at Dixon Creek adjoining the Albany-Corvallis Highway (US 20) in Benton County. He explained that on April 16, 1959 the Commission approved entering into an agreement with the Army Engineers covering this bank protection project on the basis that the Army Engineers pay 75 percent of the cost and the State 25 percent, the State's contribution amounting to $22,500. This agreement has now been prepared and is ready for signature. Upon his favorable recommendation, the Commission signed the agreement.

A delegation from Umatilla County appeared before the Commission regarding improvement of Van Sycle Road in Umatilla County. The group was comprised of the following: D. R. Cook, County Judge; Cecil Stanton and Frank Hayes, County Commissioners; and S. E. Brogoitti, farmer, Oregon-Washington Gateway Association, all from Umatilla; Raymond Rees and Conrad Tucker, both from Helix; and James H. Maloney, Adams, all from the Oregon-Washington Gateway Association. Also appearing was Mr. Arthur Lorenzen, Umatilla, President of the Port of Umatilla Commission, regarding improvements to US 395 near Umatilla. Judge Cook acted as spokesman for the delegation and introduced the group. He stated that several questions he had intended to ask the Commission have been satisfactorily answered by the engineering staff; however, he wished to request the Commission to do some widening work on US 395 which will enable trucks to travel over that route. Mr. Lorenzen advised that he was particularly concerned about the section of US 395 between Holdman and the Athena cutoff where at the present time load restrictions prohibit semi-trailers in excess of 50 feet in length from travelling over this highway. The Port of Umatilla, he continued, has recently awarded a contract for construction of a dock, and they feel that there will be an immense potential for industrial development in the area, primarily for the movement of wheat, as well as a vast potential for recreational development. It is their desire, he added, to divert some of the California tourists that travel through the State enroute to Washington and Canada. Mr. Rees, who spoke in behalf of the Oregon-Washington Gateway Association, requested that either Umatilla County or the State Highway Commission get together with Walla Walla County, Washington, or the Washington State Highway Commission on a joint survey of the proposed Van Sycle Road between Helix, Oregon and Wallula, Washington. Walla Walla County, he advised, has informed them that the County is willing to survey this road to the Oregon state line as soon as the survey is started in Oregon. He presented a letter from the County Engineer of Walla Walla County outlining this proposal, together with letters from various organizations and chambers of commerce advising of their endorsement of this project. The construction of the Van Sycle

Road would reduce the shipping cost of products to the central Washington area, including the pulp mill at Wallula, Washington. Athena, Milton-Freewater and Weston, he added, would also benefit by the road since it would be more economical to deliver products to those areas because of the shorter haul. Due to the expanded highway program through the central part of Washington, he commented, the Tollgate recreational area will probably lose much of its patronage from the people of the Tri-cities area--Pasco, Kennewick and Richland, Washington; however, if the Van Sycle Road is constructed the mileage will be reduced 25 to 30 miles which will be an attraction to these people to use Oregon recreational facilities. There would be the added incentive, he pointed out, for people of the surrounding area to use the transcontinental airline from Pendleton. Mr. Maloney endorsed the remarks made by Mr. Rees, pointing out that there would be considerable savings in the transportation of wheat, and the Tollgate recreational facilities would be greatly enhanced as well as the promotion of traffic between the Tri-cities area and the area in and above Weston. He expressed the opinion that it would be very appropriate for the State of Oregon to cooperate with Washington in the survey of the Van Sycle Road. Mr. Brogoitti complimented the Commission upon their selection of Mr. Charles H. Reynolds of La Grande to replace Mr. V. W. McCormack as a member of the State Parks Advisory Committee. Since the traffic in the area at the north end of Umatilla County, he stated, has no direct access roads to the north and must travel west or south to leave the county, it almost doubles the distance between the bend of the Columbia River and Umatilla. It was his thought that if the distance could be shortened, there might be a reduction in freight rates which would greatly benefit the farmers. He requested that an actual cost survey be made in cooperation with the State of Washington so it can be determined the exact amount of money needed to complete the project. Judge Cook stated that the County is not objecting to the road and can cooperate on a survey to determine the cost of the Van Sycle Road. The County, however, does not have sufficient funds to build the type of road that is needed and will have to have help if the road is built. Chairman McIver thanked the delegation for their presentation. He advised them that the Commission is cognizant of their needs and that the Engineers will keep in touch with the County officials on these matters.

The Chief Counsel brought to the Commission's attention a proposed settlement with the City of Cascade Locks, File R-27487, for property for the Cascade Locks By-pass Section of the Columbia River Highway. He explained that the State had negotiated with the City for the purchase of the city dump; however, in the deed sent to the City three parcels of land were included The City objected to this, stating that they were of the opinion that the State was negotiating only for the city dump and requested an additional $125 for the other two parcels of land. The City, he recalled,had originally demanded $15,000 for the property while the State's offer was $3,500. He recommended approval of the additional $125 which would make a total settlement of $3,625 for the three parcels. The Commission approved his recommendation.

In answer to Commissioner Fridley's request for the status of negotiations with the City of Cascade Locks covering the relocation of its power lines, the Chief Counsel advised that it will be necessary for the State to sue the City to recover the cost of moving the poles since the State was forced to move these poles when the City refused to do it.

In the case of the State vs. Duncan, File L-3166, R-28187, for acquisition of property on the Elkton-Kellogg Section of the Elkton-Sutherlin Highway, the Chief Counsel advised the Commission that on November 5, 1959 Mr. Duncan was granted a farm crossing at a given station. An argument arose as to who was to build the approaches to this crossing--Mr. Duncan or the State. Mr. Duncan has now offered to build the approaches if he is granted an access in place of the farm crossing. The Chief Counsel stated that no objections have been made to this access, and he recommended that the Commission accept Mr. Duncan's offer to build the approaches and grant him an access 25 feet in width on the east and west sides of the highway unrestricted as to use at Station 110+00. The Commission accepted his recommendation.

The Chief Counsel brought up the matter of the Southern Pacific Company and one of its subsidiaries, Pacific Motor Trucking Company, qualifying as self insurers. Under the statutes covering excess loads, height, size and weight, he explained, the Commission has adopted a resolution requiring all persons to furnish a bond to indemnify the State and the public when a permit is issued. The Southern Pacific Company and the Pacific Motor Trucking Company have now qualified with the Department of Motor Vehicles as self insurers and have requested that they be relieved from the obligation of furnishing a bond. Upon his favorable recommendation, the Commission approved the request.

An increase in salary for Mr. Richard C. Bemis, attorney in the Legal Divsion, was requested by the Chief Counsel. He advised that Mr. Bemis is now trying cases on his own and is doing a very good job. In order to make his salary commensurate with salaries of the other trial attorneys, he recommended that Mr. Bemis' salary be increased $25 per month, subject to the approval of the Attorney General. The Commission approved his recommendation.

The Commission again discussed with the Engineer the proposed survey of the Sumpter Valley Highway near Sumpter. Consideration was given to the views presented earlier in the day by Mr. Brooks Hawley. The Engineer stated that careful attention had been given to location of the highway in the tailings area, but because of the increased cost and the lack of benefits to the travelling public in that area, he agai recommended that the improvement be made on the existing highway. The Commission accepted his recommendation and thereupon adopted

the attached resolution relative thereto, marked Exhibit "K-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:30 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "L"

MINUTES

of the

OREGON STATE HIGHWAY COMMISSION MEETING

held on

March 10 and 11, 1960

EXHIBIT "A"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, in connection with the future improvement of the highways herein designated, and for the convenience and benefit of the public, it is and has been necessary to acquire property for rights of way, quarry sites, gravel or other material sites, sites for the storage of materials, and properties for other purposes authorized by statute as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the properties which are hereby declared to be necessary for state highway, park, and other uses under the jurisdiction of the Commission, are those properties shown in the right of way resolution, dated March 10, 1960, pages 1 through 42, as presented by the Right of Way Engineer and approved by the Highway Commission on March 10, 1960 and by this reference said right of way resolution of March 10, 1960 is made a part hereof with like effect as though extended in full herein. That the several options or bases of settlement therein enumerated be, and the same hereby are approved and accepted and that the Chief Counsel for the Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon, by and through its State Highway Commission.

EXHIBIT "B-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Eugene Section of the Pacific Highway described as follows:

Lots 12 through 17, inclusive, and the West 15 feet of Lot 18, Block 3, West-Moreland Addition to Eugene, Lane County, Oregon, containing 16,875 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $10,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 250 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

EXHIBIT "B-2"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Vale-Cairo Junction Section of the Central Oregon Highway described as follows:

A parcel of land lying in Lots 1, 2, 3, 6 and 7 of Block 16, Northwest Townsite First Addition to the City of Vale situated in Section 19, Township 18 South, Range 45 East, W.M., Malheur County, Oregon, the said parcel being described as follows:

Beginning at the Southwest Corner of said Lot 6; thence North along the West line of said Lots 6 and 7, a distance of 63 feet, more or less, to a line which is parallel to and 40 feet Southerly of the center line of the Central Oregon Highway as said Highway has been relocated; thence Easterly along said parallel line 265 feet, more or less, to the East line of said Lot 1; thence South along the East line of said Lots 1, 2, and 3, a distance of 115 feet, more or less, to the Southeast Corner of said Lot 3; thence West along the South lines of said Lots 3 and 6, a distance of 255 feet to the place of beginning.

Said relocated center line is described as follows: Beginning at Engineer's center line Station 880+65.88, said Station being 284 feet North and 40 feet West of the Southeast Corner of said Section 19; thence on a spiral curve left (the long chord of which bears South 89° 07' 10" West) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 73° 50' 10" West) 1261.66 feet to Station 864+04.22.

Except that portion lying within an alley running North and South through said Block 16.

The parcel of land to which this description applies contains 0.5 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-2" (Cont.)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between said real property and the right of way of the relocated Central Oregon Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 251 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

EXHIBIT "B-3"

Minutes of March 10, and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Pilot Butte Section of the Central Oregon Highway described as follows:

A parcel of land lying in the NW¼NW¼ of Section 34, Township 17 South, Range 12 East, W.M., Deschutes County, Oregon, the said parcel being described as follows:

Beginning at the Northeast corner of said NW¼NW¼; thence West along the North line of said NW¼NW¼, a distance of 330 feet; thence South, parallel to the East line of said NW¼NW¼, a distance of 660 feet; thence Southeasterly in a straight line 465 feet, more or less, to a point on the East line of said NW¼-NW¼, said point being 990 feet South of the place of beginning; thence North along said East line 990 feet to the point of beginning.

Except therefrom a canal known as Lateral A-2 Central Oregon Canal together with a roadway running along the Westerly side of said canal.

Also except that portion lying in Neff Road.

(Note: 5.05 acres lie outside of canal and roadway right of way and 1.2 acre lies within said right of way.)

The parcel of land to which this description applies contains 5.05 acres.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $1,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 252 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

32565

EXHIBIT "B-4"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highwa Commission, is the owner of the parcel of land in the Albany Section of the Albany-Junction City Highway described as follows:

A parcel of land lying in the Anderson Cox DLC #49, also lying in Section 5, Township 11 South, Range 3 West, W.M., Linn County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 149, Page 581 of Linn County Records of Deeds; the said parcel being described as follows:

Beginning at the Southwest corner of Lot 10, Waverly Fruit Farm, Township 11 South, Range 3 West, W. M.; thence South 1° 26' 30" East, 193.63 feet to a point opposite and 60 feet Northwesterly of Station 353+97.75 on the center line of the Albany-Junction City Highway; thence Northeasterly parallel to and 60 feet Northwesterly of said center line 245 feet, more or less, to a point opposite Station 351+50 on said center line; thence Northwesterly at right angles to said center line 72 feet, more or less, to the South line of said Lot 10; thence South 88° 28' West, along said South line 160 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.56 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $19,850.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Albany-Junction City Highway, except two points of access, 30 feet in

EXHIBIT "B-4" (Cont.)

width, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 253 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

32567

EXHIBIT "B-5"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Eagle Point-Medford Section of the Crater Lake Highway described as follows:

A parcel of land lying in Section 20, Township 36 South, Range 1 West, W.M., Jackson County, Oregon, and being that property described in that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 366, Page 143 of Jackson County Records of Deeds; the said parcel being a strip of land 70 feet in width lying Westerly of and adjacent to the Westerly line of that certain 200 foot right of way as described in that Instrument to the State of Oregon recorded in Book 247, Page 272 of Jackson County Deed Records, and extending from the North line of said Section 20 to a line which is parallel to and 30 feet South of the North line of the Southwest quarter ($SW\frac{1}{4}$) of said Section 20.

The parcel of land to which this description applies contains 4,85 acres, more or less.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchasers, all rights of ingress and egress to, from and between the said real property and the right of way of the Crater Lake Highway, except four points of access shall be allowed, 40 feet in width, unrestricted as to use.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 254 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

EXHIBIT "B-6"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land in the Hillsboro One-way Street Section of the Tualatin Valley Highway described as follows:

A parcel of land lying in the N½ of Section 1, Twp. 1S, Range 3W, W.M., Washington County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon by and through its State Highway Commission, recorded in Book 375, Page 85 of Washington County Records of Deeds; the said parcel being described as follows:

Beginning on the South line of the Westbound traffic lane of the Tualatin Valley Highway at a point opposite and 30 feet Southerly of Station 20+10 on the center line of said Westbound traffic lane, said point also being the Northwest corner of that property described in that deed to Byron E. Davis and Irene Davis, recorded in Book 426, Page 263, of Washington County Deed Records; thence S 17° 33' 40" W along the Westerly line of said Davis property 132 feet, more or less, to a point which is opposite and 50 feet Northeasterly of Station 21+00 on the center line of the Eastbound traffic lane of said Tualatin Valley Highway; thence Northwesterly parallel to and 50 feet Northeasterly of the center line of said Eastbound traffic lane 85 feet, more or less, to a point opposite and 50 feet Northeasterly of Station 21+85 on the center line of said Eastbound traffic lane; thence Northeasterly on a straight line 95 feet, more or less, to a point opposite and 30 feet Southerly of Station 21+30 on the center line of said Westbound traffic lane; thence Easterly parallel to and 30 feet Southerly of the center line of said Westbound traffic lane 120 feet to the place of beginning.

The parcel of land to which this description applies contains 0.25 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes;

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $5,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

EXHIBIT "B-6" (Cont.)

NOW, THEREFORE, BE IT RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of ORS 273.060 Et. Seq. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, fro and between said real property and the right of way of the Tualatin Valley Highway.

AND BE IT FURTHER RESOLVED that this Real Property Reso lution No. 255 be entered in the minutes and records of the Commissio as of the 10th day of March, 1960.

EXHIBIT "C-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway described as follows:

A parcel of land lying in the A. McAlexander D.L.C. #77, and the Mahlon H. Harlow D.L.C. #57, Township 17 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 92-56D Instrument #2394 and on Reel 98-57D Instrument #11480 of Lane County Records of Deeds; the said parcel being that portion of said State of Oregon property lying Easterly of the Westerly line of said McAlexander D.L.C. #77 and Southerly of a strip of land for a diversion floodway, the said strip of land being variable in width lying on each side of the following described line:

Beginning at Engineer's center line Station Channel 63+10, said station being 730.93 feet North and 2301.73 feet East of the Northeast corner of County Survey #171 in said Section 29; thence on a 286.48 foot radius curve right (the long chord of which bears North 70° 24' 40" East) 190 feet; thence North 89° 24' 40" East 1205.39 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 89° 39' East) 187.78 feet; thence South 88° 42' 40" East 789.34 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 89° 26' 05" East) 144.72 feet; thence North 89° 50' 30" East 885.20 feet; thence on a 286.48 foot radius curve right (the long chord of which bears South 56° 13' 05" East) 339.40 feet; thence South 22° 16' 40" East 148.17 feet to station 102+00.

Station	Station	Width on Northerly side of center line	Width on Southerly side of center line
77+05.39	88+27.23	60	65
88+27.23	97+12.43	60 taper to 65	65 taper to 70
97+12.43	100+00	65	70
100+00	101+00	65 in a str. line to 60	70 in a str. line to 60
101+00	102+00	60	60

EXHIBIT "C-1" (Cont.)

Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 3.4 acres.

Also, a parcel of land lying in the A. McAlexander D.L.C. #77, and in the Mahlon H. Harlow D.L.C. #57 also in Section 28, Township 17 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 92-56D Instrument #2394 of Lane County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Southerly line of said property with a line which is parallel to and 227.17 feet East of the West line of said D.L.C. #57; thence Northerly along said parallel line 260 feet, more or less, to a line which is parallel to and 140 feet Southerly of the center line of the relocated Eugene-Springfield Highway; thence Westerly parallel to and 140 feet Southerly of said center line 260 feet, more or less, to the Northeasterly line of a diversion floodway; thence Southeasterly along the Northeasterly line of said diversion floodway 320 feet, more or less, to the Southerly line of said State property; thence Easterly along the Southerly line of said State property 80 feet, more or less, to the place of beginning.

The relocated Eugene-Springfield Highway herein referred to is described as follows:

Beginning at Engineer's center line station 85+00, said station being 2416.5 feet South and 125.75 feet West of the Northwest corner of said D.L.C. #57; thence South 89° 18' 40" East 2,000 feet to station 105+00.

The diversion floodway herein referred to is described as a strip of land variable in width lying on each side of the following described line:

Beginning at Engineer's center line Station Channel 63+10 said Station being 730.93 feet North and 2301.73 feet East of the Northeast corner of County Survey #171 in said Section 29; thence on a 286.48 foot radius curve right (the long chord of which bears North 70° 24' 40" East) 190 feet; thence North 89° 24' 40" East 1205.39 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 89° 39' East) 187.78 feet; thence South 88° 42' 40" East 789.34 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 89° 26' 05" East) 144.72 feet; thence North 89° 50' 30" Eas

EXHIBIT "C-1" (Cont.)

885.20 feet; thence on a 286.48 foot radius curve right (the long chord of which bears South 56° 13' 05" East) 339.40 feet; thence South 22° 16' 40" East 148.17 feet to station 102+00.

Station	Station	Width on Northerly side of center line	Width on Southerly side of center line
77+05.39	88+27.23	60	65
88+27.23	97+12.43	60 taper to 65	65 taper to 70
97+12.43	100+00	65	70
100+00	101+00	65 in a str. line to 60	70 in a str. line to 60
101+00	102+00	60	60

Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.85 acre.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $6,079.50, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the above described real property be sold to the Eugene Water and Electric Board by a direct sale for the value of $6,079.50.

AND BE IT FURTHER RESOLVED, that this Real Property Resolution No. 256 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

EXHIBIT "C-2"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcels of land in the Interstate Avenue-Steel Bridge Section of the Pacific Highway described as follow

A parcel of land lying in Lots 1, 2 and 3, Block 1, McMillen's Addition to East Portland, Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the most westerly corner of said Lot 1; thence southeasterly along the southwesterly lines of said Lots 1, 2 and 3 a distance of 125 feet; thence northeasterly parallel with McMillen Street a distance of 30 feet; thence northwesterly parallel with Crosby Street a distance of 125 feet to the northwesterly line of said Lot 1; thence southwesterly along said northwesterly line a distance of 30 feet to the place of beginning, containing 3,750 square feet.

A parcel of land lying in Lots 1 and 2, Block 3, McMillen's Addition to East Portland, Multnomah County, Oregon, and being a portion of that property described in those deeds to State of Oregon, by and through its State Highway Commission, recorded in Book 1214, page 480; Book 1437, page 549; and in Book 1435, page 534 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the most northerly corner of said Block 3, thence South 51° 31' 15" West along the northwesterly line of said Block 3 a distance of 62 feet to the true point of beginning; thence continuing South 51° 31' 15" West along said northwesterly line a distance of 19 feet to the most westerly corner of said State of Oregon property; thence South 38° 28' 45" East along the most southwesterly line of said property a distance of 75 feet to the most southerly corner of said property; thence North 51° 31' 15" East along the southeasterly line of said property a distance of 39 feet; thence North 53° 24' 45" West 77.62 feet to the true point of beginning, containing 2175 square feet.

WHEREAS, after consideration, the Commission finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $11,850.00, and the Commission is desirous of selling and disposing of the State's 40% interest

EXHIBIT "C-2" (Cont)

in said property at a price not less than the appraised amount.

NOW, THEREFORE, BE IT RESOLVED that the above described real property be sold to the City of Portland by a direct sale for the sum of $4,740.00, which is the State's 40% interest in the property. The conveyance of said real property shall provide that there is reserved to the State and waived and relinquished by the purchaser, all rights of ingress and egress to, from and between the said real property and the right of way of the Pacific Highway.

AND BE IT FURTHER RESOLVED that this Real Property Resolution No. 257 be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

32575

EXHIBIT "D-1"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Harbor Drive-Barbur Boulevard Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be located, constructed and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served,

EXHIBIT "D-1" (Cont.)

even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of locating, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner, or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the location, construction and maintenance of the said Harbor Drive-Barbur Boulevard Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken, is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of

said parcels of real property as to the compensation to be paid for th taking, and in the event that no satisfactory agreement can be reached then the Chief Counsel is directed and authorized to commence and prose cute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; tha upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the Stat of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condem nation Resolution No. 1248.

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*FOOTNOTE:

The names of the property owners and the detailed descrip tion of the parcel of real property mentioned in this resolution, toget with map are attached to the original resolution on file in the office the State Highway Commission, Salem, being Resolution No. 1248, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry t the same extent as if copied in full herein.

EXHIBIT "D-2"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Elkton-Kellogg Section of the Elkton-Sutherlin Highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.405, no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway; and

WHEREAS, under the provisions of Oregon Revised Statutes 374.410, the State Highway Commission shall, in connection with any acquisition of real property for right of way of any state highway, prescribe and define the location, width, nature and extent of any right of access that may be permitted by the Commission to pertain to real property described in Oregon Revised Statutes 374.405; and

WHEREAS, portions of the Elkton-Kellogg Section of the Elkton-Sutherlin Highway Will be constructed, relocated or reconstructed upon right of way, no part of the width of which was acquired prior to May 12, 1951.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there

EXHIBIT " D-2" (Cont.)

is needed and required, for the construction, improvement, betterment an maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission' respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that the rights of access that may be permitted pursuant to Oregon Revised Statutes 374.410 between the right of way of the said widened and relocated Elkton-Sutherlin Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property be specifically state The rights of access which shall be granted unto the respective owners, their heirs and assigns, for service of the said remaining land are not as to each parcel, or parcels, no part of the width of which was acquir prior to May 12, 1951.

3. That the widening in part, relocation in part, construct improvement and maintenance of the said Elkton-Kellogg Section of the Elkton-Sutherlin Highway and the highway facilities for which each of t said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planne designed, located, and will be constructed in a manner which will be mo compatible with the greatest public good and the least private injury c damage.

4. That the Legal and Right of Way Department is directed t attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taki and in the event that no satisfactory agreement can be reached, then th Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire titl to said parcels of real property, or interest therein; that upon the fi of such proceeding possession of said parcels of real property may be t immediately.

5. That upon the trial of any suit or action instituted to quire the said real property, or any interest therein, the Chief Counse or, in his absence, any Assistant Attorney for the State Highway Commi sion, is authorized to make such stipulation, agreement or admission a in his judgment may be for the best interests of the State of Oregon.

EXHIBIT "D-2" (Cont.)

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 987-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 987-a, under the heading " Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-3"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the East Bank Freeway Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required and the specific use to be made thereof, or which in the best interests of the State and the owners should be required, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full."

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted."

3. That the relocation, construction, improvement and maintenance of the said East Bank Freeway Section of the Pacific Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title

EXHIBIT "D-3"(Cont.)

to said parcels of real property, or interest therein; that upon the fil ing of such proceeding possession of said parcels of real property may b taken immediately.

5. That upon the trial of any suit or action instituted to ac quire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commis sion, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes an records of the Commission this 10th day of March, 1960, as Conde nation Resolution No. 1203-a.

"FOOTNOTE

The names of the property owners and the detailed descrip- tions of the several parcels of real property mentioned in this reso- lution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Reso lution No. 1203-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part o this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-4"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any exisiting state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improvin and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public we fare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commis sion as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenace of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the Pacific Highway, as a throughway, certain interest in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and r quired, and the specific use to be made thereof, or which in the best i terests of the State and the owners should be acquired, are more partic larly described in the attached list, marked Exhibit "A", under the nam of the record owner or reputed owner, and the Commission's respective f number and said Exhibit "A" is by this reference hereby adopted and mad a part hereof as completely and fully as though set forth herein in ful

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nat between the right of way of the said relocated Pacific Highway and all the contiguous real property of the respective owners remaining after t appropriation of the said real property. Where specified on the attach list marked Exhibit "A" there shall be reserved unto the respective own their heirs and assigns, for service of their respective remaining land such access reservations as are noted. *

3. That the relocation, construction, improvement and mainter ance of the said Grants Pass-Rock Point Section of the Pacific Highway and the highway facilities for which each of the said parcels of proper or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taki and in the event that no satisfactory agreement can be reached, then th Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire titl

EXHIBIT "D-4" (Cont.)

to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1151-a.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1151-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32587

EXHIBIT "D-5"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the State Highway Commission plans and proposes to develop and maintain a state park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith, the real property hereinafter described is necessary.

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding material, approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the po

EXHIBIT "D-5" (Cont.)

of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Grants Pass-Rock Point Section of the Pacific Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the development and maintenance of a state park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the

attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Pacific Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and maintenance of the said Grants Pass-Rock Point Section of the said Pacific Highway and the highway facilities for which each of the said parcels of real property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1241-a.

EXHIBIT "D-5" (Cont.)

*FOOTNOTE:

The name of the property owner and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1241-a, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32591

EXHIBIT "D-6"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructe view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of emine domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Hig way Commission, is necessary or deemed necessary for the construction of a throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Juntura-Horseshoe Bend Section of the Central Oregon Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, reloc ated in part, constructed, improved and maintained under the provisions an within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly kno as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary t acquire any real property for use in connection with the location, relocat construction, reconstruction, improvement and maintenance of any throughwa or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State a

EXHIBIT "D-6" (Cont.)

best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Juntura-Horseshoe Bend Section of the Central Oregon Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A," under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A," no rights of access of any nature between the right of way of the said widened and relocated Central Oregon Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Juntura-Horseshoe Bend Section of the Central Oregon Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

EXHIBIT "D-6" (Cont.)

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in this absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March , 1960, as Condemnation Resolution No. 1249 .

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*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1249, under the heading 'Condemnation Resolutions', and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-7"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway; and

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the above said section of highway is being widened, relocated and improved as a land service road and the Commission will grant accesses at such reasonable and safe locations as may be agreed upon between the owners and the Commission for any portions of said highway which is subject to ORS 374.405.

EXHIBIT "D-7" (Cont.)

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Lost Creek-Camp Creek Unit, Post-Paulina Section of the said Paulina Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1250.

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*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1250, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-8"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Meda Section of the Little Nestucca Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of

EXHIBIT "D-8" (Cont.)

the said Meda Section of the said Little Nestucca Secondary Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That the widening in part, relocation in part, construction, improvement and maintenance of the said Meda Section of the said Little Nestucca Secondary Highway and the highway facilities for which each of the said parcels of property, or interests therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the takin and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the fil of such proceeding possession of said parcels of real property may be taken immediately.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Couns or, in his absence, any Assistant Attorney for the State Highway Commis is authorized to make such stipulation, agreement or admission as in hi judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes an records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1251.

FOOTNOTE:

The names of the property owners and the detailed descripti of the several parcels of real property mentioned in this resolution, to ether with maps, are attached to the original resolution on file in the o of the State Highway Commission, Salem, being Resolution No. 1251, der the heading "Condemnation Resolutions", and said descriptions, m and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-9"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lake Road-Oregon City Section of the Cascade Secondary Highway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway sytem, and the relocation, construction, improvement and maintenance of the said Lake Road-Oregon City Section of the Cascade Secondary Highway, certain interests in or

EXHIBIT "D-9" (Cont.)

fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any natu between the right of way of the said relocated Cascade Secondary Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the relocation, construction, improvement and mainten ance of the said Lake Road-Oregon City Section of the said Cascade Secondary Highway and the highway facilities for which each of said parcels of property, or interest therein, is required and is being taken is nece sary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatib with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the takin and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the fil ing of such proceeding possession of said parcels of real property may b taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Coun or, in his absence, any Assistant Attorney for the State Highway Commis sion, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes an records of the Commission this 10th day of March, 1960, as Conde nation Resolution No. 1252.

EXHIBIT "D-9" (Cont.)

*FOOTNOTE:

The name of the property owner and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1252, under the heading "Condemnation Resolutions", and said description, map, and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32601

EXHIBIT "D-10"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any secti of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Hilgard-La Grande Section of the Old Oregon Trail Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purpose declared and provided under the said Chapter 374, Oregon Revised Statute commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the locati relocation, construction, reconstruction, improvement and maintenance o any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of whic is necessary for the above purposes, if by so doing the interests of th

EXHIBIT "D-10" (Cont.)

owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the said Old Oregon Trail Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said widened and relocated Old Oregon Trail Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Hilgard-La Grande Section of the said Old Oregon Trail Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

5260

EXHIBIT "D-10" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1253.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1253, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-11"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right of interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway; and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop, and maintain the Samuel H. Boardman State Park for public park and recreational purposes and for the convenience of the public and general welfare and pleasure of the motoring public using the highways of the State of Oregon, and for such purposes and in connection therewith the interests in real property hereinafter described are necessary; and

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stockpile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out,

locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Myers Creek Brookings Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in the enlargment, development and maintenance of the Samuel H. Boardman State Park; and does further find and declare that there is needed and required for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property.

EXHIBIT "D-11" (Cont.)

The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner and the Commission's respective file number, and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the relocation, construction, improvement and maintenance of the said Myers Creek-Brookings Section of the Oregon Coast Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; and that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 951-C.

EXHIBIT "D-11" (Cont.)

*FOOTNOTE:

The names of the property owners and the detailed descriptions of the several parcels of real property mentioned in this resolution, together with maps, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 951-c, under the heading "Condemnation Resolutions", and said descriptions, maps and plans by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-12"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; weighing stations, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Umatilla-Washington State Line Section of the Columbia River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of

which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Umatilla-Washington State Line Section of the said Columbia River Highway, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A" under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. "

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A" no rights of access of any nature between the right of way of the said widened and improved Columbia River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted.

3. That the widening, improvement and maintenance of the said Umatilla-Washington State Line Section of the said Columbia River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "D-12" (Cont.)

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1254.

*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with maps are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1254, and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D-13"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or right of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening, or otherwise changing any highway, road or street; quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads, connecting roads, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of any existing state road or highway, as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen in part, relocate in part, construct, improve and maintain the Camp Adair-Lewisburg Section of the Pacific Highway West; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be widened in part, relocated in part, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the Throughway Law; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is

EXHIBIT "D-13" (Cont.)

not immediately needed for the highway proper; and

WHEREAS, for the purpose of widening in part, relocating in part, constructing, improving and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled as specified.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West, as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full. *

2. That it is necessary that there shall be, where specified in the attached list marked Exhibit "A", no rights of access of any nature between the right of way of the said widened and relocated Pacific Highway West and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property. Where specified on the attached list marked Exhibit "A" there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted. *

3. That the widening in part, relocation in part, construction, improvement and maintenance of the said Camp Adair-Lewisburg Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking,

and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such proceeding as may be necessary to acquire title to said parcels of real property, or interest therein; that upon the filing of such proceeding possession of said parcels of real property may be taken immediately.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 10th day of March, 1960, as Condemnation Resolution No. 1245-a.

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*FOOTNOTE:

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution, together with map, are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 1245-a, under the heading "Condemnation Resolutions", and said description, map and plan by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, pursuant to ORS 483.525, when in the judgment of the State Highway Commission any state highway or section thereof is capable of carrying any combination of vehicles, having a gross weight in excess of that authorized by ORS 483.506(3), the commission may by resolution so declare and fix the maximum gross weight and types and classes of vehicles which may be operated thereon without permit; and

WHEREAS, this commission is of the opinion that the rigorous imposition of Oregon weight restrictions upon vehicles, or combinations of vehicles, entering this state from adjoining states and bearing loads which are legal in said adjoining state is injurious to the commerce and trade of the State of Oregon and prejudicial to the best interest and general welfare of its citizens.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the State Highway Commission as follows:

1. That vehicles, or combinations of vehicles, including any load thereon, having a gross weight in excess of that authorized by ORS 483.506(3), may nevertheless be operated upon the highways of the State of Oregon, without first having obtained a permit for such operation, provided that there is compliance with the following conditions:

A. Any such use shall be limited to the first one and one-half ($1\frac{1}{2}$) miles of Oregon State Highway.

B. No use shall be made of any state highway or section thereof, which is included within the National System of Interstate and Defense Highways.

C. Any such use shall be for the purpose of lightening the load or accomplishing any other adjustments, by which said vehicle or combination of vehicles, including any load thereon, may be made to comply with Oregon weight restrictions.

D. Said vehicle, or combination of vehicles, is entering the State of Oregon from an adjoining state.

E. Said vehicle, or combination of vehicles, including any load thereon, meets the weight requirements of the adjoining state from which it comes.

F. The State Highway Engineer is of the opinion that the highway will not be harmed by the proposed use, or

EXHIBIT "E" (Cont)

(1) The vehicle owner and/or operator agrees to assume full financial responsibility for the maintenance and repair of any such highway or section thereof, and agrees, if so requested by the State Highway Engineer, to supply an indemnity bond in the same manner as that provided by ORS 483.528(2).

2. Insofar as it is in conflict therewith, this resolution shall supersede and amend Loads and Hauling Resolution No. 24-d, dated July 2, 1959.

3. That this resolution be entered in the minutes of this Commission as Loads and Hauling Resolution No. 24-e this 10th day of March, 1960.

EXHIBIT "F"

Minutes of March 10 and 11, 1960

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract #5022 with Earl L. McNutt Co., for grading the Salem By-pass Section of Pacific Highway in Marion County, completed June 24, 1959.

"Contract #5025 with Parker-Schram Co., for grading-paving the Highlands Interchange on Sunset Highway in Multnomah County, completed December 23, 1959.

"Contract #5077 with C. R. O'Neil for grading the Beaver Lookout-Bullards Bridge Section of the Oregon Coast Highway in Coos County, completed September 9, 1959.

"Contract #5214 with Tuss Bros. Construction, for grading-paving the Middle Unit of Crescent Lake Jct.-The Dalles-California Jct. Section of the Willamette Highway in Klamath County, completed November 9, 1959.

"Contract #5266 with Warren Northwest, Inc., for paving the Valley Jct.-Wallace Bridge Unit of the Valley Jct.-Sheridan Section of Salmon River Highway in Polk County, completed February 17, 1960.

"Contract #5318 with White Bros. Construction Co., for grading-paving the North Oakland Jct.-Sutherlin Jct. Section of Pacific Highway in Douglas County, completed November 6, 1959.

"Contract #5329 with Roy L. Houck & Sons and Roy L. Houck Sons' Corp., for grading the Belts Road-Lane County Line Section of Pacific Highway in Linn County, completed October 30, 1959.

"Contract #5343 with C. R. O'Neil for grading-bituminous surfacing the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, completed October 9, 1959.

"Contract #5369 with Hannan Brothers Co., for structures-grading-paving the Hillsdale-Barbur Blvd. & Hamilton-Slavin Road Sections of the Beaverton-Hillsdale and Pacific West Highways in Multnomah County, completed February 26, 1960.

"Contract #5518 with General Construction Co., for toll collection facilities on the Interstate Bridge, Pacific Highway, in Multnomah County, completed January 25, 1960.

"Contract #5531 with W. R. Grasle Co., for traffic signal installation on the Airport-Alberta St. Section of the Cascade Secondary Highway in Multnomah County, completed February 18, 1960.

EXHIBIT "F" (Cont)

"Contract #5535 with K. L. Clark for construction of combination shelter and latrine in Hat Rock State Park on the Columbia River Highway in Umatilla County, completed February 2, 1960.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 88 shall be entered in the minutes and records of the Commission as of the 10th day of March, 1960.

EXHIBIT "G-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Corvallis-Eastside (Linn County)

Highway number 210 Route number --

Location of Termini			Established Speed
M.P. 0.13 (east city limits of Corvallis)	to	M.P. 0.29 (0.16 mile east of the east city limits of Corvallis)----	25 MPH
M.P. 0.29 (0.16 mile east of the east city limits of Corvallis)	to	M.P. 1.39 (0.19 mile east of the road to Peoria)----------	50 MPH

EXHIBIT "G-1" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 315 be entered in the minutes and records of the Commission as of the 10th day of March, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-2"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific (Josephine County)

Highway number 1 Route number US 99

Location of Termini		Established Speed
M. P. 241.95 (north edge of town of Wolf Creek)	to M. P. 242.51 (south edge of town of Wolf Creek)	40 M.P.H. 1/

1/ except that between M. P. 242.03 and M. P. 242.24 the indicated speed shall be 20 MPH during the hours of school crossings.

This resolution rescinds Speed Zone Resolution No. 48, adopted October 26, 1950 in order to incorporate new M. P. Nos.

EXHIBIT "G-2" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 48-a be entered in the minutes and records of the Commission as of the 10th day of March, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-3"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oakland-Shady (Douglas County)

Highway number 234 Route number 235

Location of Termini			Established Speed
M. P. 14.61 (0.10 mile north of Housley Street)	to	M. P. 16.73 (north city limits of Roseburg)	---- 35 M.P.H.

This resolution rescinds Speed Zone Resolution No. 8, adopted December 30, 1946 and also Speed Zone Resolution No. 26, adopted June 28, 1949. Subsequent to these actions the Pacific Highway has been reconstructed on new alignment and the section in question has been renamed the Oakland-Shady Highway by Secondary Highway Designation Resolution No. 35, dated January 26, 1956.

EXHIBIT "G-3" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 26-a be entered in the minutes and records of the Commission as of the 10th day of March, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of the Department of State Police.

EXHIBIT "G-4"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Monmouth-Independence (Polk Co.)

Highway number 43 Route number ORE 51

Location of Termini			Established Speed
M.P. 0.23 (east city limits of Monmouth)	to	M.P. 1.30 (west city limits of Independence)	40 MPH 1/

1/ except that between M.P. 0.99 (150 feet west of Talmadge Road) and M.P. 1.28 (100 feet west of Gun Club Road) the indicated speed shall be 20 miles per hour during the hours of school crossings.

This resolution rescinds Speed Zone Resolution No. 62, dated April 13, 1951, and Speed Zone Resolution No. 62-a, dated May 28, 1959.

EXHIBIT "G-4" (Cont)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 62-b be entered in the minutes and records of the Commission as of the 10th day of March, 1960, and that certified copies of this resolution be forwarded to the Secretary of State and to the Superintendent of State Police.

EXHIBIT "H"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, on September 24, 1959 the Highway Commission designated the Mapleton-Richardson Section as an extension and a part of the Richardson-Eugene Secondary Highway; and

WHEREAS, for purpose of better description of the highway, the Commission deems it advisable to change the name of the highway from the Richardson-Eugene Secondary Highway to the Mapleton-Eugene Secondary Highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that:

1. The name, Richardson-Eugene State Secondary Highway No. 220, is hereby changed to Mapleton-Eugene State Secondary Highway No. 220. The route and termini of said Mapleton-Eugene Highway are described as follows:

> Beginning at a junction with the Siuslaw Highway, State Primary Highway No. 34, at M. P. 14.49 of said Siuslaw Highway at Mapleton; thence easterly via Richardson, Noti, and Veneta to a junction with the one-way westbound route of the Pacific Highway West, State Primary Highway No. 1W, at M. P. 122.19 of said Pacific Highway West at the intersection of Garfield Street and 6th Avenue in the City of Eugene, a distance of 45.14 miles.

2. This resolution be entered in the minutes and records of the Highway Commission this 10th day of March, 1960, as Secondary Highway Designation Resolution, File No. 54.

EXHIBIT "I-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Mapleton-Eugene Secondary Highway, No. 220, in Lane County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on shoulders of said highway in the vicinity of the community of Mapleton; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting sight distance for vehicles intending to enter the highway from side roads; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Mapleton-Eugene Highway between M. P. 0.15 and M. P. 0.28 creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of the Mapleton-Eugene Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That certified copies of this resolution be sent to the Secretary of State, the Superintendent of the Department of State Police, and the County Clerk of Lane County for their information.

6. That this "No Parking" Resolution No. 204 be entered in the minutes and records of the State Highway Commission as of the 10th day of March, 1960.

EXHIBIT "I-2 "

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Crater Lake Highway No. 22 in Jackson County is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on the westerly shoulder of said highway in front of the Prospect School; and

WHEREAS, the parking of vehicles on said shoulder at said location creates a hazard to the traveling public by restricting sight distance at the school crosswalk and would hinder the local Fire Department in case of a fire at the school; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on the westerly side of the Crater Lake Highway between M. P. 44.63 (Highway Engineer's Station 4+70) and M. P. 44.66 (Highway Engineer's Station 3+20) creates a hazard to the traveling public.

2. That in the opinion of this Commission the westerly shoulder of said highway is not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on the westerly side of the Crater Lake Highway at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

5. That certified copies of this resolution be sent to the Secretary of State, the Superintendent of the Department of State Police, and the County Clerk of Jackson County for their information.

6. That this "No Parking" Resolution No. 206 be entered in the minutes and records of the State Highway Commission as of the 10th day of March, 1960.

EXHIBIT "I-3"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Pacific Highway West, Primary Highway No. 1W, in Yamhill County, is a State Highway under the control and jurisdiction of the Oregon State Highway Commission; and

WHEREAS, it appears that vehicles are being parked on shoulders of said highway near an auction sales building at the southerly edge of Dundee; and

WHEREAS, the parking of vehicles on said shoulders at said location creates a hazard to the traveling public by restricting the traveled portion of the highway; and

WHEREAS, off-the-highway parking facilities for approximately 75 vehicles has been provided near the auction sales building; and

WHEREAS, in the opinion of the Commission, public travel and public safety require that parking of vehicles be prohibited on said highway at said location;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare, based upon the recommendations by members of its staff, that parking of vehicles on both sides of the Pacific Highway West, between a point 0.18 mile south of Hess Creek, M. P. 26.71, (Highway Engineer's Station 151+40) and a point 0.43 mile south of Hess Creek, M. P. 26.96, (Highway Engineer's Station 164+60) creates a hazard to the traveling public.

2. That in the opinion of this Commission the shoulders of said highway are not of sufficient width to permit parking of vehicles thereon and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles on both sides of said Pacific Highway West at said location should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points as, in his judgment, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared.

EXHIBIT "I-3" (Cont)

5. That certified copies of this resolution be sent to the Secretary of State, the Superintendent of the Department of State Police, and the County Clerk of Yamhill County for their information.

6. That this "No Parking" Resolution No. 205 be entered in the minutes and records of the State Highway Commission as of the 10th day of March, 1960.

EXHIBIT "J-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminat from the original highway a section thereof, the eliminated section shall:

a. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County on such terms and conditions as may be agreed upon;

b. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Columbia River Highway, State Primary Highway No. 2, in Columbia Coun known as the Goble-Tide Creek Section, the southerly terminus of which is at relocated Highway Engineer's Centerline Station 73+50 on the relocated highway, and the northerly terminus of which is at relocated Highway Engineer's Centerline Station 367+97.10 on the relocated highway as shown col ed in green on the map attached hereto marked Exhibit "A" and by this ref erence made a part hereof; and *

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the original Columbia River Highway State Primary Highway No. 2, which sections to be eliminated are hereinafter designated as Units "A" and "B" as shown colored in red and Unit "C as shown colored in brown on said attached Exhibit "A"; and *

WHEREAS, Columbia County and the State Highway Commission entered into an agreement on the 8th day of August, 1957, relating to the elimination and disposition to be made of the said sections of the said orig nal Columbia River Highway which are subject to elimination and are here after referred to as Units "A" and "B"; and

WHEREAS said agreement provides that State, by resolution, upo completion of the said relocated section of said Columbia River Highway, shall formally eliminate said Units "A" and "B" as part of the Columbia River Highway, State Primary Highway No. 2, and the state highway syste and that all right, title, and interest which State has in Units "A" and "B" shall pass to and vest in the County and County shall accept all right, title and interest which State has in said Units "A" and "B" and shall maintain said Units "A" and "B" as part of the county road system so long as neede for the service of persons living thereon or communities served thereby.

EXHIBIT "J-1" (Cont)

NOW, THEREFORE, BE IT AND IT HEREBY IS UNANIMOUSLY RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Columbia River Highway, State Primary Highway No. 2, in Columbia County, sections of the former right of way of the said Columbia River Highway are no longer needed by the State of Oregon and are no longer required for part of the said new right of way for the said relocated Columbia River Highway, which said sections are identified as Units "A" and "B" as shown on said Exhibit "A" and described as follows: *

Unit "A":

All the land situated within the right of way boundaries of the Columbia River Highway as formerly routed, beginning at the westerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 133+35 of said highway as relocated in the northeast quarter of the southeast quarter (NE$\frac{1}{4}$-SE$\frac{1}{4}$), Section 25, Township 6 North, Range 2 West, W. M.; thence northerly via said highway as formerly routed to the westerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 190+00 of said relocated highway in the northwest quarter of the southeast quarter (NW$\frac{1}{4}$-SE$\frac{1}{4}$), Section 24, Township 6 North, Range 2 West, W. M.

Unit "B":

All the land situated within the right of way boundaries of the Columbia River Highway as formerly routed, beginning at the westerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 239+00 of said highway as relocated in the northeast quarter of the southwest quarter (NE$\frac{1}{4}$-SW$\frac{1}{4}$), Section 13, Township 6 North, Range 2 West, W. M.; thence northerly via said highway as formerly routed to the westerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 261+00 of said highway as relocated in the southeast quarter of the northwest quarter (SE$\frac{1}{4}$-NW$\frac{1}{4}$), Section 13, Township 6 North, Range 2 West, W. M.

2. That, pursuant to the said agreement entered into with Columbia County on the 8th day of August, 1957, Units "A" and "B" as heretofore described and as shown colored in red on the attached Exhibit "A", are hereby duly eliminated as part of the Columbia River Highway, State Primary Highway No. 2, and all right, title, and interest which State has in said Units "A" and "B" hereby passes to and vests in said Columbia County. *

3. That, by reason of the relocation of the Columbia River Highway, State Primary Highway No. 2, in Columbia County, the hereinafter described section of the former right of way of the said Columbia River Highway is no longer needed by the State of Oregon and is not required for part of the

said new right of way of the said relocated Columbia River Highway, nor is it needed for the service of persons living thereon, or communities served thereby, which said section to be eliminated is identified as Unit "C", shown colored in brown on said Exhibit "A" and described as follows: *

Unit "C":

All the land situated within the right of way boundary lines of the Columbia River Highway as formerly routed, beginning at the westerly right of way line of said highway as relocated, where the same is intersected by the section line running between Sections 25 and 36, Township 6 North, Range 2 West, W. M.; thence northerly along said highway as formerly routed to the westerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 116+70 of said relocated highway in the southeast quarter of the southeast quarter (SE¼-SE¼), Section 25, Township 6 North, Range 2 West, W. M.

4. That Unit "C", as heretofore described and as shown colored in brown on the said attached Exhibit "A", is hereby duly eliminated as a part of the Columbia River Highway, State Primary Highway No. 2, and all right, title, and interest which State has in said Unit "C" hereby passes to and vests in the abutting property owners. *

5. That the right of way of the existing Goble-Tide Creek Section of the Columbia River Highway and that real property acquired by State for highway and other public purposes as shown colored in green on the said attached Exhibit "A" are needed for right of way and other public purposes. Therefore, the Commission does declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by State. *

6. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 336 this 10th day of March, 1960, and the secretary is ordered to mail a duplicate copy hereof to the Columbia County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 336 under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section shall:

a. If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County on such terms and conditions as may be agreed upon;

b. If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed a section of the Oregon Coast Highway, State Primary Highway No. 9, in Curry County, known as the Hunter Creek-Buena Vista Wayside Section, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 77+00 on the relocated highway and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 149+00 on the relocated highway as shown colored in green on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original Oregon Coast Highway, State Primary Highway No. 9, which section to be eliminated is hereinafter designated as Unit "A" as shown colored in red on the said attached Exhibit "A"; and *

WHEREAS, Curry County and the State Highway Commission entered into an agreement on the 16th day of December, 1959, relating to the elimination and disposition to be made of the said section of the said original Oregon Coast Highway which is subject to elimination and is hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution, upon completion of the said relocated section of the said Oregon Coast Highway, shall formally eliminate said Unit "A" as part of the Oregon Coast Highway, State Primary Highway No. 9, and the state highway system; and that all right, title, and interest which State has in Unit "A" shall pass to and vest in the County, and County shall accept all right, title, and interest which State has in said Unit "A" and shall maintain said Unit "A" as part of the

county road system so long as needed for the service of persons living thereon or communities served thereby.

NOW, THEREFORE, BE IT AND IT HEREBY IS UNANIMOUSLY RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the Oregon Coast Highway, State Primary Highway No. 9, in Curry County, a section of the former right of way of the Oregon Coast Highway is no longer needed by the State of Oregon and is no longer required for part of the said new right of way of the said relocated Oregon Coast Highway, which said section is identified as Unit "A" as shown on said Exhibit "A" and described as follows: *

> Unit "A": All the land situated within the right of way boundaries of the Oregon Coast Highway as formerly routed, beginning at Highway Engineer's Centerline Station 100+85 of said highway as formerly routed in the southeast quarter of the northeast quarter (SE¼-NE¼) Section 12, Township 37 South, Range 15 West, W.M.; thence easterly and southerly along said highway as formerly routed to the easterly boundary line of the Buena Vista Wayside State Park in the northeast quarter of the northeast quarter (NE¼-NE¼), Section 13, Township 37 South, Range 15 West, W.M.

2. That, pursuant to the said agreement entered into with Curry County on the 16th day of December, 1959, Unit "A", as heretofore described and as shown colored in red on the said attached Exhibit "A", is hereby duly eliminated as part of the Oregon Coast Highway, State Primary Highway No. 9; and all right, title, and interest which State has in said Unit "A" hereby passes to and vests in said Curry County. *

3. That the right of way of the existing Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway and that real property acquired by State for highway and other public purposes, as shown colored in green on the said attached Exhibit "A", are needed for right of way and other public purposes. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by State. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 367 this 10th day of March, 1960, and the secretary is ordered to mail a duplicate copy hereof to the Curry County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 367, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment, there is eliminated from the original highway a section thereof, the eliminated section, if needed for the service of persons living thereon or communities served thereby, shall be maintained by the Commission at the State's expense or by the County, or by the State and County on such terms and conditions as may be agreed upon; and

WHEREAS, State has relocated and constructed the The Dalles-Eightmile Creek Section of The Dalles-California Highway, State Primary Highway No. 4, in Wasco County, the northerly terminus of which is at relocated Highway Engineer's Centerline Station 0+82.64 on the said relocated highway, and the southerly terminus of which is at relocated Highway Engineer's Centerline Station 362+50 on the said relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, a portion of the former right of way is no longer needed for right of way purposes and may be eliminated as a section of the original The Dalles-California Highway, State Primary Highway No. 4, which section to be eliminated is hereinafter designated as Unit "A" as shown colored in red on the map attached hereto marked Exhibit "A" and by this reference made a part hereof; and *

WHEREAS, Wasco County and the State Highway Commission entered into an agreement on the 27th day of June, 1957, relating to the elimination and disposition to be made of the said section of the original The Dalles-California Highway which is subject to elimination and is hereinafter referred to as Unit "A"; and

WHEREAS, said agreement provides that State, by resolution, upon completion of the said relocated section of the said The Dalles-California Highway shall formally eliminate said Unit "A" as part of the The Dalles-California Highway, State Primary Highway No. 4, and the state highway system and that all right, title, and interest which State has in Unit "A" shall pass to and vest in the County and County shall accept all right, title, and interest which State has in said Unit "A" and shall maintain said Unit "A" as part of the county road system so long as needed for the service of persons living thereon or communities served thereby.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the The Dalles-California Highway, State Primary Highway No. 4, in Wasco County, a section of the former right of way of the The Dalles-California Highway is no longer needed by the State of Oregon, and is no longer required for part of the new right of way of the said relocated The Dalles-California Highway which said

section is identified as Unit "A" as shown on the attached Exhibit "A" and described as follows: *

UNIT "A": All the land situated within the right of way boundaries of the The Dalles-California Highway as formerly routed, beginning at its present northerly terminus with the existing Columbia River Highway at Mile Point 86.15 of said Columbia River Highway; thence southerly via said The Dalles-California Highway as formerly routed to the easterly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 333+00 in the southwest quarter of the northeast quarter ($SW\frac{1}{4}NE\frac{1}{4}$), Section 32, Township 1 North, Range 14 E., W.M.; and

Beginning again at the westerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 342+50 in the northeast quarter of the southwest quarter ($NE\frac{1}{4}SW\frac{1}{4}$), Section 32, Township 1 North, Range 14 East, W.M.; thence continuing southerly via said highway as formerly routed to the westerly right of way boundary line of said highway as relocated opposite relocated Highway Engineer's Centerline Survey Station 354+85 of said highway as relocated in the southeast quarter of the southwest quarter ($SE\frac{1}{4}SW\frac{1}{4}$), Section 32, Township 1 North, Range 14 East, W.M.

2. That, pursuant to the said agreement entered into with Wasco County on the 27th day of June, 1957, Unit "A", as heretofore described and as shown colored in red on the attached Exhibit "A", is hereby duly eliminated as part of the The Dalles-California Highway, State Primary Highway No. 4, and all right, title, and interest which State has in said Unit "A" hereby passes to and vests in said Wasco County. *

3. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 334 this 10th day of March, 1960, and the secretary is ordered to mail a duplicate copy hereof to the Wasco County Court.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 334, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-4"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.300, whenever the Highway Commission relocates or realigns a state highway or any section thereof, and by reason of said relocation or realignment there is eliminated from the original highway a section thereof, the eliminated section shall:

(a) If needed for the service of persons living thereon or communities served thereby, be maintained by the Commission at the State's expense, or by the County, or by the State and County, on such terms and conditions as may be agreed upon;

(b) If the abandoned sections are merely a part of the old right of way which are no longer needed for right of way purposes, then they shall revert to the abutting property owners, unless, in the judgment of the Commission, said sections are needed or are valuable for any public use; and

WHEREAS, State has relocated and constructed the Deep Canyon-Deschutes River Section of the McKenzie Highway, State Primary Highway No. 15, in Deschutes County, the westerly terminus of which is at relocated Highway Engineer's Centerline Station 192+50 on the relocated highway and the easterly terminus of which is at relocated Highway Engineer's Centerline Station 383+84.62 on the relocated highway; and

WHEREAS, due to the relocation of the aforesaid section, portions of the former right of way are no longer needed for right of way purposes and may be eliminated as sections of the original McKenzie Highway, State Primary Highway No. 15. The said sections to be eliminated are hereinafter designated as Units "A" and "B" as shown colored in brown on the map attached hereto, marked Exhibit "A" and by this reference made a part hereof. *

NOW, THEREFORE, BE IT AND IT HEREBY IS UNANIMOUSLY RESOLVED by this Commission as follows:

1. That, by reason of the relocation of the McKenzie Highway, State Primary Highway No. 15, in Deschutes County, sections of the original McKenzie Highway are no longer needed by the State of Oregon and are not required for part of the said new right of way of the said relocated McKenzie Highway, nor are they needed for the service of persons living thereon, or communities served thereby, which said sections to be eliminated are identified as Units "A" and "B" as shown on the attached Exhibit "A" and described as follows: *

EXHIBIT "J-4" (Cont)

Unit "A":

All the land situated within the right of way boundary lines of the McKenzie Highway as formerly routed, beginning at the easterly right of way line of Buckhorn County Road, extended, where the same intersects said highway as formerly routed in the southwest quarter of the southwest quarter ($SW\frac{1}{4}$-$SW\frac{1}{4}$), Section 5, Township 15 South, Range 12 East, W.M.; thence easterly along said former highway to the westerly boundary line of a State-owned stockpile site at the easterly line of the southwest quarter of the southwest quarter ($SW\frac{1}{4}$-$SW\frac{1}{4}$), Section 5, Township 15 South, Range 12 East, W.M.

Unit "B":

All the land situated within the right of way boundary lines of the McKenzie Highway as formerly routed, beginning at the easterly boundary line of a State-owned stockpile site where the same intersects said highway as formerly routed at the north-south centerline of the southeast quarter of the southwest quarter ($SE\frac{1}{4}$-$SW\frac{1}{4}$), Section 5, Township 15 South, Range 12 East, W.M.; thence easterly along said highway as formerly routed to the northerly right of way line opposite relocated Highway Engineer's Centerline Survey Station 367+65 of said relocated highway in the southwest quarter of the northwest quarter ($SW\frac{1}{4}$-$NW\frac{1}{4}$), Section 10, Township 15 South, Range 12 East, W.M.

2. That Units "A" and "B" are hereby duly eliminated as a part of the McKenzie Highway, State Primary Highway No. 15, and the state highway system; and all right, title, and interest which State has in said Units "A" and "B" hereby passes to and vests in the abutting property owners.

3. That the right of way of the existing Deep Canyon-Deschutes River Section of the McKenzie Highway and that real property acquired by State for highway and other public purposes as shown colored in green on the attached Exhibit "A" are needed for right of way and other public purposes. Therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by State. *

4. That this resolution be entered in full in the minutes and records of this Highway Commission as Abandonment and Retention Resolution No. 370 this 10th day of March, 1960, and the Secretary is ordered to mail certified copies hereof to the Deschutes County Court.

EXHIBIT "J-4" (Cont)

FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 370, under the heading "Abandonment and Retention" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

32641

EXHIBIT "K-1"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of The Dalles Bypass Section of the Columbia River Highway in Wasco County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of The Dalles Bypass Section of the Columbia River Highway, beginning at Highway Engineer's Station 2253+99.60 at the west city limits of The Dalles and extending in an easterly direction to Highway Engineer's Station 2380+60+ at the east city limits of The Dalles, together with the map, which for identification purposes bears Sketch Map File No. 1R-5-1372 and the date of March, 1960, (Right of Way Map No. 8B-10-19, dated October, 1958), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

4. That heretofore this Commission by resolution dated November 3, 1948 designated the said Columbia River Highway as a "Throughway" within

EXHIBIT " K-1" (Cont)

the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That the provisions of this survey are to become effective as and when an agreement pertaining to said survey is approved and signed by the proper officials of the City of The Dalles.

6. That this resolution be entered in the minutes and records of the Commission as of the 10th day of March, 1960, as Survey Resolution No. 206.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 206, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-2

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Sumpter-McEwen Section of the Sumpter Valley Highway in Baker County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the survey of the Sumpter-McEwen Section of the Sumpter Valley Highway, beginning at Highway Engineer's Station 252+10, near McEwen and extending in a westerly direction to Highway Engineer's Station 633+11.83 at Cracker Creek in the town of Sumpter, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1255 and the date of March, 1960, (Right of Way Map Nos. 8B-16-13 and 8B-16-14, dated December, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of non-access controlled highway.

4. That this resolution be entered in the minutes and records of the Commission as of the 10th day of March, 1960, as Survey Resolution No. 207.

EXHIBIT "K-2" (Cont)

* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 207, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-3"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

1. **Cummings Pass-Fossil Section of the John Day Highway in Wheeler County,**

2. **Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County,**

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Cummings Pass-Fossil Section of the John Day Highway, beginning at Highway Engineer's Station 171+00, at the summit of Cummings Hill, and extending in a southerly direction to Highway Engineer's Station 408+45 at 7th and Main Streets in the City of Fossill, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1262 and the date of March, 1960, (Right of Way Map No. 8B-16-12, dated December, 1959), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

1b. That the survey of the Rhinehart-Elgin Section of the Wallowa Lake Highway, beginning at Highway Engineer's Station 825+00, near Rhinehart, and extending in a northerly direction to Highway Engineer's Station 976+79.68, near Indian Creek, together with the map, which for identification purposes bears Sketch Map File No. 1R-3-1258 and the date of March, 1960, (Right of Way Map No. 8B-16-17, dated January, 1960), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

EXHIBIT "K-3" (Cont)

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of limited access controlled highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 10th day of March, 1960 as Survey Resolution No. 208.

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* FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 208, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

32647

EXHIBIT "K-4"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Harbor Drive-Ash Street (grade-separated off-ramp) Connection Section of the Pacific Highway in the City of Portland, Multnomah County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Harbor Drive-Ash Street (grade-separated off-ramp) Connection Section of the Pacific Highway, beginning at Highway Engineer's Station 86+72.72, at S. W. First Avenue and S. W. Ash Street, and extending in a southwesterly direction to Highway Engineer's Station 97+50, near the Morrison Bridge, together with the map which for identification purposes bears Sketch Map File No. 5-N-13 and the date of February 1960 (Right of Way Map No. 1A-8-30 dated April 1, 1941.), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon. *

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitute and are deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary right of way pursuant to the normal and approved method for construction of a complete access controlled highway.

EXHIBIT "K-4" (Cont)

4. That heretofore this Commission by resolution dated November 3, 1948 designated the said Pacific Highway, US 99, as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 10th day of March, 1960 as Survey Resolution No. 209.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 209, under the heading "Resolutions Adopt-Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of March 10 and 11, 1960

RESOLUTION

WHEREAS, under the provisions of ORS 366.345, the State Highway Commission is authorized to acquire real property or any interest therein, for the development and maintenance of state parks by purchase, agreement, donation, or by the exercise of eminent domain; and

WHEREAS pursuant to said statute, the Highway Commission has acquired by agreement certain real property located in Malheur County, Oregon, for the development of a state park; and

WHEREAS, said property is desirable for a state park because of its scenic beauty and geographic location, and establishing a state park therein will contribute to the general welfare of the people of this state and the motoring public; and

WHEREAS, the Highway Commission has previously officially listed all state parks by a prior resolution; and

WHEREAS, the late V. W. McCormack, who for many years was a member of the Advisory Committee on state parks, saw the need and thought desirable the development of this area as an asset to the state and the entire country, and worked therefore to that end.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That the following real property as hereinafter described be and it hereby is designated as "The Owyhee Lake State Park":

A tract of land containing 850 acres more or less being that part of the following described subdivisions lying above the high waterline of the Owyhee Reservoir: The $W\frac{1}{2}$ $SW\frac{1}{4}$ Section 28, the $SE\frac{1}{4}$ Section 29, the $SE\frac{1}{4}$ $NE\frac{1}{4}$ Section 31, all of Section 32 and the $NW\frac{1}{4}$ $NW\frac{1}{4}$ Section 33 all in Township 22 South, Range 45 East Willamette Meridian, Malheur County, Oregon.

2. That the following real property as hereinafter described be and it hereby is designated as "The V. W. McCormack Area" of Owyhee Lake State Park:

An area situated within Owyhee Lake State Park in Section 31 and Section 32, Township 22 South, Range 45 East Willamette Meridian, Malheur County, Oregon being more particularly described as all of that land east of Owyhee Lake in the $NW\frac{1}{4}$ of Section 32 and in the $NE\frac{1}{4}$ of Section 31, Township 22 South, Range 45 East, Willamette Meridian, Malheur County, Oregon containing 110 acres.

EXHIBIT "L" (Cont)

Attached hereto, marked Exhibit "A" and by this reference made a part hereof is a map of one page showing outlined in green said Owyhee Lake State Park and showing colored in yellow said V. W. McCormack Area of the Owyhee Lake State Park. *

3. Miscellaneous Resolution No. 125 (now identified as State Park Resolution No. 3-4) recorded in the minutes and records of this Commission as of the 19th day of January 1955, is hereby amended by adding to the list of state parks therein, the "Owyhee Lake State Park".

That this Resolution be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of March, 1960, as State Park Resolution No. 3-4-m, and the secretary is ordered to mail a copy hereof to Mrs. V. W. McCormack and a duly certified copy hereof to the County Clerk of Malheur County, Oregon.

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* FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 3-4-m, under the heading "State Park Resolution" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 45

VOLUME 45

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1960

TO

MARCH 31, 1961

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner

- - - - -

W. C. Williams, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page		Date 1960	Subject
1	32651	Apr.21	COMMISSION MEETING CONVENED at 10:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for February 25 and March 10-11, 1960.
			PARKS SUPT. reports on following matters:
			Farewell Bend State Park. Baker County. Idaho Power Co. gift of 3.57 acres of land for park purposes accepted.
			Hat Rock State Park. Umatilla County. Army Engineers' "Inventory & Condition Report" re boat-launching ramp and floating foot bridge signed.
			Catherine Creek State Park. Union County. Collins grazing lease approved.
2	32652		Depoe Bay building. Lincoln County. Installation of telescopes by Mr. Flaucher approved.
			Cove Palisades State Park. Jefferson County. Report of negotiations with PGE re re-establishment of park accepted.
			Sea Lion Caves. Lane County. Negotiations for acquisition discussed. No action.
			Parks Advisory Committee. Progress report given re meetings with Committee.
3	32653		REAL PROPERTY. Acquisition approved. Resolution adopted.
			MISCELLANEOUS SALES AND RENTAL REPORT accepted.
4	32654		SALE OF EXCESS PROPERTY authorized. Resolutions adopted.
6	32656		ACCESS CHANGES on ten properties approved.
			MARION COUNTY. Pacific Hwy. Willamette River-Hayesville Section. Weisz property. Reconveyance of land to owner by deed approved.
			DIRECT SALE OF EXCESS PROPERTY APPROVED for five parcels.
7	32657		COOS COUNTY. Oregon Coast Hwy. Davis Slough-Bandon Section. Quitclaim deed returning 5.6 acres of land to county aporoved.
			MULTNOMAH COUNTY. Fanno Creek channel change. "Grant of Easement" to county across property next to hwy. r/w approved.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
			R/W ACQUISITION PROCEDURE BEFORE CONDEMNATION. Time element discussed.
8	32658		CONDEMNATION CASES TRIED. Counsel's report accepted.
9	32659		Reversible error on 4 cases. Counsel authorized to appeal to Supreme Court.
			Multnomah County. Pacific Hwy. Eastbank Freeway Section. Johnson property. Condemnation dismissed. Resolution adopted.
10	32660		CONDEMNATION CASES SETTLED. Counsel's report accepted.
11	32661		Malheur County. Old Oregon Trail. Ontario-Snake River Section. Vance property settlement approved.
			Hood River County. Columbia River Hwy. Cascade Locks-Viento Section. Knutsen property settlement approved.
12	32662		CASES PENDING. No report.

Page		Date 1960	Subject
12	32662	Apr.21	MULTNOMAH COUNTY. Sunset Hwy. Murray Road Interchange. Village Shops, Inc. Suit against State pending.
			CONDEMNATION CASES. Offers for property confirmed.
13	32663		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
14	32664		PROPERTY DAMAGE CLAIMS QUARTERLY REPORT. January 1-March 31, 1960. Counsel's report accepted.
			DAMAGE SUIT. State vs Joan E. Dyson authorized. State-owned vehicle driven by Chas. G. Peterson involved.
			PERSONNEL. Re-employment of William A. Mansfield approved as of August 1, 1960.
			MULTNOMAH COUNTY. Pacific Hwy. Eastbank Freeway and North Minnesota Sections. Eviction of tenants and possession of properties authorized.
			WASCO COUNTY. Columbia River Hwy. The Dalles Dam Section. Recovery of $1,554.72 withheld by Government authorized.
			STATE PROPERTY. Forfeiture of rights of purchasers of buildings-structures upon failure to remove same within time limit approved.
15	32665		COMPROMISED CLAIMS. Counsel reported on 4 cases.
			AWARD OF CONTRACTS. Engineer reports awards.
16	32666		LOAD LIMITS placed on following: Umatilla-Union Counties. Weston-Elgin Secdy. Hwy. Harney-Malheur Counties. Crane-Scotts Butte Secdy. Hwy.
			BIDS RECEIVED March 29 and April 19, 1960. Discussion of bids.
			CONSTRUCTION SPEED ZONE. Coos County. Oregon Coast Hwy. North Bend north. Menasha Plywood Corp. area.
17	32667		UMATILLA COUNTY. Columbia River Hwy. Projects as follows: Umatilla Bridge Road Jct. Flashing beacon denied. Umatilla-Stanfield Hwy. Jct. Flashing beacon approved.
			HOOD RIVER COUNTY. Mt. Hood Hwy. Hood River. Oak St.-2nd St. Jct. Installation of flashing beacon approved.
			SURVEYS ADOPTED for following:(Resolutions) Jackson County. Lake of the Woods Hwy. Hanley Ranch-Forest Boundary Section.
			Polk County. Willamina-Sheridan Hwy. Buell Road-Willamina Section.
			Clackamas County. Pacific Hwy. East. New Era-Canby Section.
18	32668		Multnomah County. Columbia River Hwy. Sauvie Island Bridge-St. John's Bridge Section.
			Coos County. Coos Bay-Roseburg Hwy. Myrtle Point-Bridge Section.
			Clackamas County. Clackamas Secdy. Hwy. Rock Creek Section.
			Josephine County. Redwood Hwy. E St. and F St. Connection Section.
			FEDERAL-AID PROGRAM. Report on construction projects from 1956 to present given. Copies sent Hwy. Interim Committee.
			LANE COUNTY. Pacific Hwy. Eugene NW entrance. Request for curbs and pavement widening denied.

Page		Date 1960	Subject
18	32668	Apr.21	JOSEPHINE COUNTY. County resolution outlining hwy. projects: Redwood Hwy. Applegate River-Grants Pass Interchange Section. Redwood Hwy. Cave Jct.-Grants Pass Section.
			CLATSOP COUNTY. Columbia River Hwy. Knappa Crossroads-Rock Creek Section. Hwy. improvement requested.
19	32669		POLK COUNTY. Dallas-Rickreall Secdy. Hwy. Dallas north. Request for bridge widening-hwy. re-alignment approved cooperatively.
			UMATILLA COUNTY. Pendleton cooperative projects approved for: Pendleton-John Day Hwy. Emigrant & Frazier Aves. 1-way couplet. Old Oregon Trail. Court & Dorian Aves. 1-way couplet. Installation of additional traffic signals.
			FAS COUNTY ROAD PROJECTS approved for Jefferson-Malheur-Morrow-Multnomah Counties.
20	32670		EXTENSION OF TIME for contract #5368 denied.
21	32671		COMMISSION RECESSED at 11:50 a.m. to reconvene at 1:30 p.m.
			CONTRACTS completed and accepted. Resolution adopted.
			BENTON COUNTY. Pacific Hwy. West. Corvallis. 4th Street. "A" St.-Jefferson St. Section. Cooperative widening project approved.
			JACKSON COUNTY. Pacific Hwy. Grants Pass-Rock Point Section. White property. Settlement approved for 42.1 acres for r/w and 140.2 acres for park use.
			ST. PAUL FIRE & MARINE INSURANCE COMPANY errors-omissions policy for officers and employees. Increase in coverage approved.
22	32672		SPEED ZONES AND NO SHOULDER PARKING ZONES established as follows: Tillamook County. Three Rivers Hwy. Hebo area. Speed zone resolution adopted.
			Malheur County. Nyssa-Adrian Secdy. Hwy. Owyhee Dam Road Jct. Speed zone resolution adopted. No Shoulder Parking resolution adopted.
			Malheur County. Old Oregon Trail. Olds Ferry Interchange north-Idaho State Line Section. Speed zone resolution adopted.
23	32673		Lincoln County. Oregon Coast Hwy. Newport area. Speed zone resolution adopted.
			TRAVEL - OUT OF STATE approved for hwy. personnel.
25	32675		COOPERATIVE FENCING AGREEMENTS approved for 3 properties.
			CLATSOP COUNTY. Sunset Hwy. Sunset Springs Wayside. Installation of informational sign re Tillamook Burn approved.
			LANE COUNTY. Eugene. Ferry Street Overcrossing. Agreement with SP RR re off-ramp construction confirmed.
			DESCHUTES COUNTY. McKenzie-Bend Hwy. Redmond-Bend Secdy. Hwy. Jct. Transfer of 4.65 acres to county by quitclaim approved.
			SECRETARY'S REPORT on papers signed approved.

Page		Date 1960	Subject
26	32676	Apr.21	COMMISSION MEETING DATES set for June 2-3. July 7-8, 1960, tentative.
			PUBLIC HEARINGS. Construction Engineer and Administrative Assistant added to list authorized to hold hearings.
			BID OPENINGS AND AWARD OF CONTRACTS on May 10, 1960.
			MARION COUNTY. Salem. State Hwy. Building. 1st Floor. Action on installation of additional air conditioning on west side deferred.
			Authorized expenditure of $10,000 in 1960. Air conditioning for whole building to be programmed.
			DOUGLAS COUNTY. Oakland-Shady Hwy. Roseburg. Pine-Stephens Sts. 1-way couplet. Project approved. Agreement signed.
27	32677		LOG HAULING. Classification of peeler cores as poles approved.
			UMATILLA COUNTY. Oregon-Washington Hwy. Athena-Milton-Freewater Section. Weston hearing re hwy. relocation.
			SURVEYS ADOPTED for projects on Interstate Hwy. System: Douglas County. Pacific Hwy. Rice Hill-Oakland Jct. Section. Lane County. Pacific Hwy. Goshen-Coast Fork Section. Sherman-Wasco Counties. Columbia River Hwy. Celilo-Biggs Section.
			CONTRACTS. Award of contracts publicly announced.
34	32684		INSPECTION TRIP - April 25-27, 1960. Invitation for trip to Owyhee Reservoir declined due to lack of time.
			PORTLAND HEARING RE WESTSIDE ROUTES. Date to be set at next meeting.
			DELEGATION PROBLEMS discussed.
35	32685		STATUS OF PROJECTS FOR BID LETTINGS ON MAY 10 discussed.
			AGREEMENTS and other papers signed.
			COMMISSION MEETING ADJOURNED at 2:50 p.m.
		Apr.22	COMMISSION MEETING RECONVENED at 9:45 a.m.
			DELEGATIONS:
			LINCOLN COUNTY. Siletz Secdy. Hwy. Toledo-Siletz Section. Hwy. improvement urged. Problems being studied.
36	32686		MULTNOMAH COUNTY. Portland. "Sunset Freeway Report" presented. Advantages of Market-Clay Route given.
37	32687		CLACKAMAS-MARION COUNTIES. Pacific Hwy. East. New Era-Salem Section. Discussion of 4-laning hwy. section.
39	32689		DESCHUTES COUNTY. Bend. 3rd St. improvement project urged.
			WASHINGTON-YAMHILL COUNTIES. Tualatin Valley Hwy. Forest Grove-McMinnville Section. Hwy. improvement urged.
40	32690		WASCO COUNTY. The Dalles-California Hwy. Tygh Grade Section. Hwy. improvement urged for next 5-year construction program.
41	32691		KLAMATH COUNTY. East Diamond Lake Hwy. Hwy. reconstruction urged with Forest Hwy. funds.
42	32692		LANE COUNTY. Eugene-Springfield area transportation study by U of Oregon. Expenditure of $10,000 authorized. Agreement to cover.
			COMMISSION MEETING ADJOURNED at 11:40 a.m.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32693	May 10	COMMISSION MEETING met in Special Session at 11:00 a.m.
			PARKS SUPT. reports on following matters:
			Cape Sebastian State Park. Curry County. Young-Newhouse property. Purchase of 9.9 acres authorized.
			Silver Falls State Park Youth Camps. Marion County. Additional expenditure of $666 for power line installation approved.
			Sea Lion Caves. Lane County. Report on status of negotiations for acquisition of area.
2	32694		REAL PROPERTY. Acquisition approved. Resolution adopted.
			COLUMBIA COUNTY. Columbia River Hwy. Clatskanie Slide Section. Longview-Astoria line. Trust Agreement with BPA approved.
3	32695		SALE OF EXCESS PROPERTY authorized. Resolutions adopted.
			DIRECT SALE OF EXCESS PROPERTY APPROVED for two parcels.
4	32696		ACCESS CHANGE on Earl property approved.
			KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls West Side Bypass Section. Amended easement correcting description approved.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. McMillen's Addition. Block 1. Deed revision allowing access to service road approved.
5	32697		AWARD OF CONTRACTS. Engineer reports awards.
			JACKSON COUNTY. Crater Lake Hwy. Trail east. Expenditure of $60,000 for hwy. widening confirmed. Bids to be received June 1, 1960.
6	32698		COOS COUNTY. Cape Arago Secdy. Hwy. North Bend. 16th St.-Lewis St. Section. Cooperative curb extension project approved.
			MULTNOMAH COUNTY. Portland. Howard Cooper building improvements. Expenditure of $67,000 authorized.
			EXTENSION OF TIME for contract #5205 approved.
			CONTRACTS completed and accepted. Resolution adopted.
			TILLAMOOK COUNTY. Netarts Secdy. Hwy. Tillamook River Bridge. Additional $15,000 for bridge conversion authorized.
7	32699		SHOULDER PARKING PROHIBITED on the following:(Resolutions) Washington County. Pacific Hwy. West. Tigard area. Coos County. Coos River Secdy. Hwy. Eastside area.
			MULTNOMAH COUNTY. Portland City Hall. Hearing. June 13, 1960. 10:00 a.m. Hwy. routes in westerly part of Portland.
			GRANT COUNTY. Beech Creek Secdy. Hwy. Mt. Vernon area. MP 1.61. Installation of log scaling station by Forest Service approved.
8	32700		COLUMBIA COUNTY. Columbia River Hwy. Westport. Footpath construction approved.
			LAKE COUNTY. Lakeview NE. Black Cap Radio Installation. 7-party agreement approved for use of facilities.

Page		Date 1960	Subject
8	32700	May 10	MULTNOMAH COUNTY. Portland Transportation Study to be extended into Washington State. Agreement to cover. LANE COUNTY. Eugene-Springfield area. 4-way cooperative agreement for transportation study approved. KLAMATH COUNTY. Klamath Falls RR Overpass (proposed). Application for financial aid to US Military Department has been made.
9	32701		TRAVEL - OUT OF STATE approved for hwy. personnel. AGREEMENTS and other papers signed. COMMISSION MEETING RECESSED at 11:55 a.m. to reconvene at 2:30 p.m. CONTRACTS. Award of contracts publicly announced.
11	32703		TRAVEL - OUT OF STATE approved for W. C. Williams to AASHO in Washington, D.C., May 24-25, 1960. COMMISSION MEETING ADJOURNED at 2:40 p.m.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32704	June 2	COMMISSION MEETING CONVENED at 10:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for April 21-22, 1960.
			PARKS SUPT. reports on following matters:
			Josephine County. Redwood Hwy. West-South Forks of Illinois River Jct. Investigation of area for park purposes authorized.
			Armitage State Park. Lane County. Improvement of access road. Parks Supt. authorized to take necessary steps.
			Lava River Caves State Park. The Dalles-California Hwy.(old) Deschutes County. Easement granted Pacific Gas Transmission Company for gas main installation.
2	32705		Bradley State Park. Clatsop County. Supplemental agreement with Kaiser Gypsum Co. re water supply to park approved.
			Informational signs (3) installation authorized as follows:
3	32706		Darlingtonia State Park. Oregon Coast Hwy. Lane County. Van Duzer Forest Wayside. Salmon River Hwy. Lincoln County.
			Vista House. Columbia River Hwy.(old). Multnomah County. 5-year extension of Jack Flaucher's concession lease approved.
			Lincoln County. Depoe Bay Park Building. Permission granted Mr. Flaucher to sell his lease interest to Mrs. Cavin.
4	32707		REAL PROPERTY. Acquisition approved. Resolution adopted.
			MISCELLANEOUS SALES AND RENTAL REPORT accepted.
5	32708		SALE OF EXCESS PROPERTY authorized. Resolutions adopted.
			ACCESS CHANGES on the Stevens and Verbeck properties approved.
			DIRECT SALE OF EXCESS PROPERTY APPROVED for one parcel.
			LANE COUNTY. Mapleton-Eugene Hwy. Fisher Butte Section. "Lease & Sale of Road Materials" revised agreement approved.
			SHERMAN COUNTY. Columbia River Hwy. 1.97 acre tract. "Right-of-Entry for Construction" agreement with US Engineers approved.
6	32709		MARION COUNTY. Baldock Freeway. Willamette River-Gervais Road Section. Deed on 42 parcels to County approved.
			LINN COUNTY. Pacific Hwy. Albany-Judkins Point Section. Easement to El Paso Natural Gas Company for gas pipe line approved.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
8	32711		CONDEMNATION CASES TRIED. Counsel's report accepted.
9	32712		CONDEMNATION CASES SETTLED. Counsel's report accepted.
			CASES PENDING. No report.
12	32715		CONDEMNATION CASES. Offers for property confirmed.
			PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report approved.
			WASHINGTON COUNTY. Sunset Hwy. Murray Road Interchange. Village Shops, Inc., damage case report.
13	32716		DOUGLAS COUNTY. Pacific Hwy. Settlement of Stumbo case by Supreme Court closes case.

Page		Date 1960	Subject
13	32716	June 2	MULTNOMAH COUNTY. Portland. Front Avenue Project. Settlement of cooperative project between Portland and State aporoved.
			SPECIAL PERMITS issued to SP Company and Pacific Motor Trucking Co. Filing of blanket certificate of insurance approved.
			MARION COUNTY. Silver Creek Falls Hwy. Shaw area. Breitenstein claim for injuries rejected.
14	32717		HOOD RIVER COUNTY.. Columbia River Hwy. Mt. Hood Hwy. Jct. Turnidge claim for aluminum pipe damage to be paid.
			ATTORNEY'S SALARY INCREASES recommended by Counsel approved pending approval of Attorney General.
			CLATSOP COUNTY. Fort Stevens State Park. Peter Iredale wreck. Removal of old ship discussed.
			AWARD OF CONTRACTS. Engineer reports awards.
15	32718		LOAD LIMITS PLACED as follows:
			Douglas County. Crater Lake-North Hwy.
			Douglas County. West Diamond Lake Hwy.
			Douglas-Klamath Counties. East Diamond Lake Hwy.
			LOAD LIMITS REMOVED as follows:
			Umatilla County. Weston-Elgin Hwy.
16	32719		CONSTRUCTION SPEED ZONES established as follows:
			Hood River County. Columbia River Hwy. MP 43.0 - MP 43.8.
			Jackson County. Pacific Hwy. Rock Point area.
			Lane County. Siuslaw Hwy. Swamp Creek. Lake Creek.
			LANE COUNTY. Oregon Coast Hwy. Sea Lion Caves. No additional info re negotiations for acquisition of area.
			LANE COUNTY. Eugene. Ferry St. Bridge. Country Club Road-Coburg Road connection construction approved.
17	32720		STATE CONSTRUCTION PROGRAM. Underrun of $375,000 to be used for surfacing projects.
			Sunset Hwy. Additional climbing lanes to be investigated.
			SPECIAL CITY ALLOTMENT PROJECTS - 1960. Wallowa County. Wallowa Lake Hwy. Enterprise. 3rd St. Jct. improvement aporoved.
			MULTNOMAH COUNTY. Barbur Blvd. Portland. Hamilton St.-Slavin Road Section. Acquisition of additional r/w approved.
			MULTNOMAH COUNTY. Barbur Blvd. Overcrossing. Beaverton-Hillsdal Hwy. Jct. Improvement in accident record mentioned.
18	32721		WHEELER COUNTY. John Day Hwy. Cummings Hill-Fossil Section. Amendment to survey resolution #208 approved.
			SURVEYS COMPLETED for reconstructed sections discussed. Action deferred.
			FAS COUNTY ROAD ADDITIONS AND REVISIONS approved for Gilliam-Polk-Yamhill Counties.
19	32722		POLK COUNTY. FAS 560. Davidson Bridge. Transfer of 1961-62 FAS County Funds between Benton and Polk Counties approved.
			DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Request for hwy. re-routing. Agreement being negotiated.
			EXTENSIONS OF TIME for contracts #5532-#5468 approved.

Page		Date 1960	Subject
20	32723	June 2	CONTRACTS completed and accepted. Resolution adopted.
			JOSEPHINE COUNTY. Pacific Hwy. Redwood Hwy. Jct. Interchange. Expenditure of $32,500 for landscaping area approved.
			INCREASE IN PROJECT AUTHORIZATION for contract #5335 approved.
			SPEED ZONES ESTABLISHED as follows: (Resolutions)
			Josephine County. Pacific Hwy. Grants Pass south. Basker property.
21	32724		Clackamas County. Mt. Hood Hwy. Rhododendron.
			SPEED ZONE RESCINDED as follows: (Resolution)
			Lane County. Willamette Hwy. Coast Fork Willamette River Bridge.
			SHOULDER PARKING PROHIBITED on following: (Resolutions)
			Polk County. Salmon River Hwy. Fort Hill area.
22	32725		Josephine County. Pacific Hwy. Grants Pass south.
			ABANDONMENT AGREEMENTS as follows:
			Union County. Wallowa Lake Hwy. Rhinehart-Elgin Section.
			Umatilla County. Hermiston Secdy. Hwy. Hermiston-Hinkle Section.
			Tillamook County. Oregon Coast Hwy. Garibaldi-Bay City Section.
			TRAVEL - OUT OF STATE approved for hwy. personnel.
23	32726		JOSEPHINE COUNTY. Rogue River Hwy. Grants Pass south. Installation of recruiting sign by US Navy approved.
			LANE COUNTY. McKenzie Hwy. Blue River Ranger Station. Installation of informational sign by US Forest Service approved.
			MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Silverton. Water St.-James Ave. Jct. Proper signing of jct. aporoved. Resolution.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. SP Company property. Extension of present agreement for exploration work approved.
			KLAMATH COUNTY. Klamath Falls area. Resolution adopted redesignating portions of state hwys.
24	32727		SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES set for July 7-8. August 18-19, 1960, tentative.
			Bid Lettings. June 30, 1960 - Mr. Jackson to attend. July 28, 1960 - Mr. McIver to attend.
			LOG HAULING as follows:
			Douglas County. West Diamond Lake Secdy. Hwy. reconstructed portion. Removal of restrictions approved.
			Klamath County. East Diamond Lake Secdy. Hwy. Permit granted Mr. Wampler to haul logs.
25	32728		TRAVEL AND INFORMATION DIVISION. Progress report presented by Mr. Jordan. Similar report to be given each month.
			LANE COUNTY. Pacific Hwy. Goshen-Divide Section. Quitclaim deed to SP Company for 1.13 acres of land approved.
			DOUGLAS COUNTY. North Umpqua Road. Briggs Camp-Rear Creek Section. Construction agreement with County approved.

Page		Date 1960	Subject
26	32729	June 2	DELEGATION PROBLEMS discussed.
			COMMISSION MEETING RECESSED at 11:45 a.m. to reconvene at 1:00 p.m.
			CONTRACTS. Award of contracts publicly announced.
28	32731		COMMISSION MEETING ADJOURNED at 2:05 p.m.
29	32732	June 3	COMMISSION MEETING RECONVENED at 10:00 a.m.
			DELEGATIONS:
			UMATILLA COUNTY. Oregon-Washington Hwy. Blue Mt.-Athena Section. Hwy. relocation-construction urged.
30	32733		HOOD RIVER COUNTY. Mt. Hood Hwy. Parkdale-Hood River Section. Hwy. improvements urged.
			DESCHUTES COUNTY. Central Oregon Hwy. Projects urged for: Bend-Horse Ridge Section and Tumalo-Sisters Section. The Dalles-California Hwy. Shaniko Jct.-Kent Section.
31	32734		GRANT COUNTY. John Day Hwy. and Pendleton-John Day Hwy. Hwy. improvements urged.
			KLAMATH COUNTY. East Diamond Lake Secdy. Hwy. Request for permit to haul logs over hwy.
32	32735		WASHINGTON COUNTY. Sunset Hwy.-Baldock Freeway Connection. Schnitzer property. Moving hwy. link eastward questioned. St. Bartholomew's Episcopal Church property. Route as planned opposed due to property damage.
33	32736		Beaverton C of C and County Court favors route as planned.
			SURVEYS ADOPTED for following: (Resolutions)
			Hood River County. Mt. Hood Hwy. Parkdale Section.
			Umatilla County. Hermiston Secdy. Hwy. Hermiston-Hinkle Section.
34	32737		Umatilla County. Oregon-Washington Hwy. Athena-Blue Mt. Section.
			Washington County. Beaverton-Tualatin Secdy. Hwy. Sunset Hwy.-Pacific Hwy. Section.
			Sherman County. Sherman Hwy. Biggs-Thornberry Section.
			TRAVEL INFORMATION DIVISION. Advertising Program - 1960. Progress report presented by Carl Jordan.
			COMMISSION MEETING ADJOURNED at 11:40 a.m.

Page		Date 1960	Subject
1	32738	July 7	COMMISSION MEETING CONVENED at 10:00 a.m.
			COMMISSION MEETING MINUTES APPROVED for May 10, 1960, Special Meeting.
			PARKS SUPT. reports on following matters:
			Polk County. Willamette River. Development of 400 acres for a Marine Park not favored.
2	32739		Lane County. Sea Lion Caves. Report re negotiations for purchase of area not ready.
			Malheur County. Owyhee Lake State Park. Installation of plaque honoring V. W. McCormack authorized.
			Harris Beach State Park. Curry County. Parkview Drive. Transfer to Brookings of additional r/w for widening approved.
			Recreation Study of all types of park areas throughout the State. Expenditure of $15,000 approved.
3	32740		REAL PROPERTY. Acquisition approved. Resolution adopted.
4	32741		MISCELLANEOUS SALES AND RENTAL REPORT accepted.
			ACCESS CHANGE on the Reho property approved.
			JACKSON COUNTY. Sams Valley Secdy. Hwy. Ramsey Canyon-Crater Lake Hwy. Section. Dodge property. Irrigation pipe agreement approved.
			LINCOLN COUNTY. Oregon Coast Hwy. Newport. Transfer of 0.35 acre of land for National Guard Armory site approved.
			SALE OF EXCESS PROPERTY authorized. Resolutions adopted.
6	32743		JOSEPHINE COUNTY. Redwood Hwy. Redwood Interchange Section. Nunn-Maddock property. Grant of Access to Rogue River Hwy. approved.
			LANE COUNTY. Oregon Coast Hwy. Florence-Glenada Section. Waiver of Restrictions of Access on 4 parcels of land approved.
			MALHEUR COUNTY. Central Oregon Hwy. Juntura-Vale Section. BLM property. Access granted to property.
			MULTNOMAH COUNTY. Portland. Block A. Lots 2-4-6 and Block 27. Transfer of 3,600 square feet of land to City approved.
			LANE COUNTY. Albany-Junction City Hwy. Release of Slope Easement to Pacific Finance Corp. approved.
7	32744		HOOD RIVER-WASCO COUNTIES. Columbia River Hwy. Cascade Locks-Mosier Section. Exchange of property with OWRRN.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
			CONDEMNATION CASES TRIED. Counsel's report accepted.
9	32746		CONDEMNATION CASES SETTLED. Counsel's report accepted.
10	32747		CONDEMNATION CASES. Offers for property confirmed.
12	32749		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
13	32750		MULTNOMAH COUNTY. Sunset Hwy. Portland City Zoo area. Damage case for $225,000 against State Hwy. Commission reported on.
			MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. Sadilek property. Settlement of well damage case approved.

Page		Date 1960	Subject
13	32750	July 7	WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro. Petition for annexation of hwy. section approved.
			COOS COUNTY. Coos Bay. Bunker Hill Addition. Petition for vacation of portions of 3 streets approved.
			LAKE COUNTY. Humble Oil & Refining Company lease of land for extraction of oil and gas approved.
14	32751		MULTNOMAH COUNTY. Contract #5107. Contractor seeks additional compensation for cement.
			AWARD OF CONTRACTS. Engineer reports awards.
16	32753		LOAD LIMITS REMOVED as follows: Douglas County. Crater Lake-North Hwy. Douglas County. West Diamond Lake Hwy. Douglas-Klamath Counties. East Diamond Lake Hwy. Umatilla-Union Counties. Weston-Elgin Secdy. Hwy.
			CONSTRUCTION SPEED ZONES established as follows: Clackamas County. Clackamas Secdy. Hwy. MP 7.2 - MP 8.1. Jackson County. Crater Lake Hwy. MP 22.88 - MP 30.88. Coos County. Oregon Coast Hwy. Bandon.
			"STEENS MOUNTAIN COMMITTEE" formation. BLM officials and other public agencies re development of area. No action.
			LANE COUNTY. Oregon Coast Hwy. Sea Lion Caves. Negotiations for acquisition report given earlier in the day.
17	32754		MULTNOMAH COUNTY. Portland. Stadium Freeway Route (Foothills Route). Route approved. Resolution adopted.
			SERVICE PINS. Ten-year pin presented to M. K. McIver. Forty-year pins presented to W. C. Williams and Joseph G. Toole.
18	32755		DISTRICT MAINTENANCE HEADQUARTERS. Consolidation and reorganization approved.
			BIDS RECEIVED June 30, 1960. Discussion with Engineer.
			COMMISSION MEETING RECESSED at 11:55 a.m. to reconvene at 1:30 p.m.
			SURVEYS ADOPTED for following: (Resolutions)
19	32756		Columbia-Clatsop Counties. Columbia River Hwy. Westport-Clatskanie Section. Wallowa County. Little Sheep Creek Secdy. Hwy. Sheep Creek Hill-Hayden Creek Section. Umatilla County. Pendleton-John Day Hwy. Emigrant Ave.-Frazer Ave. 1-way Couplet. Widening on Frazer Ave. approved.
			*
			Coos County. Powers Secdy. Hwy. Powers Jct.-Broadbent Section. Linn County. Santiam Hwy. Albany-Pacific Hwy. Interchange Section. Yamhill County. Three Mile Lane Secdy. Hwy. Salmon River-Jct.-East McMinnville Jct. Section. Douglas County. Pacific Hwy. Rice Hill-North Oakland Jct. Section.

Page		Date 1960	Subject
19	32756	July 7	Lincoln County. Alsea Hwy. Scott Creek-Five Rivers Section. Lane County. Country Club Road. Country Club Road-Coburg Road Section.
			* UMATILLA COUNTY. Old Oregon Trail. Court-Dorian Couplet Section. Installation of traffic lights on 50-50 basis approved.
20	32757		NORTHEAST OREGON VACATIONLAND, INC. Road construction to "geographic center of US"(Ponderosa). Not to be made a state hwy.
			JACKSON COUNTY. Medford. 10th Street. Installation of traffic signals on 50-50 basis approved.
			EXTENSION OF TIME for contract #5553 approved.
			CONTRACTS completed and accepted. Resolution adopted.
21	32758		MALHEUR COUNTY. Owyhee Lake State Park. Additional expenditure of $10,000 on new road construction to park approved.
			FAS COUNTY ROAD ADDITIONS AND REVISIONS approved for Deschutes-Hood River-Jackson-Jefferson-Malheur-Morrow-Umatilla-Wasco-Washington Counties.
			FAS COUNTY ROAD PROJECTS approved for Jackson-Washington Counties.
22	32759		SPEED ZONES ESTABLISHED as follows: (Resolutions)
			Douglas County. Oakland-Shady Secdy. Hwy. Wilbur area.
23	32760		Coos County. Oregon Coast Hwy. Coos Bay area.
			Linn County. Halsey-Sweet Home Secdy. Hwy. Albany Jct. City Hwy.-Pacific Freeway Section.
			SHOULDER PARKING PROHIBITED on the following:
			Washington County. Pacific Hwy. West. Tigard. Family Drive-In Theater area.
			Lane County. Oregon Coast Hwy. Reedsport north. Shoreline Drive-In Theater area.
24	32761		Deschutes County. The Dalles-California Hwy. Bend south. Arnold Ditch area.
			TRAVEL - OUT OF STATE approved for hwy. personnel.
25	32762		WASCO COUNTY. Columbia River Hwy. The Dalles-California Hwy. Jct. Agreement transferring traffic signals at old jct. to county.
			CLACKAMAS COUNTY. Mt. Hood Hwy. Rhododendron-Government Camp Section. Permission to erect rustic-type sign by US Forest Service granted.
			SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES set for August 18-19. September 29-30, 1960, tentative.
			KLAMATH COUNTY. Lake of the Woods Secdy. Hwy. Upper Klamath Lake boat launching agreement with Game Commission approved.
			JACKSON COUNTY. Medford Office Building construction. Agreement with COPCO to increase clearance of transmission line approved.
26	32763		SHERMAN COUNTY. Wasco-Heppner Secdy. Hwy. Wasco-Hay Canyon Section. Agreement with OWRRN-UPRR Companies re additional culvert pipe.

Page		Date 1960	Subject
26	32763	July 7	TRAVEL INFORMATION DIVISION. Cole & Weber advertising contract extension for 1 year approved.
			WASHINGTON COUNTY. Beaverton-Tigard Secdy. Hwy. #144. Resolution adopted placing hwy. on secdy. system.
			LANE COUNTY. Springfield Secdy. Hwy. #228. Resolution adopted placing hwy. on secdy. system.
27	32764		LOG HAULING. Form PUC 170 reprinting with revisions in the regulations approved.
			AERIAL PHOTOS OF VARIOUS CITIES AND LOCATIONS. Supplying individuals and companies with copies opposed by Commission.
			COOS COUNTY. Powers Secdy. Hwy. Powers area. Two timber access road easements to BLM for road construction approved.
			DELEGATION PROBLEMS discussed.
			W. C. WILLIAMS. Reappointment as State Hwy. Engineer for 4-year term approved. Resolution adopted.
28	32765		TRAVEL INFORMATION DIVISION. Carl Jordan presented report on activities.
			Replacement of old base map discussed.
			CONTRACTS. Award of contracts publicly announced.
32	32769		BIDS RECEIVED July 28, 1960. Discussion with Engineer.
			MULTNOMAH COUNTY. Sunset Hwy. Washington County Line-Highlands Interchange Section. Property settlement with PGE approved.
			GAS TAX REFUND DEDUCTION of $1,700 made by US Accounting Officer. Counsel authorized to contact Oregon US Senators.
			MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway. NW Ice & Cold Storage Co. Claim of $107,610 referred to Counsel.
33	32770		AGREEMENTS and other papers signed.
		July 8	COMMISSION MEETING RECONVENED at 9:30 a.m.
			DELEGATIONS:
			POLK COUNTY. Willamette River. Wallace Marine Park development urged.
34	32771		MULTNOMAH COUNTY. Portland. Park Plaza Apartments. Foothills Route will injure property. Problems presented.
			JACKSON COUNTY. Pacific Hwy. Medford. Elevated Freeway Section. Speed-up on construction urged.
35	32772		MULTNOMAH COUNTY. Portland. Shaarie Torah Synagogue. Foothills Route change urged to save the Synagogue.
			WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. improvement urged.
36	32773		MORROW-GILLIAM-WHEELER COUNTIES. Requests as follows: Heppner-Spray Secdy. Hwy. Completion of 5-mile section. Heppner Hwy. improvement urged.
37	32774		WASCO COUNTY. Columbia River Hwy. The Dalles By-Pass Section. Hiring Dames & Moore (soil mechanics engineers) approved.
			OREGON-WASHINGTON RR & NAVIGATION COMPANY PROPERTY. File #R-29592. Condemnation of property authorized if necessary. Resolution.
38	32775		COMMISSION MEETING ADJOURNED at 10:45 a.m.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32776	July 28	COMMISSION MEETING CONVENED at 12:00 noon.
			BIDS RECEIVED July 28, 1960, at 9:00 A.M.
			CONDEMNATION OF REAL PROPERTY approved. Resolutions adopted.
			BAKER COUNTY. Old Oregon Trail. Baker south. Troy property. Settlement of the 4 condemnation cases approved.
2	32777		POLK COUNTY. Pacific Hwy. West. Rickreall-Orr Corner Section. Bids rejected. Removal of Mr. Rodgers grain discussed.
			LEGISLATIVE MATTERS. Bill to be submitted to 1961 Legislature re elimination of paying interest on moneys for condemnation cases.
			HIGHWAY CONSTRUCTION 5-YEAR PROGRAM. Tentative draft presented to Commission by Engineer for study.
			LEGISLATIVE MATTERS. Weight-Mile Tax. Engineer to study tax as it affects haulers in preparation for legislative action.
			COMMISSION MEETING RECESSED at 12:20 p.m. to reconvene at 2:30 p.m.
			CONTRACTS. Award of contracts publicly announced.
5	32780		COMMISSION MEETING ADJOURNED at 2:35 p.m.

TABLE OF CONTENTS

Page		Date 1960	Subject
1	32781	Aug.18	SECRETARY REPORTS:
			MINUTES of June 2-3; July 7-8; July 28, 1960, approved.
			PARKS SUPT. REPORTS:
			PARKS ADVISORY COMMITTEE. Resignation of Mr. Frazier accepted.
			JOSEPHINE COUNTY. Redwood Hwy. Illinois River. East-West Forks. Acquisition-improvement of park site authorized.
2	32782		STATEWIDE PARKS STUDY discussed.
			EASTERN-CENTRAL OREGON. Overnight camping areas authorized.
3	32783		MARION COUNTY. Champoeg State Park. Electric power extension authorized.
			MARION COUNTY. Champoeg State Park. Building construction discussed.
			TRAVEL - OUT OF STATE authorized for C. H. Armstrong.
			MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock Concession. Modification of lease agreement with P & A Enterprises discussed.
4	32784		JEFFERSON COUNTY. Cove Palisades State Park. Location survey authorized.
			RIGHT OF WAY ENGINEER REPORTS:
			REAL PROPERTY OPTIONS approved.
			MISCELLANEOUS SALES AND RENTALS REPORT accepted.
5	32785		ACCESS CHANGES approved as follows:
			Polk County. Willamina-Salem Hwy. Barrett property.
			Grant County. John Day Hwy. Goslin property.
			Washington County. Tualatin Valley Hwy. Opheim property.
			Curry County. Oregon Coast Hwy. Brook property.
			Washington County. Pacific Hwy. Nyberg property.
			Washington County. Tualatin Valley Hwy. Pacific Supply Co-op. property.
			Deschutes County. The Dalles-California Hwy. Hall property.
			Washington County. Pacific Hwy. West. Schlothan property.
			MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Mack Truck Building sold to City.
6	32786		PUBLIC SALE OF PROPERTY authorized as follows:
			Klamath County. Klamath Falls-Malin Hwy. White property.
			Polk County. Willamina-Salem Hwy. Reimer property.
			Multnomah County. Pacific Hwy. Portland. McCurdy property.
			Marion County. Pacific Hwy. Gibb-Copeland properties.
			LINN COUNTY. Santiam Hwy. Dettrich property. Access modification approved.
7	32787		DIRECT SALE OF PROPERTY approved as follows:
			Coos County. Oregon Coast Hwy. Coos Bay. Front St. property.
			Multnomah County. Columbia River Hwy. Direct sale of steel tower to Skamania County Fire District approved.
			Multnomah County. Pacific Hwy. Portland. Jaymar Lumber Co. property exchange approved.

Page		Date 1960	Subject
7	32787	Aug.18	WASHINGTON COUNTY. Pacific Hwy. West. Hambach property. Access modification approved.
			WASCO COUNTY. The Dalles-California Hwy. Pacific Gas Transmission Company pipe line easement approved.
8	32788		DOUGLAS COUNTY. Pacific Hwy. Wade property. Access modification from restricted to unrestricted use granted.
			BONNEVILLE POWER ADMINISTRATION Master Agreement re access-easements approved.
			CHIEF COUNSEL REPORTS:
			CONDEMNATIONS of Real Property. Authority granted.
9	32789		CONDEMNATION PAYMENTS to Court approved. Commission policy.
			CONDEMNATION CASES TRIED. Counsel's report accepted. Annual report accepted.
			CONDEMNATION CASES SETTLED. Counsel's report approved.
11	32791		CONDEMNATION CASES. Offers for property confirmed.
16	32796		MARION COUNTY. North Santiam Secdy. Hwy. SPRR Crossing. PUC orders signals installed.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. North Denver Avenue. Annexation of hwy. to city approved.
			LINCOLN COUNTY. Newport. 3rd Street. Vacation of street approved.
			MARION COUNTY. North Santiam Secdy. Hwy. Cancellation of water right permit approved.
17	32797		LAKE COUNTY. Release of mineral rights permit to US Government granted.
			REAL PROPERTY. State vs Nelson. Owner to prove value of land.
			DAMAGE TO STATE PROPERTY CASES. Quarterly report on collections made.
			TILLAMOOK COUNTY. Oregon Coast Hwy. Manzanita. Restricting use of beaches for vehicles-planes approved.
			MULTNOMAH COUNTY. Pacific Hwy. Virgil Peters death. Claim made against State Hwy. Department.
			ABANDONMENT OF DAMAGE CLAIMS TO STATE PROPERTY approved:
			Deschutes County. Central Oregon Hwy. Milliken case.
			Old Oregon Trail. Matsen case.
			Siuslaw Hwy. Purvis-Yokum case.
			McGann case.
			Carnes case.
			Kings Valley Secdy. Hwy. Gerard case.
			Columbia River Hwy. Lund case.
			Darr-McCall case.
			Hendricks case.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. Payment of mud and silt damages to Kolias approved.
19	32799		LANE-LINN COUNTIES. Pacific Hwy. Harrisburg Bridge. Settlement of bridge damage case approved.
			ENGINEER REPORTS:
			AWARD OF CONTRACTS confirmed.
21	32801		CONSTRUCTION SPEED ZONES established as follows:
			Columbia River Hwy. MP 34.0 - MP 39.0.
			Corvallis-Newport Hwy. MP 5.50 - MP 5.67.

Page		Date 1960	Subject
21	32801	Aug.18	Corvallis-Newport Hwy. MP 10.76 - MP 11.04. Oregon Coast Hwy. MP 335.0 - MP 336.0 and MP 338.0 - MP 339.0 Willamina-Sheridan Secdy. Hwy. MP 1.59 - MP 1.90. Oregon Coast Hwy. MP 184.52 - MP 190.29. LINN COUNTY. Jefferson Secdy. Hwy. Contract #5760. Collection of McCoy bid bond approved.
22	32802		LANE COUNTY. Pacific Hwy. Contract #5739. Collection of Houck bid bond approved. LANE COUNTY. Oregon Coast Hwy. Sea Lions' Caves. Acquisition discussed. STATE PARKS. Parks study statewide discussed. CLACKAMAS COUNTY. Oswego Hwy. Oregon City. Willamette River Bridge construction deferred. CITY STREET FUNDS. Distribution for 1st half - 1960. Confirmed.
23	32803		JEFFERSON COUNTY. The Dalles-California Hwy. Juniper Butte Section. Request for climbing lanes deferred. MALHEUR COUNTY. Old Oregon Trail. Idaho Power Company. Illumination agreement approved. MULTNOMAH COUNTY. Portland. Foothills Route. Shaarie Torah Synagogue. Request for change of location denied. BUDGET - 1961-63. Consideration deferred.
24	32804		SURVEYS APPROVED as follows: Linn County. Santiam Hwy. Lebanon. Pine St.-Market Drive Section. Polk County. Willamina-Salem Hwy. Salem. Bonneville Station-Patterson Ave. Section. Tillamook County. Oregon Coast Hwy. Hobsonville-Bay City Section. Douglas County. Oakland-Shady Secdy. Hwy. Roseburg. Pine St.-Stephens St. Couplet. Sherman-Wasco Counties. Columbia River Hwy. Big Eddy-Biggs Section. Morrow-Umatilla Counties. Columbia River Hwy. Boardman Jct.-Umatilla Section. MULTNOMAH COUNTY. Pacific Hwy. Portland. Contract #5110. Increase in contract authorization approved. HIGHWAY RESEARCH BOARD. Expenditures approved. WASCO COUNTY. Wapinitia County Road (FAS 712) extension approved.
25	32805		FAS COUNTY ROADS construction expenditures approved.
26	32806		MULTNOMAH COUNTY. Sunset Hwy. Portland. Highlands Interchange. Electric power-illumination-signs agreement approved. LAKE COUNTY. Black Cap Mountain. Radio facilities agreement approved. CONTRACTS completed and accepted. UMATILLA COUNTY. Columbia River Hwy. Agreement with Army Engineers for construction of viewpoints approved.

Page		Date 1960	Subject
27	32807	Aug.18	JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Daisy Creek Channel drainage improvement agreement approved.
			DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport. Traffic signals approved.
			SPEED ZONES ESTABLISHED as follows:
			Malheur County. John Day Hwy. Ironside area.
			Josephine County. Pacific Hwy. Grants Pass Interchange area.
			Multnomah County. Columbia River Hwy. Rooster Rock Park Interchange area.
28	32808		Lane-Linn Counties. Pacific Hwy. Eugene area.
29	32809		Clackamas County. Clackamas Secdy. Hwy. Estacada north.
			Baker County. John Day Hwy. Unity area.
			MULTNOMAH COUNTY. Pacific Hwy. Portland. Construction agreement with SPRR confirmed.
			UNION COUNTY. Old Oregon Trail. Encroachment agreement with OWRN confirmed.
			WASHINGTON COUNTY. Tualatin Valley Hwy. Easement agreement with SPRR confirmed.
			DESCHUTES COUNTY. The Dalles-California Hwy. Bend-Lapine Section. Abandonment of hwy. approved.
30	32810		TRAVEL - OUT OF STATE for hwy. personnel authorized.
			KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. No parking zones established.
			CURRY COUNTY. Oregon Coast Hwy. Gold Beach Section. Permit granted US Engineers for sign installation.
31	32811		BENTON COUNTY. Albany-Corvallis Hwy. Permit granted US Engineers for sign installation.
			SECRETARY'S REPORT on papers signed approved.
			COMMISSION MEETING DATES approved.
			LOADS AND HAULING RESOLUTION REVISION approved.
32	32812		MULTNOMAH COUNTY. Pacific Hwy. Portland. Construction agreement with UPRR approved.
			YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville. Revision of stop signs approved.
			AASHO TEST ROAD expenditures approved.
			YAMHILL COUNTY. Three Mile Lane Secdy. Hwy. McMinnville. Interchange construction discussed.
33	32813		BIDS RECEIVED AUGUST 16, 1960 discussed.
			CONTRACTS. Award of contracts publicly announced.
35	32815	Aug.19	BUDGET - 1961-63 adopted.
			DELEGATIONS:
			KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls Westside-By-pass. Improvement requested.
36	32816		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Kellogg Bridge-Yellow Creek Section. Improvement requested.
			YAMHILL COUNTY. Pacific Hwy. West. Newberg-Rex Hill Section. Widening requested.

Page		Date 1960	Subject
37	32817	Aug.19	BENTON-LINCOLN-LINN COUNTIES. Santiam and Corvallis-Newport Hwys. Hwy. 20 Association requests improvements.
38	32818		MULTNOMAH COUNTY. Columbia River Hwy. Access at Bridal Veil requested.
39	32819		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock State Park. Renewal of concession agreement requested.
			PARKS SUPT. REPORTS:
			COOS COUNTY. Cape Arago Secdy. Hwy. Shore Acres State Park. Construction of telephone facilities approved.
40	32820		ENGINEER REPORTS:
			MARION COUNTY. Pacific Hwy. Matheny-Rodgers drainage damage case settlement approved.
			AGREEMENTS and other papers signed.
			JACKSON COUNTY. Pacific Hwy. Medford Throughway. Construction agreement approved.

TABLE OF CONTENTS

Page	Date 1960	Subject
32821	Sept.29	SECRETARY REPORTS:
		MINUTES of August 18-19, 1960, approved.
		PARKS SUPT. REPORTS:
		CROOK COUNTY. Prineville south. Crooked River Reservoir. Establishment of park area deferred.
32822		LANE COUNTY. Oregon Coast Hwy. Sea Lion Caves acquisition discussed.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. Gaddis City Park improvement deferred.
		MULTNOMAH COUNTY. Columbia River Hwy. Rooster Rock State Park. P & A Enterprises concession agreement discussed.
		WALLOWA COUNTY. Wallowa Lake State Park Boat Concession. Installation of facilities approved.
32823		NATIONAL CONFERENCE ON STATE PARKS. Payment of 1960-61 membership dues approved.
		JEFFERSON COUNTY. Cove Palisades State Park relocation discussed.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
32824		MISCELLANEOUS SALES AND RENTALS REPORT accepted.
		ACCESS CHANGES approved as follows:
		Washington County. Pacific Hwy. West. West-Spanke-Omar property.
		Sherman County. Sherman Hwy. Wilson property.
		Lincoln County. Oregon Coast Hwy. Moller-Aplet property.
		Curry County. Oregon Coast Hwy. Beall property.
		Sherman County. Sherman Hwy. Barnet property.
		Jackson County. Pacific Hwy. Reter-Premium Oil Co. property.
		Jackson County. Pacific Hwy. Bolz property.
		PUBLIC SALE OF PROPERTY authorized as follows:
32825		Wasco County. Columbia River Hwy. Docherty property.
		Jefferson County. Warm Springs Hwy. File 3080.
		Clatsop County. Necanicum Hwy. File 5027.
		Marion County. Pacific Hwy. Olson-Nelson properties.
		Multnomah County. Columbia River Hwy. Anderson property.
		Washington County. Tualatin Valley Hwy. Stokes property.
		Lane County. Pacific Hwy. Hill property.
32826		Marion County. North Santiam Secdy. Hwy. Minden property.
		DIRECT SALE OF PROPERTY authorized as follows:
		Multnomah County. Sunset Hwy. Jensen property.
		Lane County. Pacific Hwy. Elliott property.
		Jefferson County. Warm Springs Hwy. Carlson property.
		Marion County. North Santiam Secdy. Hwy. Miller property.
		Multnomah County. Columbia River Hwy. Markstaller property.

Page	Date 1960	Subject
32826	Sept.29	RIGHT OF WAY ENGINEER REPORTS: (Continued)
		DOUGLAS COUNTY. Oregon Coast Hwy. Reedsport-Coos County Line Section. Ashford property. Access granted.
		LANE COUNTY. McKenzie Hwy. Springfield. Pacific Power & Light Co. lease. 4-year extension approved.
32827		CHIEF COUNSEL REPORTS:
		CONDEMNATION of Real Property. Authority granted.
		CONDEMNATION CASES TRIED. Counsel's report accepted.
32828		CONDEMNATION CASES SETTLED. Counsel's report approved.
32830		CONDEMNATION CASES. Offers for property confirmed.
32834		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
32835		MULTNOMAH COUNTY. Pacific Hwy. Barbur Blvd. Section. Portland. Russell property. Appraisal figure contested.
32836		MULTNOMAH COUNTY. Pacific Hwy. Interstate Bridge. Settlement of Kibe truck damage claim approved.
		UNION COUNTY. Old Oregon Trail. Garrett Freight Lines damage to State property case. Compromise settlement approved.
		ABANDONMENT OF 16 CLAIMS approved.
32837		WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Livestock running at large. Legislative action discussed.
32838		RESIGNATION of John C. McLean, Attorney, accepted. Employment of replacement authorized.
		RE-EMPLOYMENT of Robert Holland, Attorney, approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Vanport flood cases (42). Cases tried by Supreme Court. No liability.
		POLE LINE PERMITS to be signed by Hwy. Engineer or authorized representative. Resolution adopted.
32839		ENGINEER REPORTS:
		AWARD OF CONTRACTS confirmed.
32840		CONSTRUCTION SPEED ZONES established as follows:
		Marion County. Silver Creek Falls Secdy. Hwy. MP 3.47-MP 3.92.
		Marion County. North Santiam Secdy. Hwy. MP 1.57 - MP 1.91.
		Wasco County. Columbia River Hwy. The Dalles-Big Eddy Section.
		Benton County. Pacific Hwy. West. Camp Adair-Lewisburg Section.
		Clackamas County. Pacific Hwy. East. New Era-Canby Section.
		BIDS RECEIVED SEPTEMBER 27, 1960, discussed.
		INCREASE IN PROJECT AUTHORIZATION approved for Contracts #5608-#5477.
32841		LANE COUNTY. Pacific Hwy. Eugene. Traffic signals installation at 3 intersections approved.
		KLAMATH COUNTY. Klamath Falls. South 6th St. traffic signals installation approved for 2 intersections.
		MARION COUNTY. Salem. So. Commercial St. (Pacific Hwy. East). Traffic signal installation at Alice Ave. Jct. approved.

Page	Date 1960	Subject
32841	Sept.29	ENGINEER REPORTS: (Continued)
		MULTNOMAH COUNTY. Banfield Freeway. Portland. Holladay St. Ramp & 16th Ave. Ramp. Modification of luminaire agreement approved.
32842		MARION COUNTY. Pacific Hwy. East. Woodburn. Young St. Jct. Flashing signal approved on 50-50 basis.
		JACKSON COUNTY. Letter from County Court re improvement of hwys. discussed.
		Lake of the Woods Secdy. Hwy. designation revision from secdy. to primary hwy. denied.
		JOSEPHINE COUNTY. Redwood Hwy. Request for hwy. improvement discussed.
		Williams Secdy. and Medford-Provolt Secdy. Hwys. Request for hwy. improvement denied.
32843		KLAMATH COUNTY. Request for improvement of hwys. deferred.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. 3rd St. Hwy. reconstruction project discussed.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. West Side Bypass completion discussed.
		KLAMATH COUNTY. Klamath Falls. East Side Bypass construction by county with FAS funds approved.
32844		WASHINGTON COUNTY. Survey resolution #213 amended to change Beaverton-Tualatin Secdy. to Beaverton-Tigard Secdy. Hwy.
		FAS COUNTY ROAD PROJECTS approved for 9 counties.
32845		FAS COUNTY FUNDS - 1962. Partial allocation approved.
32847		LINCOLN COUNTY. Oregon Coast Hwy. Newport. Boundary St.-Holly Ave. Section improvement approved cooperatively.
		JACKSON COUNTY. Pacific Hwy. Rogue River. Permit granted for development of city park on state property.
		LINCOLN-TILLAMOOK COUNTIES. Oregon Coast Hwy. Neskowin-Otis Jct. Section. Seeding-mulching project approved at BPR's expense.
		EXTENSIONS OF TIME for contracts #5541-#5230-#5409-#5492-#5205-#5110-#5525-#5459-#5516 received.
32849		CONTRACTS completed and accepted.
32850		INTERSTATE HWY. SYSTEM PROJECTS. UPRR agreements delayed. Employment of engineer by UPRR at State expense approved.
		PARKS SUPT. REPORTS:
		PARKS. Advisory Committee. Appointment of Loren Stewart to replace Robert B. Frazier approved.
		Multnomah County. Columbia River Hwy. Rooster Rock State Park. P & A Enterprises agreement extension discussed.
		ENGINEER REPORTS:
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Swalley Canal-East Franklin Ave. Section survey approved.
32851		STATE HWY. MAINTENANCE SHOPS RELOCATION discussed.
		Deschutes County. Bend shop addition approved.

Page	Date 1960	Subject
32851	Sept.29	ENGINEER REPORTS: (Continued)
		SPEED ZONES ESTABLISHED as follows:
		Klamath County. Lake of the Woods Secdy. Hwy. Klamath Falls west.
32852		Jefferson County. Culver Secdy. Hwy. Metolius area.
		Umatilla-Union Counties. Old Oregon Trail. MP 238.18 - MP 258.43.
		Umatilla County. Old Oregon Trail. Kamela Interchange.
		Union County. Old Oregon Trail. Glover Interchange.
		Union County. Old Oregon Trail. Hilgard Interchange.
		Union County. Old Oregon Trail. Perry Interchange.
		Wallowa County. Joseph-Wallowa Lake Secdy. Hwy. Wallowa Lake State Park area.
32853		NO PARKING ZONES ESTABLISHED as follows:
		Multnomah County. Cascade Secdy. Hwy. Portland. Eastport Plaza Shopping Center.
		Marion County. North Santiam Secdy. Hwy. Airport Road Section. Naval Training Center.
		Clackamas County. Cascade Secdy. Hwy. Clackamas. Harbin Trading Post.
		Harney County. Old Oregon Trail. Nyssa east.
32854		TRAVEL - OUT OF STATE for hwy. personnel approved.
32855		PERMITS. Cattle guards construction-maintenance-painting permits authorized.
		MULTNOMAH COUNTY. Columbia River Hwy. Coopey quarry. Rider terminating private RR crossing permit with UPRR approved.
		DESCHUTES COUNTY. Central Oregon Hwy. Brothers west. Haughton property. 3 fencing agreements with owner approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES approved.
		ENGINEER REPORTS: (Continued)
		BID OPENING scheduled for November 1, 1960.
		TRAVEL ADVISORY COMMITTEE and PARKS ADVISORY-RECREATION COMMITTEE. Meeting for afternoon of December 13, 1960, discussed.
		ENGINEER REPORTS: (Continued)
		SHERMAN COUNTY. Fulton Canyon-Wasco Secdy. Hwy. extension to Wasco approved.
		Wasco-Heppner Secdy. Hwy. Wasco-Hay Canyon Section becomes county road.
32856		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry-Ontario Secdy. Hwy. Central Oregon Hwy. Portions of these hwys. redesignated.
		ABANDONMENT RESOLUTIONS approved as follows:
		Umatilla County. Oregon-Washington Hwy. Weston-Milton Freewater Section. North Unit.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Elkton-Smith Bridge Section.
		Sherman County. Wasco-Heppner Secdy. Hwy. Wasco-Hay Canyon Section.

Page	Date 1960	Subject
32857	Sept.29	ENGINEER REPORTS: (Continued)
		LINN COUNTY. Albany. Waverly Lake area. "Relinquishment of Title" agreement to City approved.
		Extension of city limits to take in above property approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Clackamas Overcrossing-Oregon City Section. Throughway designation approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River RR Crossing. Agreement with UPRR re exploratory foundation drilling approved.
		CONTRACTS. Award of contracts publicly announced.
32859		WASCO COUNTY. Columbia River Hwy. The Dalles. Bids can be received for hwy. relocation in 1961.
		WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. Donnelly Grade Section. Grade widening-surfacing-oiling approved.
		HOUSE TRAILER PERMITS. Overwidth-overlength. Changes in permits approved. Commission policy.
32860		LOAD LIMITS REMOVED as follows:
		Linn County. Corvallis-Eastside Secdy. Hwy. Calapooya River Bridge.
		Josephine County. Rogue River Loop Secdy. Hwy. Rogue River Bridge.
		Wheeler County. Shaniko-Fossil Secdy. Hwy. John Day River Bridge.
		Malheur County. Adrian-Parma Secdy. Hwy. Snake River Bridge.
		LANE COUNTY. Pacific Hwy. Judkins Pt.-Goshen Section.
32861		Agreement with SPRR re use of RR r/w for catch basin approved.
		DELEGATIONS PROBLEMS discussed.
		ENGINEER REPORTS: (Continued)
		BIDS TO BE RECEIVED NOVEMBER 1, 1960, discussed.
		AUDITOR REPORTS:
		FINANCIAL STATUS - 1960.
		TRAVEL INFORMATION DIRECTOR'S REPORT:
		EXPENDITURE OF $200,000 for printing-advertising approved.
		TOURIST REPORT FOR 1960 presented.
		PARKS SUPT. REPORTS:
		SIGNS to be used at State Park entrances discussed.
32862	Sept.30	AGREEMENTS and other papers signed.
		DELEGATIONS:
		WEST SIDE HWY. ASSOCIATION. Pacific Hwy. West. McMinnville-Junction City Section. Hwy. improvements requested.
32863		WASCO COUNTY. Shaniko-Fossil Secdy. Hwy. Antelope-Clarno Section. Hwy. surfacing requested.
32864		CROOK COUNTY. Prineville Reservoir development as park area. Cooperation of State Parks Department requested.
32865		MARION-CLACKAMAS COUNTIES. Pacific Hwy. East. Hwy. widening on 21-mile section discussed.
		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Baldock Freeway Jct.-Woodburn Interchange Section. Hwy. relocation discussed.

Page	Date 1960	Subject
32866	Sept.30	DELEGATIONS: (Continued) JEFFERSON COUNTY. Cove Palisades State Park. Proposed agreement with PGE for park relocation and facilities discussed.

TABLE OF CONTENTS

Page	Date 1960	Subject
32868	Nov. 3	SECRETARY REPORTS:
		MINUTES of September 29-30, 1960, approved.
		PARKS SUPT. REPORTS:
		LINCOLN COUNTY. Devils Lake State Park. Supplemental Agreement with Taft-Nelscott-Delake Water District approved.
		WALLOWA COUNTY. Wallowa Lake State Park. Wiggins boat concession agreement 5-year extension approved.
		Inquiry re new gas tank installation.
32869		MARION COUNTY. Champoeg State Park. Publishers' Paper Co. Log moorage lease on river frontage granted.
		UMATILLA COUNTY. Hat Rock State Park. Supplemental agreement with US Engineers re additional inventory items approved.
		JEFFERSON COUNTY. Cove Palisades State Park. Relocation report discussed and accepted.
32870		LANE COUNTY. Sea Lion Caves. Abandonment of negotiations for acquisition of area approved.
		MARION COUNTY. Silver Falls State Park Lodge. Campbell concession lease 1-year extension approved.
		CROOK COUNTY. Prineville Reservoir area. Proposed 3-way arrangement for park development approved.
32871		TRAVEL INFORMATION DIVISION BUDGET - 1961. Approved.
32872		STATE PARKS & RECREATION ADVISORY COMMITTEE. Parks Conference. Salem. Mr. Tugman, Chairman. Commented on conference.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
32873		MULTNOMAH COUNTY. Columbia River Hwy. 82nd Ave.-Hassalo Connection Section. Mayhew property. Condemnation authorized.
		WASCO COUNTY. The Dalles. Exchange of excess property for establishment of new maintenance headquarters site discussed.
		MISCELLANEOUS SALES AND RENTALS REPORT accepted.
		ACCESS CHANGES approved as follows:
		Crook County. Ochoco Hwy. McCoy property.
		Clackamas County. Cascade Secdy. Hwy. Humble Oil & Refining Co. property.
		Washington County. Pacific Hwy. West. Lawson property.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Doran property.
		Lane County. Eugene-Springfield Secdy. Hwy. Hayes property.
32874		PUBLIC SALE OF PROPERTY authorized as follows:
		Polk County. Salmon River Hwy. Files #26215-#26216.
		Coos County. Oregon Coast Hwy. File #8061.
		Coos County. Oregon Coast Hwy. File #8089.
		Yamhill County. Willamina-Sheridan Secdy. Hwy. File #1784.
		Marion County. Pacific Hwy. File #13936.
		Multnomah County. Pacific Hwy. File #24999.
		Wasco County. Columbia River Hwy. File #25933.

Page	Date 1960	Subject
32875	Nov. 3	RIGHT OF WAY ENGINEER REPORTS: (Continued)
		LINCOLN COUNTY. Oregon Coast Hwy. Nelscott Section. Campbell property. Cancellation of waste excavated materials permit approved.
		DIRECT SALE OF PROPERTY approved as follows:
		Josephine County. Redwood Hwy. Redwood Interchange Section. 0.08 acre to Mr. Metzger.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY. Authority granted.
		CONDEMNATION CASES TRIED. Counsel's report accepted.
32881		CONDEMNATION CASES SETTLED. Counsel's report accepted.
32884		CONDEMNATION CASES. Offers for property confirmed.
32888		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report accepted.
32889		PROPERTY DAMAGE CLAIMS. Quarterly report of collections accepted.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Coos County Line-Pacific Hwy. Jct. Section. Stockpile site. Re-conveyance to BLM authorized.
		DAMAGE TO STATE HWY. VEHICLE. Legal action authorized to recover $350.82 from Lottie Maye Wright.
		COLUMBIA COUNTY. Columbia River Hwy. Goble area. Anderson property access. Counsel's report accepted.
32890		PERSONNELL. Employment of Jack Sollis, Attorney, approved.
		COOS COUNTY. Oregon Coast Hwy. Coaledo-Chrome Section. Smith property. Correction deed approved.
		ENGINEER REPORTS:
		AWARD OF CONTRACT confirmed.
		CONSTRUCTION SPEED ZONES established as follows:
		Multnomah-Washington Counties. Pacific Hwy. MP 6.37 - MP 8.11.
		Union County. Old Oregon Trail. MP 252.0 - MP 253.5.
		Curry County. Oregon Coast Hwy. MP 332 - MP 336.
		Coos County. Coos Bay-Roseburg Hwy. MP 22.8 - MP 26.2.
		Coos County. Powers Secdy. Hwy. MP 0.0 - MP 1.3.
32891		INCREASE IN PROJECT AUTHORIZATION approved for Contract #5564.
		BIDS RECEIVED NOVEMBER 1, 1960, discussed.
		CROOK COUNTY. Crooked River Hwy. Prineville south. Request of Stearns Cattle Co. for hwy. improvement denied.
		CURRY COUNTY. Oregon Coast Hwy. Chetco River Bridge - Winchuck River Bridge. Reconstruction of bridges deferred.
32892		BUDGET - 1961. Discussed and approved.
32893		FAS COUNTY ROAD PROJECTS approved for 6 counties.
32894		SPECIAL CITY ALLOTMENT FUND - $250,000. Allocation to 15 cities approved.
32895		EXTENSIONS OF TIME for contracts #5561-#5617 received.
		CONTRACTS completed and accepted.
		CLATSOP-COLUMBIA COUNTIES. Columbia River Hwy. Westport-Clatskanie Section. Dames & Moore, Soil Mechanics Engineers. Agreement approved.

Page	Date 1960	Subject
32895	Nov. 3	ENGINEER REPORTS: (Continued)
		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Reconstruction survey adopted.
32896		UNFINISHED BUSINESS as follows:
		Crook County. Prineville Reservoir park development reported on.
		Jefferson County. Cove Palisades State Park relocation. Action deferred.
		WASHO DUES - 1961. Payment approved.
		JACKSON COUNTY. Roxy Anne Butte Base Radio Station. Agreement with Medford for installation-maintenance of Station approved.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass-Jerome Prairie Section. Abandonment agreement approved.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
32897		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATES approved.
		ENGINEER REPORTS: (Continued)
		MARION COUNTY. Silver Creek Falls Secdy. Hwy. - North Santiam Secdy. Hwy. Naming of 5 hwy. sections in correlation with Marion County Planning Commission approved.
32898		WASHINGTON COUNTY. Tualatin Valley Hwy. SW 87th Ave. Jct. Left-turn movement prohibited.
		SPEED ZONES ESTABLISHED as follows:
		Sherman County. Columbia River Hwy. Rufus area.
32899		Douglas County. Oakland-Shady Secdy. Hwy. Winchester area.
		KLAMATH COUNTY. Lake of the Woods Secdy. Hwy. (old route) Klamath Falls. Removal of abandoned section from FAS approved.
		KLAMATH COUNTY. Klamath Falls. East Side Bypass-Esplanada St.-So. 6th St. Route designated as extension of FAS 419.
		CONTRACTS. Engineer authorized to make awards at 2:00 p.m.
32900		Contracts. Award of contracts publicly announced.
32901	Nov. 4	DELEGATIONS:
		BENTON COUNTY. Projects presented for consideration:
		Alsea Hwy. Alsea Mt. Section.
		Corvallis-Newport Hwy. Philomath Section.
		Corvallis. 1st Street Project.
		Pacific Hwy. West. Monroe south.
		Corvallis-Eastside Secdy. Hwy. Westerly terminus.
32902		MORROW COUNTY. Projects presented for consideration:
		Willow Creek-Arlington Cutoff.
		Heppner-Spray Secdy. Hwy. completion to Spray.
		CLATSOP COUNTY. Ocean beach. Cannon Beach-Silver Point Section. Closure to vehicular traffic to be considered.
32904		CHIEF COUNSEL REPORTS: (Continued)
		BEARBOWER TIMBER TRESPASS. Compromise settlement with Mr. Bearbower for felled trees by Hwy. employees accepted.
		ENGINEER REPORTS: (Continued)
		MULTNOMAH COUNTY. Pacific Hwy. Murray B. Marsh Co. Inc.-Milwaukie Machinery Co. Industrial Area. Letter re access approved.

Page	Date 1960	Subject
32904	Nov. 4	ENGINEER REPORTS: (Continued) JACKSON COUNTY. Crater Lake Hwy. Elk Creek area. Robbers Roost area. Widening-surfacing project approved. AGREEMENTS and other papers signed.

TABLE OF CONTENTS

Page	Date 1960	Subject
32905	Dec. 12	SECRETARY REPORTS:
		MINUTES of November 3-4, 1960, approved.
		PARKS SUPT. REPORTS:
		LINCOLN COUNTY. Devil's Lake State Park Overnight Camping Area. Transfer of 0.16 acre to Oceanlake approved Sewage agreement extension with Oceanlake approved.
32906		LINCOLN COUNTY. Oregon Coast Hwy. Pacific View and South Newport areas. Condemnation authorized.
		JEFFERSON COUNTY. Cove Palisades State Park. Relocation agreement with PGE approved.
32907		OREGON NON-URBAN OUTDOOR PARK & RECREATION STUDY. Mr. Greider hired as Recreation Consultant.
		ECONOMIC STUDY OF STATE PARKS REPORT approved with Supplementary Statement.
32908		TILLAMOOK COUNTY. Cape Lookout State Park area. Quarry agreement with Crown Zellerbach extended.
		CLATSOP COUNTY. Fort Stevens State Park. Gift of 4.7 acres from County accepted.
		NATURAL RESOURCES LEGISLATIVE INTERIM COMMITTEE. Legislation re Recreation Commission formation to be studied.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Acquisition of property discussed.
32909		WASCO COUNTY. Columbia River Hwy. The Dalles. Negotiations for acquisition of property just started.
		MISCELLANEOUS SALES AND RENTALS REPORT accepted.
		ACCESS CHANGES approved as follows:
		Lane County. Siuslaw Hwy. North Fork Siuslaw River Section. Umpqua River Navigation Co. property.
		Marion County. North Santiam Secdy. Hwy. Salem-Stout Creek Section. Sunderman property.
		Washington County. Tualatin Valley Hwy. Hillsboro-Reedville Section. Nuttall property.
		PUBLIC SALE OF PROPERTY authorized as follows:
		Marion County. Pacific Hwy. Salem. Atkinson property.
32910		Washington County. Wilson River Hwy. Washburn-North Plains Section. Vandehey property.
		Malheur County. Old Oregon Trail. Ontario-Snake River Section. Wadley property and Kendall property.
		Multnomah County. Columbia River Hwy. Willamette River-42nd Ave. Section. Bartel property.
		Multnomah County. Union Ave.-Grand Ave.-12th Ave. Bridges. Scrap steel.
		Linn County. Pacific Hwy. East. North Jefferson Jct.-Albany Section. Erntson property.

Page	Date 1960	Subject
32910	Dec. 12	RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		DIRECT SALE OF PROPERTY approved as follows:
		Linn County. Albany-Junction City Hwy. 270 sq. ft. to Mr. Leonard.
32911		Washington County. Wilsonville-Hubbard Hwy. 2 quarry sites to County.
		Umatilla County. Athena-Holdman Hwy. Helix Jct. - Athena Section. Portion of quarry site to County.
		Wasco County. The Dalles-California Hwy. The Dalles - 8 Mile Creek Section. Portion of quarry site to County.
		BAKER COUNTY. Baker-Homestead Hwy. Black Bridge - Richland Section. Urie property. Access granted.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass Section. Foster property. Access granted.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg. Re-roofing state-owned house authorized.
		CHIEF COUNSEL REPORTS:
32912		CONDEMNATION OF REAL PROPERTY. Authority granted.
		CONDEMNATION CASES TRIED. Counsel's report accepted.
32914		CONDEMNATION CASES SETTLED. Counsel's report accepted.
32917		CONDEMNATION CASES. Offers for property confirmed.
32921		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report approved.
32922		CLAIMS AGAINST STATE HWY. Reports as follows:
		Grant County. John Day-Burns Hwy. Canyon City-Seneca Section. Medina property.
		Jackson County. Oakland-Shady Secdy. Hwy. Straus property.
		Marion County. Salem. 4094 Portland Road. Rebs Garden & Hdw. Store. Shop window breakage.
32923		ABANDONMENT OF 18 CLAIMS approved.
32924		EMPLOYEES LIABILITY INSURANCE increase approved.
		COLUMBIA COUNTY. Columbia River Hwy. St. Helens area. Portion of quarry site to US Government.
32925		ENGINEER REPORTS:
		AWARD OF CONTRACT confirmed.
		CONSTRUCTION SPEED ZONES established as follows:
		Linn County. Pacific Hwy. MP 85.00 - MP 92.28.
		Lane County. Pacific Hwy. MP 104.11 - MP 107.02.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5165-#5503-#5554.
32926		SURVEY APPROVED as follows:
		Washington County. Sunset Hwy. Cornelius Pass Road - Multnomah County Line Section.
		Transfer of $530,000 approved.
		HIGHWAY CONSTRUCTION PROGRAM - 1963-64.
		Two year program approved. 5-year program considered.

Page	Date 1960	Subject
32932	Dec. 12	ENGINEER REPORTS:
		FOREST HIGHWAY CONSTRUCTION PROGRAM - 1962. Presented for discussion.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass. "F" St. Section. Agreement with City approved.
		LAKE COUNTY. Request for exchange of the Adel-Plush Section for Winnemucca-Adel Road deferred.
		APPOINTMENT OF R. L. PORTER as Acting State Hwy. Engineer confirmed.
		BIDS RECEIVED DECEMBER 9, 1960, discussed.
		EXTENSIONS OF TIME for contracts acted on.
32933		CONTRACTS completed and accepted.
		KLAMATH COUNTY. Request for county road snow plowing in Crescent and Chemult areas approved.
32934		UNFINISHED BUSINESS as follows:
		Jefferson County. Cove Palisades State Park relocation reported on earlier.
		Clatsop County. Cannon Beach-Silver Point Section. Tolovanna Beach. Closure to vehicular traffic discussed.
32935		SPEED ZONES ESTABLISHED as follows:
		Wallowa County. Wallowa Lake Hwy. Lostine area.
		Union County. Weston-Elgin Hwy. Elgin area.
		Wallowa County. Wallowa Lake Hwy. Joseph area.
		Wallowa County. Wallowa Lake Hwy. Wallowa area.
32936		Union County. Wallowa Lake Hwy. Elgin area.
		Wallowa County. Joseph-Wallowa Lake Hwy. Joseph area.
		SPEED ZONE REMOVED as follows:
		Linn County. Halsey-Sweet Home Hwy. Halsey area.
		SPEED ZONES ESTABLISHED as follows:
		Multnomah County. Pacific Hwy. Interstate Bridge area.
32937		Douglas County. Pacific Hwy. Myrtle Creek-Canyonville.
		Washington-Multnomah Counties. Beaverton-Hillsdale Hwy. Beaverton-Portland Section.
32938		Josephine County. Williams Hwy. Redwood Hwy. Interchange area.
32939		Josephine County. Redwood Hwy. Interchange area.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
32940		MULTNOMAH COUNTY. Portland. Harbor Drive. Agreement for use of Bailey Bridge by City approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATE approved.
		BID OPENING - January 24, 1961. Salem. Commissioner Jackson to attend opening
		ENGINEER REPORTS: (Cont.)
		CONTRACTS. Award of contracts publicly announced.
32943		FOREST HIGHWAY PROGRAM - 1962. Revised program approved.

Page	Date 1960	Subject
32945	Dec. 12	ENGINEER REPORTS: (Cont.)
		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Ashland Section. Medford Unit. Revised agreement approved.
		DOUGLAS COUNTY. Roseburg. Division 3 Headquarters. Installation of telephone booth on parking lot approved.
		MALHEUR COUNTY. Vale Butte. Agreement with BLM for use of site for radio installation approved.
		UNION COUNTY. Old Oregon Trail. Truck scale. LaGrande west. Electric power agreement approved.
		WASHINGTON COUNTY. Forest Grove. Filbert & Hawthorne Sts. improvement. Assessment payment approved.
		LINCOLN COUNTY. Newport. Warren & Adams Sts. improvement. Assessment payment approved.
32946		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Jackson St. Section. Railroad-truck road agreement approved.
		COOS COUNTY. Coos River Secdy. Hwy. Eastside. 6th-"D" Sts. Jct. Revision of stop signs approved.
		ABANDONMENT RESOLUTIONS approved as follows: Benton County. Corvallis-Newport Hwy. Corvallis Section. Benton County. Pacific Hwy. West. Camp Adair-Lewisburg Section.
		ABANDONMENT AGREEMENT approved as follows: Umatilla County. Oregon-Washington Hwy. Athena-Blue Mt. Station Section. Extensions of Athena-Holdman Hwy.; Weston-Elgin Hwy.; Sunnyside-Umapine Hwy. approved.
32947		SHERMAN-GILLIAM COUNTIES. Wasco-Heppner Hwy. John Day River old bridge. Steel sold to Grant County.
		CLATSOP COUNTY. Astoria. M. R. Chessman Ferry. Use of 60' vehicles on ferry approved.
		ABANDONMENT AGREEMENT approved as follows: Deschutes County. The Dalles-California Hwy. Bend.
		LINN COUNTY. Exchange agreement re county roads & secdy. hwys. approved as follows: Orleans-Lebanon County Road to State. Corvallis-Eastside Secdy. Hwy. portion to County. Mehama-Mill City Secdy. Hwy. to County.
32948		DELEGATIONS PROBLEMS discussed.
		CHIEF COUNSEL REPORTS: (Cont.)
		LEGAL PROCEEDINGS against Bean-Dent for driveway damages in amount of $122.29 authorized.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Settlement of bridge handrail damage approved.
		AGREEMENTS and other papers signed.
32949	Dec. 13	DELEGATIONS:
		LINN COUNTY. Albany-Corvallis Hwy. Albany. Construction of parallel bridge across Willamette River requested.

Page	Date 1960	Subject
32950	Dec. 13	DELEGATIONS: (Cont.)
		CLATSOP COUNTY. Cannon Beach. Removal of all vehicular traffic from beach discussed.
32951		TILLAMOOK COUNTY. Oregon Coast Hwy. Oregon Coast Ass'n. requests hwy. improvements.
		Polk-Yamhill Counties. Boyer Cutoff. Request for start of project.
32952		MULTNOMAH COUNTY. Portland. East Bank Freeway.
32953		Eastside Commercial Club requests egress from Freeway.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. Spending $65,000-$75,000 County FAS funds on hwy. deferred.
		CHIEF COUNSEL REPORTS: (Cont.)
		INTERIM COMMITTEE ON NATURAL RESOURCES. Proposed legislation re transfer of Parks Division discussed.
32954		CONDEMNATION of Real Property. Authority granted.
		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Neil Creek Section. Benson property purchase for $18,000 approved.
		MALHEUR COUNTY. Old Oregon Trail. Ontario-Snake River Section. Mc D. Roe property. Purchase for $23,000 approved.
32955		WASCO COUNTY. The Dalles-California Hwy. The Dalles-8 Mile Creek Section. McClaskey property. Purchase of property for $40,000 authorized.
		LINCOLN COUNTY. Depoe Bay Building. Sale of concession lease to Dr. Draper approved pending interview.

TABLE OF CONTENTS

Page	Date 1961	Subject
32956	Jan. 27	SECRETARY REPORTS:
		MINUTES of December 12-13, 1960, approved with correction.
		R. H. BALDOCK, former State Hwy. Engineer. Chairman McIver stated Mr. Baldock recovering from heart attack
		DIVISION ENGINEERS AND ASSISTANTS attending meeting in Salem introduced by the Engineer.
32957		CHIEF COUNSEL REPORTS:
		TILLAMOOK COUNTY. Little Nestucca Hwy. Meda Section. Abandonment agreement approved.
		PARKS SUPT. REPORTS:
		MARK H. ASTRUP appointed State Parks Supt. as of January 1, 1961. Confirmed.
		MULTNOMAH COUNTY. Crown Point Secdy. Hwy. Vista House Concession lease transfer to Kyle S. Smith approved.
		LINCOLN COUNTY. Depoe Bay Park Building concession lease transfer to Mr. & Mrs. Richard Thomas approved.
		COOS COUNTY. Golden & Silver Falls State Park. Plaque for Weyerhaeuser Timber Co. park gift approved.
32958		CURRY COUNTY. Samuel H. Boardman Wayside. Termination of sheep grazing lease with Borax Consolidated Ltd., approved.
		FEES-CHARGES for use of park facilities - 1961. Changes in schedule of fees reported by State Parks Supt.
		WALLOWA COUNTY. Wallowa Lake State Park. Extension of boat concession agreement with Wallowa Lake Lodge, Inc., approved.
		CAMPER ATTENDANCE REPORT - 1960. Parks Supt. reported on 4 parks kept open for entire year.
		JEFFERSON COUNTY. Cove Palisades State Park. Relocation agreement with PGE reported on by Parks Supt.
32959		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Auction sale of 25 building in acquisition of r/w commented on.
		MISCELLANEOUS SALES AND RENTALS REPORT accepted.
		ACCESS CHANGES approved as follows:
		Washington County. Tualatin Valley Hwy. Hillsboro-Reedville Section. Hockersmith & Multi-Plots, Inc. property.
		Klamath County. The Dalles-California Hwy. Lapine-Diamond Lake Jct. Section. Gilchrist Timber Co. property.
		Washington County. Pacific Hwy. West. Tigard-Newberg Section. Beyer property.
32960		Tillamook County. Wilson River Hwy. Tillamook-Donaldson Creek Section. Weller-Gienger property.
		Sherman County. Sherman Hwy. Grass Valley-Kent Section. Von Borstel property.

Page	Date 1961	Subject
32960	Jan. 27	RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		Washington County. Tualatin Valley Hwy. Beaverton-Forest Grove Section. Buchanan property.
		Sherman County. Sherman Hwy. Grass Valley-Kent Section. Barnet property.
		Sherman County. Sherman Hwy. Grass Valley-Kent Section. Von Borstel property.
		Benton County. Pacific Hwy. West. Camp Adair-Lewisburg Section. Carlson property.
		"RELEASE OF BORROW EASEMENT". J. M. Burge property. Approved.
		PUBLIC SALE OF PROPERTY authorized as follows:
		Marion County. Pacific Hwy. South Salem-Illahee Section. Ramey property.
32961		Lincoln County. Oregon Coast Hwy. Newport-South Beach Section. File 1090-A.
		Lincoln County. Oregon Coast Hwy. Siletz Bay-Newport Section. File 3932.
		Polk County. Willamina-Salem Hwy. Buell-Mill Creek Section. File 24002.
		Lane County. Pacific Hwy. Goshen-Divide Section. Files 21237-21238.
		Jefferson County. The Dalles-California Hwy. Willowdale-Madras Section. File 26879.
		Lane County. Oregon Coast Hwy. Florence-Glenada Section. File 1141.
		Lincoln County. Corvallis-Newport Hwy. Toledo Section. File 1604.
		Lane County. McKenzie Hwy. Eugene-Springfield Section. File 9444-A.
32962		DIRECT SALE OF PROPERTY authorized as follows:
		Curry County. Oregon Coast Hwy. Port Orford-Brush Creek Section. 1,000 sq. ft. to Mr. Price.
		Multnomah County. NE Portland Secdy. Hwy. Lombard St.-Killingsworth St. Section. 500 sq. ft. to Mr. Knez.
		Lane County. Territorial Secdy. Hwy. Crow-Gillespie Corner Section. 0.95 acre to Mr. Sturtevant.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Seaside Section. Transfer of land to county approved.
		WASCO COUNTY. The Dalles-California Hwy. Seufert-Dufur Section. Transfer of stockpile site to county approved.
		LANE COUNTY. Willamette Hwy. Lookout Point Reservoir Section. "Grant of Use of Access " to SPRR approved.
32963		DESCHUTES COUNTY. Central Oregon Hwy. Pilot Butte Park Section. Option to purchase given Central Oregon College.
		WASCO COUNTY. Columbia River Hwy. Port of The Dalles. Inquiry re hwy. construction.

Page	Date 1961	Subject
32963	Jan. 27	CHIEF COUNSEL REPORTS: (Cont.)
		CONDEMNATION OF REAL PROPERTY. Authority granted.
		CONDEMNATION CASES TRIED. Counsel's report accepted.
32966		CONDEMNATION CASES SETTLED. Counsel's report accepted.
32968		CONDEMNATION CASES. Offers for property confirmed.
32973		PUC MATTERS RE HIGHWAY COMMISSION. Counsel's report approved.
32974		PROPERTY DAMAGE CLAIMS. Quarterly report on collections presented.
		ABANDONMENT OF 15 CLAIMS approved.
32976		CLAIM. Raymond & Sandra Vance. Payment through the Lincoln Adjustment Service approved.
		INSURANCE. Owners'-Landlords'-Tenants' Liability Policy renewal approved.
		MULTNOMAH COUNTY. Portland. NE Pacific Street. Vacation of portion of street authorized.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass Irrigation District. Exclusion of state land from district approved.
		MALHEUR COUNTY. Old Oregon Trail. Owyhee Irrigation District. Exclusion of state land from district approved.
		KLAMATH COUNTY. Klamath Falls Irrigation District. Counsel authorized to take action to exclude state owned property.
		EMPLOYEES LIABILITY INSURANCE. Complete coverage to be retained.
32977		TED E. BARBERA, ATTORNEY. Salary increase approved.
		REAL ESTATE APPRAISAL II COURSE. Portland. March 13-25, 1961. Selected number of persons authorized to attend course.
		ENGINEER REPORTS:
		CURRY COUNTY. Oregon Coast Hwy. Gold Beach-Brookings Section. Engineer clarifies report of inadequate cost estimates.
32978		AWARD OF CONTRACTS confirmed.
32979		CONSTRUCTION SPEED ZONES established as follows:
		Hood River County. Columbia River Hwy. MP 40.22 - MP 43.78.
		Douglas County. Pacific Hwy. MP 193.0 - MP 195.5.
		Jackson County. Crater Lake Hwy. MP 0.00 - MP 0.9.
		Jackson County. Crater Lake Hwy. MP 25.00 - MP 27.88.
		UMATILLA COUNTY. Umatilla-Mission Secdy. Hwy. Reclassified to Group I.
		GRANT COUNTY. John Day Hwy. Mt. Vernon. Beech Creek Hwy. Jct. Flashing beacon installation approved.
32980		FOREST HWY. SYSTEM. Clackamas County. Clackamas River Road. 28.5-mile section addition to system approved.
		COOS COUNTY. Cape Arago Hwy. Empire. Woolridge St. - Commercial St. Section extension approved.

Page	Date 1961	Subject
32980	Jan. 27	ENGINEER REPORTS: (Cont.)
		JACKSON COUNTY. So. Riverside Ave. (Pac. Hwy.) Medford. 9th St. - So. Central Ave. Section widening approved.
32981		SURVEYS APPROVED as follows:
		Sherman County. Columbia River Hwy. Biggs-Rufus Section.
		Jackson County. Pacific Hwy. Rock Point-7 Oaks Section.
		Jackson County. Pacific Hwy. 7 Oaks-Neil Creek Section. Revision.
		Josephine County. Redwood Hwy. Grants Pass area. "E" St. -"F" St. Connection Section. Extension.
		SHERMAN COUNTY. Columbia River Hwy. Biggs-Rufus Section. Engineer to contact County Court re objections to hwy. changes.
		FAS COUNTY FUNDS - 1962. Supplemental allocation approved
32983		GAS TAX-MOTOR VEHICLE REVENUES allocation to cities. 2nd half of 1960. Approved conditionally.
		EXTENSION OF TIME for contract acted on.
32984		CONTRACTS completed and accepted.
		FAS COUNTY ROAD SYSTEM revisions approved for 5 counties.
32985		FAS COUNTY ROAD PROJECTS approved for 3 counties.
32986		STATE TAX STREET FUND ALLOCATIONS approved.
		MARION COUNTY. Salem east. Equipment Repair Shops. Acquisition of 2 parcels of property for expansion of Shops approved.
32987		UNFINISHED BUSINESS as follows:
		Clatsop County. Tolovanna Beach. 15 MPH speed zone to be placed in effect for 1-year trial.
		Engineer and Parks Supt to investigate cost of parking space.
		SPEED ZONES ESTABLISHED as follows:
		Benton County. Alsea Hwy. Gellatly Way-Corvallis-Newport Hwy. Jct. Section.
32988		Multnomah-Clackamas Counties. Cascade Secdy. Hwy. Portland south-Gladstone north Section.
		Clatsop County. Columbia River Hwy. Svensen Road area.
		Marion County. Pacific Hwy. East access road. Salem area.
		Josephine County. Redwood Hwy. Grants Pass area.
		Clackamas County. Clackamas Secdy. Hwy. Milwaukie area.
32989		NO PARKING ZONES ESTABLISHED as follows:
		Curry County. Oregon Coast Hwy. Langlois School area.
		Jackson County. Pacific Hwy. Medford north. State Hwy. - State Police Offices area.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
32990		AASHO DUES. Payment authorized for 1961.
		ABANDONMENT RESOLUTION APPROVED as follows:
		Jackson County. Crater Lake Hwy. Trail Creek Bridge Section

Page	Date 1961	Subject
32990	Jan. 27	ENGINEER REPORTS: (Cont.)
		POLK COUNTY. Pacific Hwy. West. Rickreall Creek Bridge (old). Sale to county approved.
		UNION COUNTY. Wallowa Lake Hwy. Rhinehart Overcrossing (2nd). Easement agreement with OWRR&N and UPRR confirmed.
		HOOD RIVER COUNTY. Columbia River Hwy. Eagle Creek-Cascade Locks Section. R/W agreement with OWRR&N confirmed.
		WASCO COUNTY. Columbia River Hwy. The Dalles. Brewery Grade structure. Permit of Entry agreement with UPRR confirmed.
		JACKSON COUNTY. Pacific Hwy. 12th St.-Valley View Road Section. Agreement with Medford Irrigation District confirmed.
32991		PUC PERMITS. Schedule "B" form revisions approved.
		SECRETARY'S REPORT on papers signed approved.
		COMMISSION MEETING DATE approved.
		ENGINEER REPORTS: (Cont.)
		LANE COUNTY. Pacific Hwy. McKenzie River Bridges. Signs reading "Spores Bridge - McKenzie River" approved conditionally.
		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Test boring agreement with Portland Traction Company approved.
		LINN COUNTY. Redesignation-exchange of hwys. as follows: Corvallis-Eastside Secdy. Hwy. Portion to county. Mehama-Mill City Secdy. Hwy. Portion to county. Albany-Lyons Secdy. Hwy. Portion to county. Orleans-Lebanon County Road to be redesignated Corvallis-Lebanon State Secdy. Hwy.
32992		STANDARD PEDESTRIAN SIGNALS adopted by AASHO. Interstate Hwy. System. Oregon law to be amended to conform.
		JEFFERSON COUNTY. Madras. State Hwy. Maintenance Station. Payment of street assessment approved.
		MARION COUNTY. Woodburn. McKinley Street. Payment of street assessment approved.
		CONTRACTS. Award of contracts publicly announced.
32994		DELEGATIONS:
		HARNEY COUNTY Frenchglen Secdy. Hwy. Burns-Frenchglen Section. Hwy. improvements requested.
		WHEELER-MORROW COUNTIES. Heppner-Spray Secdy. Hwy. improvements requested.

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TABLE OF CONTENTS

Page	Date 1961	Subject
32996	Mar. 10	SECRETARY REPORTS:
		MINUTES of January 27, 1961, approved.
		ENGINEER REPORTS:
		SURVEYS APPROVED as follows:
		Grant County. John Day-Burns Hwy. Canyon City-Seneca Section. Sheep Gulch-Vance Creek Unit.
		Lane County. Mapleton-Eugene Secdy. Hwy. Wildcat Creek-Walton Section.
		Multnomah County. Pacific Hwy. West. Harbor Drive-Ash St. Connection.
		Lane County. Pacific Hwy. Cottage Grove-Divide Section.
		Malheur County. Central Oregon Hwy. Juntura-Vale Section. Harper Jct.-Burrell Ranch Unit.
32997		PARKS SUPT. REPORTS:
		MULTNOMAH COUNTY. Rooster Rock State Park Concession Privileges awarded to Mr. Otho A. Jones.
		CLATSOP COUNTY. Fort Stevens State Park Concession Lease. No bids received.
		HOOD RIVER COUNTY. Koberg Point area. Designation as "Koberg Beach Wayside" approved.
		CLATSOP COUNTY. Ecola Park damage. Report presented re extent of damage.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MISCELLANEOUS SALES AND RENTALS REPORT accepted.
32998		ACCESS CHANGES approved as follows:
		Sherman County. Sherman Hwy. Grass Valley-Kent Section. Baker property.
		Marion County. North Santiam Secdy. Hwy. Detroit-Niagara Section. Dunbar-Morris property.
		Curry County. Oregon Coast Hwy. Cape Sebastian-Myers Creek Section. Walker property.
		PUBLIC SALE OF PROPERTY authorized as follows:
		Linn County. Pacific Hwy. Albany-Judkins Pt. Section. Vannice-Quimby properties.
		Multnomah County. Columbia River Hwy. Willamette River-42nd Ave. Section. File #26467.
32999		Coos County. Oregon Coast Hwy. North Bend-Coos Bay Section. File #9486-#9524.
		Josephine County. Pacific Hwy. Grants Pass Interchange Section. File #23318.
		Multnomah County. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. File #27272.
		DIRECT SALE OF PROPERTY authorized as follows:
		Klamath County. Klamath Falls-Malin Hwy. Pelican City-South 6th St. Section. 38 acres to County.

Page	Date 1961	Subject
32999	Mar. 10	RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		Josephine County. Williams Secdy. Hwy. Stockpile site. Lease agreement with County approved.
		Morrow County. Columbia River Hwy. Boardman Jct. - Irrigon Section. Trust agreement with BPA approved.
33000		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY. Authority granted.
		CONDEMNATION. Curry County. Oregon Coast Hwy. Hunter Creek-Myers Creek Section. Walker property.
		CONDEMNATION CASES TRIED. Report accepted.
33002		CONDEMNATION CASES SETTLED. Report accepted.
		CONDEMNATION CASES. Offers for property confirmed.
33009		PUC MATTERS RE HIGHWAY COMMISSION. Report approved.
33010		ABANDONMENT OF 17 CLAIMS approved.
33011		JACKSON COUNTY. Sams Valley Secdy. Hwy. Gold Hill NE. Straus fire damage case. Counsel reports.
		LANE COUNTY. Eugene. 15th Ave. East. Vacation of portion of street approved.
		BAKER COUNTY. Baker. Rand Bldg. Resident Engineer's office. Cal-Pac Utilities Co. water damage claim approved.
		JACKSON COUNTY. Green Springs Hwy. Siskiyou Hwy. Jct. Claim against L. M. Dent. Compromise settlement authorized.
		DAMAGE CLAIMS. Counsel authorized to take legal action.
33012		ELMER HYPPA CASE. Report accepted.
		LEONARD I. LINDAS, CHIEF COUNSEL, reappointed.
		ENGINEER REPORTS: (Cont.)
		AWARD OF CONTRACTS confirmed.
		HARNEY COUNTY. Frenchglen Secdy. Hwy. FAS & State funds to be used on hwy. improvement project.
33013		CONSTRUCTION SPEED ZONES established as follows: Morrow-Umatilla Counties. Columbia River Hwy. Lane County. Pacific Hwy. Goshen-Coast Fork Section. Jackson County. Rogue River Hwy. Homestead Overcrossing area.
		LOAD LIMITS as follows: Douglas County. Elkton-Sutherlin Secdy. Hwy. MP 4.22 - MP 7.09. Placed 2/17/61. Removed 2/24/61.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton. Hocken St. Jct. Traffic signal approved conditionally.
		MULTNOMAH COUNTY. Pacific Hwy. (Interstate Ave.) Portland. Traffic signals revision at 9 jcts. approved.
33014		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Shattuck Road Jct. Installation of traffic signal approved.
		MULTNOMAH COUNTY. Mt. Hood Hwy. SE 112th Ave. Jct. Installation of flashing beacon approved.
		MULTNOMAH COUNTY. Portland. Grand Ave. NE Everett St. -NE Holladay St. Section. Release to City Commission's interest in lighting system approved.

Page	Date 1961	Subject
33014	Mar. 10	ENGINEER REPORTS: (Cont.)
		MALHEUR COUNTY. Owyhee Reservoir Access Road. Improvement of road to be investigated.
33015		COOS COUNTY. Oregon Coast Hwy. Bandon. Michigan Ave.-Grand Ave. Section improvement approved conditionally.
		UMATILLA COUNTY. Columbia River Hwy. Umatilla east. 4 viewpoints. Agreement with US Engineers approved.
		EXTENSION OF TIME for contract acted on.
		CONTRACTS completed and accepted.
33016		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-east Section. Acquisition of r/w discussed.
		HOOD RIVER COUNTY. Hood River. 2nd St. Spur Extension. Request for 1-block extension denied.
		LANE COUNTY. Pacific Hwy. Coast Fork Willamette-Divide Section. Throughway agreement approved.
		FAS COUNTY ROAD PROJECTS approved for 6 counties.
33018		NO PARKING ZONES ESTABLISHED as follows:
		Clackamas County. Cascade Secdy. Hwy. MP 14.12 - MP 14.33.
		Polk County. Willamina-Salem Hwy. MP 21.41 - MP 21.67.
		Washington County. Scholls Secdy. Hwy. MP 11.88 - MP 12.04.
		Clackamas County. Pacific Hwy. East. MP 7.95 - MP 8.00.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
33019		MARION COUNTY. North Santiam Secdy. Hwy. (old). SPRR Crossing.
		MARION COUNTY. North Santiam Secdy. Hwy. (old). Aumsville SPRR Crossing. Change of grade agreement with City approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. North Clackamas Overcrossing widening. Agreements with SPRR approved.
		YAMHILL COUNTY. Salmon River Hwy. McMinnville By-pass Section improvement. Agreements with SPRR approved.
		UMATILLA COUNTY. Old Oregon Trail. Emigrant Springs State Park. Installation of historical marker approved.
33020		SECRETARY REPORTS:
		VOUCHER LISTS TABULATION. January 23-March 3, 1961. Approved.
		COMMISSION MEETING DATES approved.
		ENGINEER REPORTS: (Cont.)
		COOS COUNTY. North Bend. Maintenance Station. Payment of street assessment approved.
		PIPE LINE PERMITS REVISION approved.
		KLAMATH COUNTY. Klamath Falls. Eastside By-pass. Construction agreement with County Court approved.

Page	Date 1961	Subject
33021	Mar. 10	ENGINEER REPORTS: (Cont.)
		INCREASE IN PROJECT AUTHORIZATION approved for contract #5492.
		ABANDONMENT RESOLUTION approved as follows: Jackson County. Crater Lake Hwy. Trail Creek Bridge Section.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange-Stadium Freeway Section. Construction plans discussed.
		DELEGATIONS PROBLEMS discussed.
		MULTNOMAH COUNTY. Stadium Freeway Section. St. Helens Hall. Appraisal valuation discussed.
33022		CONTRACTS. Award of contracts publicly announced.
33024		HIGHWAY CONSTRUCTION FUNDS. Available funds obligated until July 1, 1961.
		MORROW-WHEELER COUNTIES. Heppner-Spray Secdy. Hwy. project to be considered for Forest Hwy. Program.
33025		ACCOUNTING REPORTS:
		HIGHWAY FUNDS. Status report given.
		TRAVEL INFORMATION REPORTS:
		LEGISLATIVE RE-ORGANIZATION BILLS. Status report given.
		PARKS SUPT. REPORTS: (Cont.)
		LEGISLATIVE BILL to provide $25,000 matching funds for statewide study of parks-recreational developments discussed
		TRAVEL INFORMATION:
		CARL JORDAN, DIRECTOR, complimented on presentation of material at Governor's Conference.
		AGREEMENTS and other papers signed.
		DELEGATIONS:
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pilot Rock. NW Birch St. Jct. Request for traffic signal installation.
33026		WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. Hwy. improvements requested.
33027		LEGISLATIVE MATTERS:
		STATISTICS AND INFORMATION FOR LEGISLATURE. Procedure discussed.
		CLATSOP COUNTY. Astoria Interstate Bridge (proposed). Washington Legislature bill discussed.
		DELEGATIONS: (Cont.)
		JOHN DAY HIGHWAY. Improvements requested.
		BEECH CREEK SECDY. HWY. designation as permanent route of US395 requested.

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Salem, Oregon
April 21, 1960

The Oregon State Highway Commission met in regular session at 10 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the special meeting held February 25, 1960, and of the regular meeting on March 10 and 11, 1960.

The State Parks Superintendent reported on the following park matters:

Gift of 3.57 acres of land from Idaho Power Company to be used as a part of Farewell Bend State Park along the Snake River: The Parks Superintendent stated that the land is on the upstream side of the park and can be utilized for swimming. Swimmers now use the boat-launching area which creates a hazardous condition. Upon his favorable recommendation, the Commission accepted the land from the Idaho Power Company and instructed that an appropriate letter of thanks be sent to them.

Request of Corps of Engineers, U.S. Army, to include a boat-launching ramp and a floating foot bridge in the inventory of the area leased from them at Hat Rock State Park: The Army Engineers in making improvements to the channel and grounds at the park also constructed a wood boat landing and one floating foot bridge 4 feet wide and 200 feet long. In order to clear their records, the Parks Superintendent stated, they have asked that the State accept these facilities as a part of the Park, and he presented a form entitled "Supplement No. 1 to Inventory and Condition Report" which he recommended be approved. The Commission approved and later signed the "Condition Report".

Agreement with Oscar G. Rollins of Cove to graze stock on 50 acres of land in Catherine Creek State Park in Union County: The Parks

Superintendent explained briefly that a 10-year lease had been granted to Mr. Royal Wilde in June, 1949, one of the conditions being that he construct a fence to keep stock out of the area used for park purposes. This lease has expired and Mr. Wilde has sold his holdings to Mr. Rollins who has requested a lease in the same area and under the same terms as the previous lease. The only difference in the lease, the Parks Superintendent continued, is a provision that it is to remain in effect as long as the arrangement is satisfactory or until the State needs the property, and that either party can terminate the lease upon 30 days notice. Based upon his favorable recommendation, the Commission approved the lease.

Request from Mr. Jack Flaucher to install telescopes on the handrail around the patio of the Depoe Bay building on the Oregon Coast Highway in Lincoln County: The Parks Superintendent stated that there has been considerable demand by the public for these facilities and he recommended that Mr. Flaucher, the concessionaire, be allowed to make the installation. The recommendation was approved by the Commission.

Report of negotiations with Portland General Electric Company regarding re-establishment of The Cove Palisades State Park on the Deschutes River in Jefferson County: The Parks Superintendent commented briefly that the Electric Company has agreed to pay for the cost of preliminary planning based on an estimate furnished them by the Parks Division. In connection with this and at their expense, several test holes are being drilled at proposed relocation sites to determine type of soil and stability of the sites against sliding. Also, there is the possibility that the test holes may be used for a water supply if underground water is found. Chairman McIver inquired as to when it is contemplated that the park facilities will need to be moved. The Parks Superintendent replied that it would be at least two years or whenever the dam is completed. Commissioner Fridley inquired as to the availability of electric power at the proposed relocation areas. The power line, the Parks Superintendent stated, is located at the edge of the existing park and it was his opinion that power would be easily obtained at any of the proposed sites. The Commission accepted his report.

Concerning negotiations for acquisition of Sea Lion Caves on the Oregon Coast Highway in Lane County, the Parks Superintendent stated that a meeting had been held with the owners of the Caves, and although they had not stated an asking price, they had indicated that they would state their price in the near future. Another meeting with them has been set for the early part of May and it was his opinion that they might submit an asking price at this meeting. The Commission took no action other than to request that negotiations be continued at least until the owners had indicated the amount they want for the property.

A brief oral report was made by the Parks Superintendent concerning meetings which have been held recently with the Parks Advisory Committee. Progress, he stated, has been made in setting up committees for local study, particularly in the western counties.

The Right of Way Engineer presented for consideration options (pages 1 through 53) secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960". Upon inquiry from Chairman McIver the Right of Way Engineer also outlined the status of property acquisition on several projects in Portland and in other parts of the state.

The Property Manager's report covering sales of miscellaneous properties and changes in rental status was presented by the Right of Way Engineer. He mentioned briefly that miscellaneous sales made since the last meeting amounted to $31,483.50, and that total rental receipts for March, 1960 amounted to $12,072. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to sell several parcels of property which are no longer required for highway purposes. Each parcel of property, he stated, has been carefully appraised to determine its value, and access has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. In some instances advertising sign restrictions are to be imposed where required by Commission policy. The Commission authorized public sale of the following parcels of property and thereupon adopted resolutions, marked Exhibits "B-1" through "B-9", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960":

(a) 26,851.23 square feet of land from the former McCurdy property, File No. 25929, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $12,500, without access to the Pacific Highway and subject to a permanent easement to maintain a drainage facility. An advertising sign restriction will be imposed. See Exhibit "B-1".

(b) 21,904 square feet of land from the former Bell property, File No. 22734, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $6,000, without access to the Pacific Highway and subject to the imposition of an advertising sign restriction. See Exhibit "B-2".

(c) 0.55 acre of land from the former Thorkelson property, File No. 25006, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $7,500 and without access to the Pacific Highway. See Exhibit "B-3".

(d) Two parcels of land containing 9 acres from the former Doll property, File No. 14944, on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County, for a minimum consideration of $3,000 and without access to the Oregon Coast Highway. See Exhibit "B-4".

(e) 4.2 acres of land from the former Thomas property, File No. 18649, on the Tigard-Newberg Section of the Pacific Highway West in Washington County, for a minimum consideration of $4,000 and with one point of access 25 feet in width and unrestricted as to use. See Exhibit "B-5".

(f) 1.55 acres of land from the former Johnson property, File No. 18471, on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, for a minimum consideration of $1,525 and without access to the Corvallis-Newport Highway. See Exhibit "B-6".

(g) 0.55 acre of land from the former Oppenlander property, File No. 24403, on the Hillsboro-Forest Grove Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $2,500 and with two points of access each 25 feet in width and unrestricted as to use. See Exhibit "B-7".

(h) 1.13 acres of land from the former Harmon property, File No. 18271, on the Salem By-pass Section of the Pacific Highway East in Marion County, for a minimum consideration of $1,000, without access to the Pacific Highway and subject to an advertising sign restriction. See Exhibit "B-8".

(i) 0.93 acre of land from the former McCoy property, File No. 20568, on the Deception Creek-Oakridge Section of the Willamette Highway in Lane County, for a minimum consideration of $750 and without access to the Willamette Highway.

(j) 1.32 acres of land, File No. 8862, on the Eugene Section of the Pacific Highway in Lane County for a minimum consideration of $37,500, with two points of access to West 7th Street and two points of access to West 6th Street. These access points are to be 25 feet in width and unrestricted as to use. See Exhibit "B-9".

Several "Indentures of Access" pertaining to changes in accesses to highways were presented by the Right of Way Engineer. These indentures, he stated, are routine in nature and are proposed for the safety of the traveling public and the convenience of the owners. No additional access is being granted, except as noted. The Commission approved the following "Indentures of Access":

(a) File 25920, Anderson property on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

(b) File 27529, Eggers property on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

(c) File 25913, Zehner property on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

(d) Files 13904-13905, O'Keefe property on the Salem-Hayesfille School Section of the Pacific Highway in Marion County. Three points of access, 25 feet in width and unrestricted as to use, are to be canceled and two points of access 40 feet in width at new locations and unrestricted as to use are to be granted in lieu thereof.

(e) File 25517, Caughell property on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County, to correct an error in the records as to location of the accesses and to relieve the Highway Department of responsibility for maintenance of the approach.

(f) File 16880, Coos-Curry Electric Cooperative, Inc. property on the Cedar Point-Coquille Section of the Oregon Coast Highway in Coos County, for change of location and substitution of an approach 50 feet in width in lieu of one 25 feet in width, restricted to non-commercial use.

(g) File 18692, Hill property on the Tigard-Newberg Section of the Pacific Highway West in Washington County, for change of location and substitution of a 40-foot access, unrestricted as to use, in lieu of a 25-foot access, unrestricted as to use.

(h) File 22964, Bennett property on the S. E. Flavel Street-S. P. Company Overcrossing Section on the Cascade Highway in Clackamas County, for cancellation of two points of access 25 feet in width and unrestricted as to use and substitution of one point of access 50 feet in width unrestricted as to use.

(i) File 11971, Walton property on the Broadway Street Connection Section of the Pacific Highway in Lane County, allowing one point of access 25 feet in width and unrestricted as to use in lieu of one point of access 12 feet in width restricted to private uses. (This change conforms to the Highway Commission Resolution of July 31, 1958 allowing certain changes in access uses.)

(j) File 18841, Bonneville Power Administration on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County, for transfer of an access at Engineer's Station 95+65 to Station 92+30 and joint use by Kaiser Gypsum Company. This action cancels and is to be substituted for Road Approach Permit No. 3321 granted August 14, 1952.

A "Bargain and Sale" Deed was presented by the Right of Way Engineer reconveying to Mr. and Mrs. John Weisz a parcel of land on the Willamette River-Hayesville Section of the Pacific Highway in Marion County. He explained that, through an error in description, the original deed to the State had encompassed almost double the amount of property that was intended to be purchased. The deed to the Weisz' is to return the excess property to them and to relinquish a temporary easement for a detour road. He also pointed out that the owners have been in possession of the land being returned to them and the fence line was constructed properly; also, that no compensation had been paid to the owners for the property being returned. The Commission approved the deed.

Authority was requested by the Right of Way Engineer to make direct sales on the following parcels of property which are no longer required for highway use:

(a) File 24067, from the former Jacobsen property on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, Coos County, 0.72 acre of land to Myrtle Crest Memorial Gardens for the sum of $100, without access to the Coos Bay-Roseburg Highway.

(b) File 11977, from the former Stewart property on the East Broadway-Ferry Street Bridge Section of the Pacific Highway in Lane County, 397 square feet of land to C. G. Summers for the sum of $500, without access restriction.

(c) File 30455, from the former Barnes property on the Pilot Butte Park Section of the Central Oregon Highway in Deschutes County, approximately 15 acres to School District No. 1, Deschutes County, for $25 per acre, without access to the Central Oregon Highway.

(d) File 24399, from the former Inkley property on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, 2,400 square feet of land to Mr. E. J. Buerke for the sum of $150, without access to the Tualatin Valley Highway.

(e) File 20568, from the former McCoy property on the Deception Creek-Oakridge Section of the Willamette Highway in Lane County, 0.8 acre to Vernon Hall for the sum of $400, without access to the Willamette Highway.

In recommending these parcels of property for direct sale, the Right of Way Engineer explained that in each case the value of the property is small, that the property is surrounded, or nearly so, by property owned by the purchaser and the value of the property being sold has been determined by an impartial appraisal. The Commission approved the sales as presented.

Consideration was given to a quitclaim deed presented by the Right of Way Engineer returning to Coos County 5.6 acres of land on the Davis Slough-Bandon Section of the Oregon Coast Highway. He explained that the property had been acquired from Coos County for a road connection near Beaver Hill Lookout and $84 had been paid to the County for the land. The County objected to the alignment of the connection, requested that it be changed and offered to provide the right of way. As the original purchase is now excess property the County has asked that it be returned to them and they have refunded the money paid for the land ($84). He recommended that the 5.6 - acre parcel be deeded back to the county. The Commission approved the transfer of the property.

The Commission also considered a "Grant of Easement" to Multnomah County across property adjacent to highway right of way which was acquired in fee for a channel change in Fanno Creek. The Right of Way Engineer explained that the easement is necessary to satisfy a Federal Government regulation pertaining to Federal financial participation in the cost of right of way for sewer projects in counties. The usual pipe line permit will cover the pipe line across the highway right of way, he added. Following his favorable recommendation the Commission approved the easement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. After careful consideration the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions marked Exhibits "E-1" through "E-14", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation" dated April 21 and 22, 1960, and "Supplemental Recommendations for Condemnation" dated April 21 and 22, 1960, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

Concerning right of way acquisition procedure Chairman McIver inquired if ample time is being allowed for contacts with property owners before condemnation actions are filed. Commissioner Jackson also inquired if property owners are advised at an early date of the intent of the Highway Department to acquire their property for highway purposes. The Right of Way Engineer replied that contacts are made with property owners as soon as possible and negotiations are conducted until it is

apparent that a settlement cannot be reached or until the imminence of construction makes the filing of condemnation necessary in order to allow the contractor to proceed. He also stated that letters are forwarded to the property owners advising them that it will be necessary to acquire their property. Negotiations are often delayed because of absentee owners.

A written report was presented by the Chief Counsel concerning condemnation cases which have been tried in court from March 11 to April 15, 1960. He commented briefly on the following cases:

REPORT OF CONDEMNATION CASES TRIED

March 11, 1960 to April 15, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3367 Milliken, et al	Clackamas	Cascade	Hilda Street-Beaver Creek Road	$ 8,850	$30,000	Court granted involuntary nonsuit. Case to be refiled.
L-3218 Braim-bridge	Douglas	Elkton-Sutherlin	Elkton-Kellogg	1,000	3,000 and cattle pass	$ 5,000
L-3408 Kendrick, et al	Hood River	Columbia River	Cascade Locks-Viento	1,175	17,500	5,930
L-2933 Hartsook, et ux	Jackson	Medford-Provolt	Main Street-8th Street	100	1,250	550
L-3438 Parker, et ux	Lincoln	Siletz	Cedar Creek-Chitwood Creek	180	5,000	1,000 (Appeal is pending)
L-3395 Ralston, et ux	Multno-mah	Pacific	Hamilton Street-Slavin Road	1,000	10,000 (Answer)	2,000
L-3400 Van Horn, et al	Multno-mah	Pacific	East Bank Freeway	48,615	90,000 (Answer)	73,000 (Appeal is pending)
L-3094 Shields, et al	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	3,460	4,500 and farm crossing	6,750

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3335 Stanton, et al	Hood River	Columbia River	Cascade Locks-Viento	$ 150	$16,500	$1,000

REPORT OF TRIAL OF OTHER CASES

Case: L-3434
Plaintiff: Harold Donald Christy
Defendant: State of Oregon, et al
County: Klamath
Cause of Action: Personal injury caused by slipping on oily floor of Maintenance Shop when delivering material.
Demands of Plaintiff: $75,000 general plus $2,035 special damages
Verdict: Demurrer interposed in behalf of State Highway Commission upheld.

Case: L-1774
Plaintiff: Sam D. Rawson
Defendant: F. L. Somers
County: Jefferson Case No. 1405
Cause of Action: Suit by Rawson to enjoin State's contractor from removing cinders in a State Park.
Demands of Plaintiff: Restraining Order and quieting title
Verdict: Order of Dismissal

The Commission accepted the report. (For additional details see the Chief Counsel's letter dated April 14, 1960 entitled "Report of Cases Tried" in the General Files in Salem.)

The Chief Counsel pointed out that a review of the cases tried indicate that a reversible error was committed by the Court on about four of the cases on which unfavorable rulings were made. He recommended that the Commission authorize him to appeal these cases to the Supreme Court. The Commission approved his recommendation.

The Chief Counsel stated that in the case of the State of Oregon vs. Thomas Johnson, et al, File No. R-28310, L-3432, there is no longer necessity for acquiring the property for which authority to condemn had

been granted previously. This situation, he added, has come about because of a change in plans involving the Johnson property on the East-bank Freeway Section of the Pacific Highway in Multnomah County. Although a condemnation complaint was filed, the State has not taken possession of the property, and he recommended that the action be dismissed. The Commission accepted his recommendation by adopting a resolution, marked Exhibit "E-15", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

The Commission also considered and accepted a written report submitted by the Chief Counsel of cases which have been settled out of court, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30199 Morss, et al	Benton	Pacific West	Camp Adair-Lewisberg	$ 1,065	$ 1,470
R-28939 Henderson, et ux	Klamath	The Dalles-California	Klamath Falls By-pass	1,500	2,000
R-25312 Huntington, et al	Lane	Pacific	Albany-Judkins Point	20,175	22,500
R-26451 Sudtell, et al	Linn	Pacific	North Jefferson Jct.-Albany	270	400
R-28252 Ralston, et al	Multnomah	Pacific	East Bank Freeway	23,825	14,000
R-28342 T.&S.Realty Co., et al	Multnomah	Pacific	East Bank Freeway	102,250	112,500
R-28187 Duncan, et ux	Douglas	Elkton-Sutherlin	Elkton-Kellogg	1,000	1,750
R-26384 Bitar, et al	Multnomah	Cascade	Alberta Street	47,000	50,000 (Verdict by Jury)

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29013 Graffis, et al	Jackson	Pacific	Grants Pass-Rock Point	$ 16,140	$ 23,500
R-29953 Crafton, et al	Crook	Paulina	Lost Creek-Camp Creek	2,119	2,119
R-28955 Struss, et ux	Deschutes	McKenzie	Sisters-Deschutes River	324.50	700
R-25316 Bonnett, et al	Lane	Pacific	Albany-Judkins Point	16,000	19,200
R-29927 Stump, et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	10,900	11,500

In connection with these settlements, the Chief Counsel commented that the amounts of settlements are very close to appraised values and are eligible for federal participation. (For additional details see the Chief Counsel's letters dated April 14 and April 20, 1960, entitled "Report of Cases Settled" and "Supplemental Report of Cases Settled" in the General Files in Salem.)

Regarding the settlement of the case of Martha Lea Vance, et al, L-3327, R-28475, for property on the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County, the Chief Counsel advised that negotiations had been conducted with the owners on the basis of acquiring their property without access control whereby the offer would be $100, or with access control an offer of $2,075. Although he had informed the owners' attorney that he would recommend the $2,075 settlement, it has now developed that there is no necessity to acquire the property with access control; therefore, he recommended that the $2,075 offer be withdrawn and he be granted authority to attempt to settle on the basis of no access control to the property. The Commission approved his recommendation.

The Chief Counsel brought to the Commission's attention a proposed settlement in the case of State vs. Leif Knutsen, et al, File L-3304, for property on the Cascade Locks-Viento Section of the Columbia River

Highway, Hood River County. He advised that although the State had offered $500 and the owners demanded $20,000, the owners were now willing to settle for $1,000. In view of the fact that this property is adjacent to the Joe Stanton property, File L-3352, listed above under "Report of Condemnation Cases Tried", on which a verdict in the amount of $1,000 was rendered, he recommended that the Commission accept this $1,000 settlement. The Commission accepted his recommendation.

The Chief Counsel stated that he has no report of cases pending.

For the Commission's information, the Chief Counsel reported that he had received a communication from the Village Shops, Inc., located at the Murray Road Interchange on the Sunset Highway, Multnomah County, in which they advise they intend to file suit against the State unless the State negotiates with them for a settlement resulting from the closure of Murray Road and the filling of the overpass.

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with a resolution adopted December 20, 1951. The Commission confirmed the following offers:

Lost Creek-Camp Creek Unit, Post-Paulina Section of the Paulina Highway

R-26036 - Orval Glenn Butler, et al. Parcel No. 1: 13.2 acres for right of way purposes; and Parcel No. 2: 0.76 acre for temporary easement. Offer of $1,690 approved by Mr. Fridley March 25, 1960.

R-28534 - Hudspeth Land and Livestock Company, et al. Parcel No. 1: 1.45 acres for right of way purposes; Parcel No. 2: 7.2 acres for right of way purposes; and Parcel No. 3: 4.53 acres for right of way purposes. Offer of $1,000 approved by Mr. Fridley April 20, 1960.

R-29952 - L. V. Smart, et al. Parcel No. 1: 14.95 acres for right of way purposes; Parcel No. 2: 9.34 acres for material source; and Parcel No. 3: 0.07 acre for temporary easement. Offer of $3,615 approved by Mr. Fridley March 25, 1960.

R-29953 - Dale T. Crafton, et al. 18.5 acres for right of way. Offer of $2,120 approved by Mr. Fridley March 25, 1960.

East Bank Freeway Section of the Pacific Highway

R-29125 - Forbes King, et al. 10,000 square feet for right of way. Offer of $7,500 approved by Mr. McIver April 15, 1960.

Woodburn-Aurora Section of the Pacific Highway East

R-30335 - Lester A. Will, et ux. 1.58 acres for scale site. Offer of $2,350 approved by Mr. McIver April 12, 1960

Woodburn-Aurora Section of the Pacific Highway East - Cont.

R-30339 - Lyle L. Hill, et ux. Parcel No. 1: 0.04 acre for scale site; and Parcel No. 2: 0.03 acre for slope easement. Offer of $255 approved by Mr. McIver April 13, 1960.

Harbor Drive-Barbur Boulevard Section of the Pacific Highway

R-30425 - Ethel Kent Schoellhorn, et al. 1,500 square feet for right of way purposes. Offer of $750 approved by Mr. McIver March 14, 1960.

Grants Pass-Rock Point Section of the Pacific Highway

R-30620 - Frances Elizabeth White, et vir. Parcel No. 1: 48.8 acres for park purposes; and Parcel No. 2: 13.3 acres for park purposes. Offer of $27,250 approved by Mr. Jackson April 8, 1960.

The Commission considered and accepted a written report presented by the Chief Counsel concerning orders issued by the Public Utility Commissioner in which the State Highway Commission has been a party. The report is summarized as follows:

PUX 342: Elm Street Grade Crossing of the tracks of the Union Pacific Railroad in Hermiston. The crossing is not on any street under the jurisdiction of the Highway Commission and no objection was made to the issuance of the proper order.

PUX 348: John Day Dam Temporary Overcrossings on the Columbia River Highway in Sherman County. This matter arose upon application of the U. S. Corps of Engineers and construction will be handled by them without cost to the State. After construction the State is to provide all ordinary and routine maintenance.

PUX 351: Fourth Street Grade Crossing in Cottage Grove. This street is not under jurisdiction of the Highway Commission and no objection was made to the issuance of the proper order.

PUX 354: Millersburg County Road Grade Crossing in Linn County. This road is not under the jurisdiction of the Highway Commission and no objection was made to the issuance of the proper order.

PUX 362: Springfield Junction Grade Crossing by tracks of Southern Pacific Company in Lane County. The road being considered is not under jurisdiction of the Highway Commission and no objection was made to the issuance of the proper order.

A quarterly report of property damage claims was submitted by the Chief Counsel who pointed out briefly that during the period from January 1 through March 31, 1960, $10,561.15 had been collected and that fifteen claims totaling $1,740.19 had been abandoned as being uncollectible. The Commission accepted the report.

Authority was requested by the Chief Counsel to file suit for damages against Joan E. Dyson, Portland, for damages caused by her to a State-owned vehicle driven by Charles G. Peterson on November 14, 1958. He explained that the State vehicle had been struck from the rear by Miss Dyson's car, causing damages in the amount of $183.91. As Miss Dyson did not have insurance her driving license and registration privileges were suspended and she deposited with the Director of the Motor Vehicle Department the sum of $183.91. As the liability seems to be clear in this case, the Chief Counsel requested authority to institute suit to recover the amount deposited with the Director of the Motor Vehicle Department. The Commission granted the authority.

Re-employment of William A. Mansfield as an attorney in the Legal Division was requested by the Chief Counsel. Mr. Mansfield, he stated, is not satisfied with living conditions in Washington, D. C., and has requested re-employment in Oregon. At the present time there is a vacancy in the legal staff caused by the resignation of Mitchell Crew. Upon the favorable recommendation of the Chief Counsel, the Commission approved re-employment of Mr. Mansfield at a salary of $685 a month, with the understanding that he is to report for work August 1, 1960.

Authority was requested by the Chief Counsel and granted by the Commission to take necessary action to evict the tenants and obtain possession of properties acquired under File No. 28583 on the East Bank Freeway Section of the Pacific Highway and File No. 29655 on the North Minnesota Section of the Pacific Highway, both in Portland.

The Chief Counsel brought up the matter of a withholding by the United States of America in the amount of $1,554.72 which is due the State Highway Department for work performed under Federal Contract No. DA35-026-eng-20358 for relocation of a portion of the Columbia River Highway because of The Dalles Dam project. The US Army Corps of Engineers under specific instructions from the Comptroller General of the United States deducted the sum of $1,554.72 from an invoice submitted for payment, contending that this amount is due the Federal Government as a refund for state motor vehicle fuel taxes. It was his opinion that the deduction is not a valid one. The Commission authorized the Chief Counsel to proceed with such action as may be appropriate to recover this amount from the United States Government.

Forfeiture of the rights of purchasers of buildings or structures who have failed to remove the same from State's property within the

specified time was requested by the Chief Counsel. He explained briefly that in some instances buildings acquired with right of way purchases have been sold for salvage purposes, but the purchasers have taken no action to remove the buildings after salvaging the contents. Specifically, he requested authority to take legal action against the following located on the East Bank Freeway Section of the Pacific Highway in Portland: William H. Casey, apartment building, File No. R-28308; D. E. Wallace, office building, File No. R-28286; and D. E. Wallace, building, File No. R-28285. In discussing this matter the feasibility of requiring purchasers of such buildings to furnish a bond was discussed. Commissioner Jackson pointed out that unless the bidder is definitely required to remove the building he has an advantage over another purchaser who actually intended to remove the building as reflected in the amount of his bid, and if the State has to demolish the building, the State is the one which would lose. After some further discussion the Commission granted the Chief Counsel's request, and ordered that in the future purchasers of such buildings be required to furnish adequate bond.

A report on compromised claims was submitted by the Chief Counsel who explained that because of inadequate evidence , out-of-state residence, and possible contributory negligence on the part of a State employee, it was deemed advisable to accept lesser amounts than had been first demanded. The Commission approved the following compromised claims:

(1) CAO 57-43, Leon E. Lawson; $343.26 claim compromised and settled for $200.

(2) CAO 59-293, Edward Bullman; $78.80 claim compromised for $39.90.

(3) CAO 59-48, SS Saint Gregory; $1,681.82 claim compromised for $840.91.

(4) CAO 59-232, Hudson & Callahan Logging Company; $401.19 claim compromised for $300.

The Engineer reported that he had made awards of contracts which had been referred to him to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of and the Commission confirmed his award of the following contracts:

(1) Construction of the 82nd Avenue and Hassalo Street Connections to Columbia River Highway (Banfield Freeway) in Portland, Multnomah County. Bids received March 1, 1960. Contract awarded March 15, 1960 to Warren Northwest, Inc., Portland, low bidder.

(2) Grading and construction of three concrete structures on Evans Creek-Homestead Section of Pacific Highway, Jackson County. Bids received March 1, 1960. Contract awarded March 21, 1960 to Roy L. Houck Sons' Corporation, Salem, low bidder.

(3) Grading and base on North Unit, Pittsburg-Spitzenberg Section of Pittsburg-Scappoose Road, Columbia County. Bids received March 1, 1960. Contract awarded March 28, 1960 to C. C. Meisel, McMinnville, low bidder.

(4) Myrtle Point-Powers Rock Production Project on Coos-Bay-Roseburg and Powers Highways, Coos County. Bids received March 1, 1960. Contract awarded March 28, 1960 to Dolan Construction Company, Portland, low bidder.

(5) Grading, oiling and bridge construction on West Unit, Camp Creek-Paulina Section of Paulina Highway, Crook County. Bids received March 1, 1960. Contract awarded March 30, 1960 to Stanley Wilt, Corvallis, low bidder.

The placement of reduced load limits on two highways was reported by the Engineer. He explained that frost leaving the ground has softened the sub-grade so that normal loads cannot be hauled without undue damage to the highways. The Commission confirmed the placement of a reduced load limit allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles on the following sections of highways:

(1) Weston-Elgin Secondary Highway No. 330 from M.P. 8.0 (8 miles east of Weston) to M. P. 37.50 (2.8 miles west of Elgin), effective 8 a.m., March 28, 1960.

(2) Crane-Scotts Butte Secondary Highway No. 442 from M.P. 56.2 (28 miles southeasterly from Crane) to M. P. 65.7 (at the junction of the road to Folly Farm), effective 8 a.m., March 21, 1960.

The Engineer discussed with the Commission bids for highway construction received in Salem on March 29 and April 19, 1960. Award of contracts was deferred until 2 p.m.

Establishment of a temporary construction speed zone was reported by the Engineer. He explained that the Menasha Plywood Corporation will be constructing channelization for a new access road leading from US 101 to its new plant north of North Bend. Construction is scheduled to begin April 25, and for the protection of the travelling public he recommended establishment of a 35 mile-per-hour speed zone between M.P. 232.44 and M.P. 233.26 on the Oregon Coast Highway in Coos County. The Commission approved the speed zone.

Consideration was given to a request made by Mr. A. L. Draper, President of the Umatilla Chamber of Commerce, for the installation of flashing beacons at the junction of the Columbia River Highway (US 730) and the road to the Umatilla Bridge, and at the junction of the Columbia River Highway and the Umatilla-Stanfield Highway. The Engineer stated that a traffic engineering investigation had been made and the facts determined in this investigation did not warrant the installation of a flashing beacon at the junction of the Columbia River Highway and the road to the Umatilla Bridge,and he recommended that the request be denied. Concerning conditions at the junction of the Umatilla-Stanfield Highway, however, because of the physical characteristics and the accident rate, it appeared that a flashing beacon should be installed, the estimated cost being $800, and he so recommended. The Commission accepted his recommendations.

The Commission also considered a report made by the Engineer concerning traffic hazards at the intersection of Oak Street (ORE 35) and Second Street in the City of Hood River. The traffic engineering investigation,which was made at the request of the City of Hood River, indicated that a flashing beacon should be installed at this intersection with flashing amber to Oak Street and flashing red to Second Street. He recommended that the beacon be installed at an estimated cost of $900, with the understanding that the City of Hood River is to provide all future maintenance and power costs. The Commission approved the installation as recommended.

Completion of a number of surveys for realignment of state highways was reported by the Engineer. He explained that in each instance careful engineering consideration had been given in order to provide the best possible highway facility for the travelling public commensurate with the cost involved. Based upon his favorable recommendation, the Commission approved the following surveys by adopting resolutions, marked Exhibits "F-1" through "F-3", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960":

(1) Hanley Ranch-Forest Boundary Section of the Lake of the Woods Highway in Jackson County, Drawing No. 1R-3-1265. See Exhibit "F-2".

(2) Buell Road-Willamina Section of the Willamina-Sheridan Highway in Polk County, Drawing No. 1R-5-1377. See Exhibit "F-1".

(3) New Era-Canby Section of the Pacific Highway East in Clackamas County, Drawing No. 1R-3-1266. A public hearing was held in the City of Canby on March 16, 1960 concering this change and no objections were offered to the route. See Exhibit "F-3".

(4) Sauvie Island Bridge-St. John's Bridge Section of the Columbia River Highway in Multnomah County, Drawing No. 1R-3-1268. A public hearing on this project was held in Portland on March 31, 1960. See Exhibit "F-3".

(5) Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Drawing No. 1R-3-1269. See Exhibit "F-2".

(6) Rock Creek Section of the Clackamas Highway in Clackamas County, Drawing No. 1R-5-1389. See Exhibit "F-1".

(7) E Street and F Street Connection Section of the Redwood Highway in Josephine County, Drawing No. 1R-3-1271. A public hearing on this project was held in the City of Grants Pass on April 7, 1960. See Exhibit "F-2".

The Commission discussed briefly with the Engineer a report and a map submitted by him showing all construction projects from the beginning of the enlarged federal-aid program in 1956 up to the present time. He also remarked that copies of the map had been sent to the members of the Legislative Highway Interim Committee. The Commission accepted the report.

The Commission gave attention to a request made by Mr. Donald P. Allen, Director of Public Works for the City of Eugene, for the installation of curbs and widening of the pavement at the northwest entrance to Eugene on the existing Pacific Highway (6th and 7th Avenues). This request, the Engineer stated, was investigated and it was determined that although it is a desirable improvement, it appears to be more for the benefit of abutting property owners than for highway traffic. He estimated the cost at $250,000. He also pointed out that there would probably be a radical change in the through-traffic pattern in Eugene when the new freeway is opened. In view of these conditions he recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed briefly a resolution submitted by the Josephine County Court outlining the Court's priority of highway projects in Josephine County. The Engineer commented briefly the Court's No. 1 project is for construction of that portion of new U.S. Highway 199 between the Applegate River and the new Grants Pass Interchange, and secondly, for the formulation of plans for another project between Cave Junction and Grants Pass on U.S. Highway 199. The Commission took no action on the matter.

Attention was given to a resolution submitted by the Brownsmead Grange from Astoria for improvement of the Columbia River Highway from the Knappa Crossroads to Rock Creek in Clatsop County. The Engineer stated that the Grange has been advised that all funds available within the next two or three years have been earmarked

for the section between Clatskanie and Westport. He suggested that they be advised that the Commission recognizes the desirability of improving the Knappa Crossroads-Rock Creek Section and that consideration will be given to improvement of this section after the section between Clatskanie and Westport has been constructed, or as soon as funds are available. The suggestion was approved by the Commission.

The Commission considered a request from the City of Dallas for widening a bridge and improving alignment at the north entrance to Dallas on the Dallas-Rickreall Highway. A study has been made, the Engineer stated, indicating that the total cost of the improvement would be approximately $55,000. The City has offered to pay 25 percent of the cost and has requested that the work be done as soon as possible. Upon his favorable recommendation, the Commission approved the project as presented.

A cooperative project with the City of Pendleton was presented by the Engineer covering construction of a one-way couplet for the Pendleton-John Day Highway (US 395) through Pendleton, utilizing Emigrant and Frazier Avenues between S. W. 4th and S. E. 9th Streets and the installation of additional traffic signals on US 30 through the City of Pendleton. The Engineer recalled that a survey made in Pendleton in 1955 had established a high priority for the one-way couplet section; however, funds were not available at that time. The total cost of the project, he stated, is estimated at $135,000 and the City has offered to assume 25 percent of the cost if the State will bear the remaining 75 percent. He recommended that the project be approved on that basis. Concerning traffic signals on US 30, he pointed out that the one-way couplet section uses Court and Dorian Avenues with four traffic signals now in place. Additional signals, however, are necessary to properly control the traffic and he recommended that they be installed at an estimated cost of $40,000 with the understanding that the City of Pendleton will assume 50 percent of the cost of the installation of these signals and provide all future maintenance and power costs. The Commission approved his recommendations which are summarized as follows:

Project	City	State	Total
One-way Couplet	$34,000	$101,000	$135,000
Traffic Signalization	20,000	20,000	40,000
	$54,000	$121,000	$175,000

The Engineer also pointed out that because of complications caused by the City's participation it is proposed to finance the project by state and city funds without federal aid.

Consideration was given to a request made by Jefferson, Malheur, Morrow and Multnomah Counties for additional 1960-61 Federal-aid county road secondary projects totaling $721,000. The Engineer

explained that the projects were submitted by the counties and are eligible for construction under the secondary road program on county roads. Upon his favorable recommendation the Commission approved the following county FAS projects:

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Jefferson	836	Iris Drive & Jericho Lane. Grade, surface, & oil, 5.7 miles.	$119,000	'61
Malheur	515	Vale Bridge Section. Structure & approaches, 0.2 mile.	$ 50,000	'61
Morrow	829	South Unit, Bomber Range Road. Oiling, 10.3 miles	$ 42,000	'61
Multnomah	638	Glisan Street, 136th Street-181st Street. Grade & surface, 2.3 miles.	$370,000	'61
	638	Glisan Street, 136th Street-181st Street. Asphalt concrete paving, 2.3 miles.	$140,000	'61
		TOTAL	$721,000	

SUMMARY BY FISCAL YEARS	1960	1961	Total
Available Funds	$3,900,000	$3,600,000	$7,500,000
Previously Approved	3,900,000	1,874,000	5,774,000
Unprogramed Balance	$ - -	$1,726,000	$1,726,000
Projects Proposed 4/11/60	- -	721,000	721,000
Unprogramed Balance	$ --	$1,005,000	$1,005,000

The Commission considered the following request for an extension of time within which to complete a highway contract:

R & M Construction Company and W. M. Ausland, Contract No. 5368, for structures, grading and paving on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, requested an increase from 150 to 180 workdays within which to complete the contract without assessment of liquidated damages.

The Commission denied the request. Action taken by the State Highway

Commission was based upon the recommendation of the Engineer and his report which considered but did not necessarily adopt any of the reasons given by the contractor in his request for extension of time. (For details see the contractor's request and the Engineer's recommendation filed in the contract mentioned in the Secretary's Office in Salem.)

The meeting was recessed at 11:50 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Engineer reported that contract numbers 5027, 5335, 5393, 5461, 5468, 5483, 5543, 5544, 5545 and 5570 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

A request from the City Manager of Corvallis for a cooperative widening project on 4th Street in Corvallis from "A" Street to Jefferson Street was considered by the Commission. The Engineer explained that 4th Street is used as the route for the Pacific Highway West. The present width of the street is 32 feet between curbs and it is proposed to widen it to 54 feet. The total estimated cost of the project, he continued, is $22,500 and the City has proposed that the cost be shared one third by the City of Corvallis, one third by adjoining property owners and one third by the Highway Commission. The Commission approved the project following a favorable recommendation by the Engineer.

The Chief Counsel discussed with the Commission a proposed settlement with Elizabeth and Harry White, R-27321 and R-30619, for 42.1 acres to be used for right of way and 140.2 acres for park use along the Rogue River on the Grants Pass-Rock Point Section of the Pacific Highway in Jackson County. He recalled that negotiations had been underway for some time and an agreement has now been reached with the property owners whereby they will accept the sum of $140,000 plus a lifetime right to occupy their home and a small plat of ground. The property, he added, has been appraised at $103,810 and he recommended that the settlement be approved. The Commission approved the settlement as presented.

The Chief Counsel also presented a proposed increase in coverage in errors and omissions policy for state highway officers and employees. The present policy with St. Paul Fire and Marine Insurance

Company provides a limit of $20 000 for each person and $50,000 for each occurrence pertaining to bodily injury, and a $25,000 limit on property damage liability. He recommended that the coverage be increased to $100,000 for each person, $300,000 for each occurrence and $50,000 property damage. The Commission approved the change.

Attention was given to a request from the District Attorney of the County of Tillamook for a speed zone investigation on the Three Rivers Highway in the community of Hebo. The Engineer stated that a traffic engineering investigation had been made and, in view of the facts which were disclosed, he recommended the establishment of a 30 MPH speed zone on the Three Rivers Highway between M.P. 0.00, at a junction with the Oregon Coast Highway, and a point 0.13 mile south of the Mt. Hebo Road, M.P. 0.39, except that between M.P. 0.00 and M.P. 0.12 the indicated speed shall be 20 MPH during the hours of school crossings. The Commission approved the reduced speed zone by adopting a resolution, marked Exhibit "D-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

The Commission also considered a communication from the City of Nyssa calling attention to unfavorable traffic conditions on the Nyssa-Adrian Highway at its intersection with the road to Owyhee Dam in Malheur County. A traffic engineering investigation was made, the Engineer stated, and, as a result of the facts determined, he recommended that a 45 MPH speed zone be established on the Nyssa-Adrian Highway No. 450 between a point 0.14 mile north of Owyhee Junction (M.P. 7.82) and a point 0.12 mile south of Owyhee Junction (M.P. 8.08). The Commission approved the recommendation by adopting a resolution, marked Exhibit "D-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

In connection with the reduced speed zone on the Nyssa-Adrian Highway near Owyhee Junction the Engineer reported that when the investigation was made it had been found that vehicles are being parked within the turning legs of the intersection and restrict sight distance for vehicles entering the intersection. For the safety of the traveling public he recommended that parking be prohibited in the area between the turning legs at Owyhee Junction. The Commission approved the recommendation by adopting a resolution, marked Exhibit "D-5", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

The Engineer reported that in the near future a portion of the Old Oregon Trail Highway, between a point north of the Olds Ferry Interchange and the Idaho State Line, will be completed and will permit a higher speed than the statutory 55-mile-per-hour speed. He recommended that the following speed zones be established on the Old Oregon Trail Highway in Malheur County:

From M.P. 387.76 to M.P. 391.48 -- 70 miles per hour
From M.P. 391.48 to M.P. 409.30 -- 60 miles per hour
From M.P. 409.30 to M.P. 412.78 -- 70 miles per hour

The Engineer also recommended that ramp exit speeds be established as follows:

Olds Ferry Interchange:
Eastbound off ramp -- 50 miles per hour

Stanton Boulevard Interchange:
Eastbound off ramp -- 40 miles per hour
Westbound off ramp -- 40 miles per hour

North Ontario Interchange:
Eastbound off ramp -- 45 miles per hour
Westbound off ramp -- 45 miles per hour

Idaho Avenue Interchange:
Eastbound off ramp -- 40 miles per hour
Westbound off ramp -- 25 miles per hour

The Commission approved the recommendations by adopting a resolution, marked Exhibit "D-3", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

The Engineer reported that on April 7, 1960 the State Speed Control Board had established certain reduced speed zones on the Oregon Coast Highway in the City of Newport. To carry the speed zoning to a logical conclusion in the area immediately outside the city limits, he recommended that a 45 MPH speed zone be established on the Oregon Coast Highway between the south city limits of Newport (M.P. 141.68) and a point 0.16 mile south of Ferry Slip Road (M.P. 142.62). The Commission approved the recommendation by adopting a resolution, marked Exhibit "D-4", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

Authority for out-of-state travel was requested by the Engineer for a number of State Highway personnel. These trips, he stated, are essential in order to maintain contact with other states and groups in the development of highway procedures. The Commission approved out-of-state travel for the following persons:

(1) R. B. Sipprell, Director of Permits, to attend meeting of Western Interstate Committee on Highway Policy Problems Council of State Governments and meeting of Region IV of the American Association of Motor Vehicle Administrators in Sacramento, California, May 2 through 5, 1960, at an estimated cost of $150.

(2) L. I. Lindas, Chief Counsel, and W. T. Wright, Right of Way Engineer, to attend American Right of Way Association Conference in Washington, D.C., May 24 through 27 for Mr. Lindas at an estimated cost of $304.10, and May 24 through 26 for Mr. Wright at an estimated cost of $288.10.

(3) J. Al Head, Assistant Traffic Engineer, to attend meeting of subcommittee on Shoulders and Medians of Highway Research Board in Washington, D. C., May 16 and 17, and to attend meeting of Board of Directors of Institute of Traffic Engineers in Columbia, Missouri. Authorization to cover period May 7 to 18 for an estimated cost of $272.10 to cover trip to Washington, D. C. Traffic Institute is to reimburse Mr. Head for expense due to stop-over at Columbia, Missouri.

(4) R. C. Blensly, Planning Survey Engineer, to attend Ninth Highway Planning Conference of WASHO Officials in Helena, Montana, April 25 and 26, 1960, at an estimated cost of $135.

(5) Forrest Cooper, Deputy State Highway Engineer, to attend meeting of national committee working under AASHO to determine interim standards for highway surfacing and pavement design, in Dallas, Texas, May 9 through 11, 1960 at an estimated cost of $300.

(6) W. C. Williams, State Highway Engineer, to attend meeting of Advisory Committee on AASHO Test Road at LaSalle, Illinois, May 2, 1960, and meeting of Chief Highway Administrators on May 3, 1960, at an estimated cost of $300.

(7) Dennis Clarke, Assistant Director of Travel Information, to attend Oakland Travel Show in Oakland, California, April 27 to May 9, 1960. Expenses are to be paid by Pacific Northwest Travel Association.

(8) Ivan D. Merchant, Bridge Engineer, and T. C. Roake, Assistant Bridge Engineer, to attend Western Regional Meeting of Bridge and Structural Committee of AASHO in San Francisco, California, May 26 and 27, 1960, at an estimated cost of $130 each.

(9) G. S. Paxson, Assistant State Highway Engineer, to attend and conduct meetings of National Bridge Structural Committee of AASHO in Hartford, Connecticut; LaSalle, Illinois; Birmingham, Alabama; and San Francisco, California, May 15 to 29, 1960. Expenses are to be paid by AASHO, except for hotel and meals at San Francisco, estimated to cost $50.

(10) Esthel Benner, Right of Way Supervisor, to go to Butte, Montana March 28 to 31, 1960 in connection with purchase of land at Boardman industrial park site, at an estimated cost of $150. Expenses are to be paid by the State Planning and Development Department. This is to confirm previous oral authority.

Three agreements were presented by the Engineer covering cooperative fencing along State Highway right of way. He explained that these agreements are similar to several which have been approved in the past, and which worked out very well, whereby the State furnishes the fence posts and marks the site for the fence along the right of way. The property owner furnishes the other fencing materials and installs the fence. Upon his favorable recommendation the Commission approved agreements with the following:

(1) E. V. Jackson for fencing along the Central Oregon Highway, between Engineer's Stations 3005+70 and 3066+20, and between Stations 3128+05 and 3321+80, in Deschutes County, at an estimated cost to the State of $1,500.

(2) Robert Monical for fencing an eight-mile section along the right of way of the Central Oregon Highway, west of Hampton, in Deschutes County, at an estimated cost to the State of $2,650.

(3) Deschutes County and Lloyd Luelling for fencing along the Central Oregon Highway for a distance of 1.5 miles east of Millican, between Engineer's Stations 1546+40 and 1627+00, at an estimated cost to the State of $500.

Attention was given to a request from the "Keep Oregon Green Association" for the installation of an informational sign at the Sunset Springs Wayside at M.P. 29.68 on the Sunset Highway in Clatsop County. The Engineer explained that the proposed sign indicates the location of the historic Tillamook Forest Fire over the area now known at the Tillamook Burn. The location of the sign and the sign message have been approved, and he recommended that the sign be installed at a cost of approximately $400. The Commission approved the installation.

The Commission confirmed an agreement with Southern Pacific Company concerning off-ramp construction on the Ferry Street Overcrossing in Eugene. This agreement, because of its urgency, had been submitted to the Commission for signature at an earlier date. The Engineer advised that execution of the agreement had been necessary in order to proceed with contracting operations.

Transfer of 4.65 acres located at the junction of the old McKenzie-Bend Highway and the Redmond-Bend Highway, approximately two miles east of Tumalo, to Deschutes County was considered. The Engineer explained that the old sections of highway acquired from the County in 1934 have been abandoned to the County, and the State has no further use for the property which had been used for a stockpile site. The Commission approved transfer to the County by a quitclaim deed.

The Commission approved the Secretary's report on papers signed in behalf of the Commission from March 7, 1960 through April 15, 1960.

The next Commission meeting date was confirmed for June 2 and 3, 1960 in the State Highway Building in Salem. A tentative date for the meeting following was set for July 7 and 8, 1960.

In order to take care of public hearings concerning relocations of sections of state highways in which cities are involved, the Engineer requested that the Construction Engineer and the Administrative Assistant be added to the list of persons authorized by the Commission to hold public hearings in a resolution adopted July 13, 1955, filed as "Miscellaneous Resolution No. 148". He explained briefly that the original resolution provided that any Highway Commissioner, the State Highway Engineer, the Deputy State Highway Engineer, and any Assistant State Highway Engineer were authorized to conduct these meetings. However, the hearings have become so frequent that it is essential that additional personnel be authorized to conduct the hearings. The Commission approved the addition of the Construction Engineer and the Administrative Assistant to the list of persons authorized to conduct public hearings by adopting a resolution, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 21-22, 1960".

In connection with the opening of bids on May 10, the Engineer pointed out that it will be necessary to delay award of the contracts until the next Commission meeting June 2 and 3 unless the Commission wishes to be present on May 10 to make award at that time. After brief discussion it was agreed that all three of the Commissioners would be present at the bid opening in the State Highway Building on May 10 and that award of contracts would be made and other matters of business considered.

The Engineer brought up the matter of installing additional air conditioning in the State Highway Building in Salem. He pointed out that during the summer months offices on the west side of the building particularly were very warm. It was his opinion that for an expenditure of $10,000 air conditioning could be installed in all offices on the west side of the building on the ground floor. Action was deferred for study.

(On the following day the matter was again discussed. Chairman McIver inquired as to how long it would take and how much it would cost to install air conditioning throughout the building. The Engineer replied that a study would have to be made to answer this question. The Commission considered the advisability of installing complete air conditioning over a period of 5 or more years. After some further discussion the Commission authorized the expenditure of approximately $10,000 for air conditioning to be installed in 1960 and requested the Engineer to submit a stage program or plan covering the installation of air conditioning throughout the building.)

A one-way street couplet plan on the Oakland-Shady Highway in Roseburg was presented by the Engineer. The City, he stated,

favors the use of Pine and Stephens Streets and has signed an agreement utilizing these streets, which agreement obligates the State for an expenditure of approximately $200,000 plus one half the cost of traffic signals, estimated total cost $21,000, the City to pay the other half and maintain and operate the signals. The one-way couplet, he stated, is needed as more traffic is now using Stephens Street than before the Pacific Highway By-pass was constructed. The Commission approved the project as presented by the Engineer and signed the agreement.

The Commission gave attention to a letter written by Mr. Robert Cross, Secretary-Manager of the Oregon Logging Conference, requesting that peeler cores be included under the classification of "logs, poles, and piling" for the determination of allowable weight per axle rather than being classified as lumber. The Chief Counsel stated that the request had been the subject of considerable legal study and it was his opinion that although a peeler core cannot be classified as a log it can, because of its cylindrical shape, be classified as a pole, thus allowing the haulers of peeler cores extra axle weight under existing law. He pointed out, however, that this same classification can in no way apply to railroad ties, cants, lumber, timber, or other manufactured wooden products. The Commission approved the classification of peeler cores as poles.

As a matter of information concerning the hearing recently held in Weston for relocation of a section of the Oregon-Washington Highway between Athena and Milton-Freewater, the Engineer reported that several letters including one from the Athena Chamber of Commerce have been received since the hearing was held favoring the relocation route as proposed at the hearing. It appeared that through some misunderstanding of the purpose of the hearing organizations who favored the proposed new route did not appear at the hearing. No action was taken.

The Engineer reported that funds are available and surveys practically completed for additional projects on the Interstate Highway System and he recommended that the Commission give authority for construction of additional lanes on (1) the Rice Hill-Oakland Junction Section of the Pacific Highway, estimated to cost $3,200,000; (2) the Goshen-Coast Fork Section of the Pacific Highway, estimated to cost $1,260,000; and (3) the Celilo-Biggs Section of the Columbia River Highway, estimated to cost $4,400,000. The Commission accepted his recommendation.

At 2 p.m. the Commission awarded contracts on which bids had been received March 29 and April 19, 1960, as follows:

BIDS RECEIVED IN SALEM ON MARCH 29, 1960

"Construction at Farewell Bend State Park in Baker County. The Commission rejected all bids as being too high.

"Paving on the Corvallis-Hughes Road Section of the Pacific Highway West in Benton County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $132,330.50.

"Paving on the Kings Valley-Read Creek Section of the Kings Valley Highway in Benton County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $96,490.

"Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop, Washington and Tillamook Counties. The Commission awarded the contract to the low bidder, Vanaken Sand & Gravel, Forest Grove, at $61,449.

"Nehalem River Bridge, structure, grading and oiling on the Nehalem Highway, in Columbia County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $92,642.

"McCullough (Coos Bay) Bridge Maintenance Painting on Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, A. H. Barbour & Son, Inc., Portland, at $69,264.

"Grading and oiling on the Middle Unit, Post-Camp Creek Section of the Paulina Highway in Crook County. The Commission elected to accept the low bid of McNutt and Sons, Inc., Springfield, in the sum of $168,041 50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Stone base, binder and aggregate production on Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $363,070.

"Grading and paving on the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $228,043.60.

"Grading and oiling at the Bend Truck Scale Site on The Dalles-California Highway in Deschutes County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $23,120.

"Grading on the Cascade Locks Section of the Columbia River Highway in Hood River County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $305,897.50.

"Paving on the Sams Valley Junction-Modock Road Section at the Table Rock Road in Jackson County. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Medford, at $76,709.40.

"Grants Pass Traffic Signal Installation, Pacific Highway, Sixth Street at "I" Street and Seventh Street at "H" Street, Josephine County. The Commission awarded the contract to the low bidder, Trowbridge & Flynn Electric Company, Medford, at $6,780.

"Swamp Creek, Lake Creek and Lake Creek Overflow Bridges, Siuslaw Highway, in Lane County. The Commission awarded the contract to the low bidder, Walder & Kenworthy, Portland, at $47,523.

"Stone base and oiling on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County. The Commission awarded the contract to the low bidder, F. H. McEwen, Eugene, under Schedule "A", at $113,511.50.

"Sutton Lake-Carter Lake Rock Production Project on the Oregon Coast Highway in Lane and Douglas Counties. The Commission awarded the contract to the low bidder, S. D. Spencer & Son, Vancouver, Washington, at $30,800.

"Paving on the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County. The Commission awarded the contract to the low bidder, Western Paving and Construction Co., Albany, at $68,582.

"Owyhee Lake Road Widening Project in Malheur County. The Commission rejected all bids as being too high.

"North Ontario and Idaho Avenue Interchanges Roadway and Sign Illumination on Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Sierra Electric Company, Inc., Portland, at $30,758.

"Grading and paving at the Hubbard Truck Scale Site on the Pacific Highway East in Marion County. The Commission elected to accept the low bid of Salem Black Top Paving Company, Salem in the sum of $34,643.60, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Detroit Lake State Park Extension Overnight Camping Area in Marion County. The Commission awarded the contract to the low bidder, Harley E. Lowe and Rolla A. Bryant, Medford, at $35,091.20.

"Benson and Dabney State Parks Latrine Additions, Multnomah County. The Commission awarded the contract to the low bidder, Earl S. Christensen, Portland, at $8,382.66.

"John Day River (Cottonwood) Bridge, structure, grading and oiling on Wasco-Heppner Highway in Sherman and Gilliam Counties. The Commission awarded the contract to the low bidder, Mann Construction Co., Redmond, at $223,766.

"Devils Lake Fork (Wilson River)Bridge Maintenance Painting, on Wilson River Highway in Tillamook County. The Commission awarded the contract to the low bidder, Wm. A. Efraimson, Portland, at $11,766.

"Union-Medical Springs Rock Production Project on the Medical Springs Highway in Union County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $37,200.

"Stone leveling course and oiling on the Willowdale-Antelope Section of the Antelope Creek Road in Wasco County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $98,173.

BIDS RECEIVED IN SALEM ON APRIL 19, 1960

"Grading and oiling on the Sumpter-McEwen Section of the Sumpter Valley Highway in Baker County. The Commission elected to accept the low bid of McNutt & Sons, Inc., Springfield, in the sum of $277,212.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grant County Line-Malheur County Line Rock Production Project on John Day and Baker-Unity Highways in Baker County. The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at $35,960.

"Union County Line-Baker Rock Production Project on the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to the low bidder, Frank G. Baulne, Inc., Yardley, Washington, at $47,670.50.

"Grading and paving on the Rock Creek Section of the Clackamas Highway in Clackamas County. The Commission elected to accept the low bid of Charles T. Parker Construction Co., Portland, in the sum of $49,946.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Warrenton (Skipanon Dr.) Grading and Paving Project in Clatsop County. The Commission elected to accept the low bid of The United Contracting Company, Portland, in the sum of $27,582 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Warrenton is received and the sum of $11,800 is deposited by the City.

"Grading and oiling on the Ochoco Junction-Howard School Section of the Ochoco Ranger Station Road in Crook County. The Commission elected to accept the low bid of Stanley Wilt, Corvallis, in the sum of $119,134.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Crook County is received and the sum of $27,100 is deposited by the County.

"Grading and paving on the Airport-Ochoco Park Section of Ochoco Highway in Crook County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $117,486.90.

"Thomas Creek Bridge Construction on Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Bethlehem Steel Company, San Francisco, California, at $1,114,951.

"Paving on the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County. The Commission awarded the contract to the low bidder, Dorman Construction Company, Vancouver, Washington, at $47,740.

"Division No. 4 Oiling Project on five state highways in Deschutes, Crook and Jefferson Counties. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland at $93,244.

"Paving on Hampton-Sagehen Hill Section of Central Oregon Highway in Deschutes, Lake and Harney Counties. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $167,164.

"Mt. Vernon Rock Production Project on the Pendleton-John Day and John Day Highways in Grant County. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at $31,375.

"Paving on the Lowen-Crane Section of the Burns-Crane Highway in Harney County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $77,812.50.

"Hood River County Roads Grading and Oiling Project on Deer Creek Road and Creson Road in Hood River County. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of $117,041 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Hood River County is received and the sum of $26,300 is deposited by the County.

"Seven Oaks-Table Rock Road Structures in Jackson County. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Eugene, at $349,224.50.

"Paving on the Ashland-Niel Creek Road Section of the Green Springs Highway in Jackson County. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at $51,602.50.

"Stone base and oiling on the Metolius (5th St.) and Culver (5th Ave.) Sections of City streets in Jefferson County. The Commission awarded the contract to the low bidder, F. E. Wilburn, Springfield, at $20,620.50.

"Grading on the Galice-Windy Gap Section of the Galice Road in Josephine County. The Commission elected to accept the low bid of J. M Arenz, Portland, in the sum of $129,114 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Josephine County is received and the sum of $29,700 is deposited by the County.

"Paving on the Diamond Lake Junction-Lenz Road Section of The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Medford, at $108,747.

"Dormitory addition to trailer shelter at Odell Lake Maintenance Station in Klamath County. The Commission awarded the contract to the low bidder, A. E. Stafford, Springfield, at $13,628.

"Paving on the Hendricks Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County. The Commission awarded the contract to the low bidder, T. C. Wildish Co., Eugene, at $152,506.81.

"Paving on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $76,292.40.

"Grading and Bear, Deer and Wolf Creek Culverts on the Elk City-Harlan Road in Lincoln County. The Commission elected to accept the low bid of Valley Oil Co., Inc., Salem, in the sum of $40,000 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $9,000 is deposited by the County.

"North Albany Junction-Lane County Line Sign Installation in Linn County. The Commission awarded the contract to the low bidder, G & K Sign Co., Portland, at $88,996.45.

"Grading, paving and structure on the Juntura-Horseshoe Bend Section of Central Oregon Highway in Malheur County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $490,082.55.

"Paving on the North Ontario Interchange-Idaho Avenue Section of Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $30,786.

"Owyhee Lake Road Widening Project in Malheur County. The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at $34,480.

"Grading and paving on the Chemawa Road-Salem Section of the North River Road in Marion County. The Commission elected to accept

the low bid of Salem Road and Driveway Co., Salem, in the sum of $222,669.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Marion County is received and the sum of $71, 100 is deposited by the County.

"Woodburn (Cannery St.) Grading and Paving Project in Marion County. The Commission elected to accept the low bid of Salem Black Top Paving Co., Salem, in the sum of $12, 066 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Woodburn is received and the sum of $2, 400 is deposited by the City.

"Illumination and delineation installation on 16th and Holladay to Multnomah Falls Section of Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Owen and McIntyre Electric Co., Portland, at $30, 568. 72.

"Building Demolition Project on N. Page Street-S. E. Main Street Unit of the East Bank Freeway of Pacific Highway in Multnomah County. The Commission awarded the contract to the low bidder, Steelman Duff, Inc., Portland, at $69, 785.

"Portland City Streets Paving Project on Pacific West, Mt. Hood, Sandy Blvd. and Pacific East Highways, Multnomah County. The Commission awarded the contract to the low bidder, Porter W. Yett, Portland, at $111, 894.

"Independence (Sag and Polk Streets) Grading and Paving Project in Polk County. The Commission elected to accept the low bid of Salem Road and Driveway Co., Salem, in the sum of $22, 748. 90 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Independence is received and the sum of $6, 500 is deposited by the City.

"Falls City (Mitchell Street) Grading and Paving Project in Polk County. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $20, 783. 50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Falls City is received and the sum of $4, 250 is deposited by the City.

"Paving on the Moro-Grass Valley Section of the Sherman Highway in Sherman County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $22, 980.

"Tillamook (4th Street and Ocean Way) Grading and Paving Project in Tillamook County. The Commission elected to accept the low bid of Calkins Crushing Company, Oceanlake, in the sum of $13, 896. 50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Tillamook is received and the sum of $2, 000 is deposited by the City.

"Grading and Oiling on Woodell Lane Section of the Woodell Lane Road in Union County. The Commission rejected all bids as being too high.

"Cove (Hill St.-E. City Limits) Grading and Paving Project in Union County. The Commission awarded the contract to the low bidder, Bechtel Bros., La Grande, at $16,391.50.

"Paving on the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County. The Commission awarded the contract to the low bidder, Dorman Construction Company, Vancouver, Washington, at $167,348.

"Stone Base and Oiling on Maupin (4th Street) Section of City Street in Wasco County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $8,906.

"John Day River (Twickenham) Bridge in Wheeler County. The Commission elected to accept the low bid of Walder and Kenworthy, Portland, in the sum of $109,345 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Wheeler County is received and the sum of $28,600 is deposited by the County.

The Engineer presented a letter received earlier in the day from the Ontario Chamber of Commerce in which they invited the Commission and its party to take a trip to Owyhee Reservoir while the Commission and party are on their proposed trip April 25 through 27. He explained that the itinerary for the three-day trip has been filled and there is not time to take the trip to Owyhee. However, they might accept the alternative proposal offered in the letter that the party go through the Ore-Ida Potato Plant in Ontario.

Chairman McIver inquired as to whether a date can be set for a hearing in Portland concerning routing of highways on the west side of Portland. He pointed out that the property owners along the five proposed routes cannot make plans to utilize their property until the routing is established. The Engineer explained that the City of Portland through its committees has been conducting an investigation of the various routes and are awaiting reports. The Commission instructed the Engineer to contact the City of Portland officials concerning the status of their investigations and a date that would be agreeable to them, and the Commission would then consider setting a date for the Portland hearing at its next meeting in Salem on May 10.

The Commission discussed with the Engineer problems and projects to be presented by delegations on the following day. No action was taken in any of these matters, pending the appearance of delegations.

The Commission also discussed with the Engineer and the Right of Way Engineer status of projects on which bids are to be received May 10.

Agreements, deeds, and other papers were signed by the Commission. The meeting was adjourned at 2:50 p.m., to be reconvened on the following day at 9:45 a.m.

Salem, Oregon
April 22, 1960

The Oregon State Highway Commission reconvened at 9:45 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Representatives of the Siletz-Toledo Highway Association appeared before the Commission regarding improvement of the Siletz Secondary Highway between Toledo and Siletz. Mr. Larkie Logan, Siletz, member of the Association, acted as spokesman and introduced the following members of his Association: Walter Dickenson, President, and Earl Heuth, member, both from Siletz. Mr. Logan pointed out that since the completion of this highway in 1912 there has been very little improvement on it other than resurfacing and minor widening work. The highway, he continued, is narrow with no adequate space for cars to get off the road in case of emergency. He estimated that about 80% of the residents of Siletz work in Toledo or Newport and must travel over the highway each day. On this 7.8 mile section he counted 80 curves with only one straight section where a car can safely pass. Georgia-Pacific, he added, has ceased hauling over their railroad, which has resulted in heavier logging over the Siletz Highway and one of the operators in the area, the Stokes Logging Company, has estimated that their trucks have hauled about 130 loads of logs each day

over this highway since the first of the year. It is their thought, he continued, that the Siletz Highway should be relocated between Siletz and Toledo. The proposed highway should be a straight road as it would not be necessary to go through any rough country, and he presented petitions signed by 835 people supporting his request. The Engineer commented that the Commission and the Engineers are aware of the suggested cutoff; however, if it were constructed there would be two highways to maintain since the present highway could not be abandoned because of the area it serves. If a new highway is needed, he continued, it would be feasible to construct a good portion of it along the old Georgia-Pacific railroad right of way. Negotiations are now underway with Georgia-Pacific for the acquisition of this old railroad right of way. Although no definite survey has been made, he pointed out that some cost estimates and reconnaissance surveys are available. In answer to Mr. Logan's question as to whether or not Lincoln County would maintain the old highway if a new one were built, the Engineer explained that it would still involve expenditure of public funds but that a survey should be made to determine accurate construction figures before any further discussion of this matter. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention and told them that the Commission has given careful consideration to this highway and will continue to do so in the future.

A delegation representing Downtown Portland, Inc. appeared before the Commission regarding proposed highway rerouting west of the Willamette River in Portland. The following composed the group: William E. Roberts, Secretary of Downtown Portland, Inc.; Albert W. Gentner, Board Member; Lloyd T. Keefe, Executive Secretary; Harry C. Kendall, Board Member; Robert B. Wilson, Advisory Committee; Jack L. Meier, representing Aaron M. Frank who is a Board Member; Wm. L. Brewster, Advisory Committee; and Paul Hauser, employee of Downtown Portland, Inc., all from Portland. Mr. Roberts, who acted as spokesman, introduced the members of his delegation. Mr. Keefe presented a copy of "Sunset Freeway Report", prepared by Downtown Portland, Inc., which incorporates a summary of their position and outlines the advantages of the Market-Clay Route. He scanned through the report, pointing out specific suggestions or recommendations for the Commission's consideration. (For further details concerning this report, see copy filed in the General Files, Salem.) While pointing to a map displayed, he summarized the reasons why they cannot accept the Foothills Route, commenting on each as follows: (1) It would be highly detrimental to the area south of Market Street in the Westpark apartment house area. (2) The Foothills Route has a potential of tying a traffic knot in the southern approach to the downtown district. There will be seven routes converging through the downtown area, he continued, plus three ramps off the freeway which will hamper access to the area. Since the street pattern east of Fourth Avenue is to be changed, there will be no opportunity to disperse traffic to the east, and Portland State College to the west will create a barrier by reason of the dense pedestrian traffic. (3) The manner in which the freeway is located and the on and off ramps planned would indicate that the facility is intended more to by-pass the downtown area rather than collect and distribute

traffic to it. He pointed out the traffic pattern which is shown on the charts in their report, stating that traffic would find it necessary to travel at least one-half mile before reaching the downtown area. (4) To build the Foothills Route represents a lost opportunity to better the downtown area in all respects. It was his thought that there should be provided in the downtown area an exclusive roadway for buses, a separate way for pedestrians and exclusive streets for automobiles. Downtown Portland, he added, has tried to work out a plan to intercept many of the automobiles at the edge of the concentrated downtown, or core, area, with several streets primarily designated for the movement of automobiles to and from parking areas. He urged the approval of the Market-Clay Route. In addition to serving the by-pass function, he stated, this route will keep traffic on the freeway longer, particularly the Canyon Road traffic, as well as bringing traffic in on the streets close to where parking facilities will be located. He requested that serious consideration be given to an interchange on the Stadium Route in the vicinity of Yamhill and Taylor Streets, or at least a facility south of Burnside Street. In answer to Mr. Meier's query as to what steps are proposed to forestall the probability of Fourth-Sixth Avenues becoming overloaded and an obstacle to traffic flowing from the Foothills Route to the downtown area, Chairman McIver stated that this question will be answered fully at the public hearing which will be held in Portland in the near future. Mr. Kendall pointed out that downtown Portland pays about one-third of all the taxes in the City of Portland so it is a vital concern to all to preserve the property values of the area which can only be done if ready access to and from the downtown area is provided. It is necessary, he continued, to locate the freeway close enough to the center of the city so that the people leaving the freeway can readily park their cars and walk a few blocks to the downtown area. Responding to Mr. Kendall's question if allowance is being made for construction of the Glencullen Tunnel, Chairman McIver answered that such tunnel construction is being considered and can be worked into either route; however, the immediate problem is selection of the route as no allowance can be made at the present time for an expenditure of funds to construct the tunnel. Mr. Roberts inquired how much consideration the Highway Commission gives to the overall plan for freeways and access to a city and to the internal traffic flow in a city such as Portland. The Engineer answered that the Highway Department cooperates and actively assists the city in developing arterials in the interior portion of the city; however, these arterials are separate from the building of an outer belt and have no bearing on the selection of the outer belt at the present time. Chairman McIver thanked the delegation for presenting this matter to the Commission.

Clackamas County Associated Chambers of Commerce and Salem Chamber of Commerce appeared before the Commission regarding the widening of US 99E north of Salem. Mr. Irwin S. Adams, Milwaukie, President of the Clackamas County Associated Chambers of Commerce, was spokesman and introduced the members of the delegation, as follows: Lee J. Caufield, Floyd Martin, and Burnhard Wilson, all from Portland Chamber of Commerce Highway Roads Committee,

Portland; Ernest Yeo, Gladstone, and Theodore Reeves, Clackamas, both from North Clackamas Chamber of Commerce; Rodney Miles, James L. Payne, R. C. Arthur, and Stan Hamer, all from Salem Chamber of Commerce, Salem; R. T. Doyle, Frank Stein, Vick Bowman, and Dale L. Dunn, all from Chamber of Commerce, Oregon City; Donald Haley, Woodburn, Chamber of Commerce; and John Rasmussen, A. F. Haworth, and Fred Voos, all from Chamber of Commerce, Canby. Mr. Payne, who spoke in behalf of the Salem Chamber of Commerce, stated that they are vitally interested in the widening of US 99E and were appearing to gain information regarding this highway. Mr. Caufield, who represented the Portland Chamber of Commerce, advised that at a recent meeting the Roads and Highway Committee of the Chamber of Commerce went on record as urging the completion of the entire route of US 99E to four lanes. Although they understand that improvement of one section of the highway has been approved and another section is under consideration, they believe that the traffic as well as the vertical and horizontal curvature over many sections of the highway justify the further improvement to a four-lane facility. As the various sections are improved, he added, traffic undoubtedly will increase on the entire route to a point where a two-lane highway will be inadequate. Mr. Adams recited the names of the various groups who had previously appeared before the Commission regarding this project, and pointed out that the Clackamas County Associated Chambers of Commerce represent the following chambers of commerce: North Clackamas, Oregon Tri-City, Upper Clackamas River, Sandy, Oswego, Molalla, Hoodland Associates and Canby. He mentioned that Hudson House routes its trucks from its operation at Milwaukie Industrial Park across to the west side and out the Baldock Freeway. Safeway Stores distribution center situated in Clackamas, he continued, advised that all their trucks (54 per day both northbound and southbound) destined for points south use US 99E because it is the most practical and economical route. He concluded his presentation by expressing appreciation for the opportunity of presenting this matter and stating that the widening of US 99E from New Era to Salem should be immediately undertaken. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention and stated that the Commission agrees with the delegation that the road needs widening; however, as explained to them the last time they requested this project, the Commission has allocated all funds available. In response to Chairman McIver's inquiry if they wish to divert money from some other project, such as the Mt. Hood Highway, to US 99E, Mr. Adams answered, yes, because this matter has been given first priority over all projects in Clackamas County with which the Associated Chambers of Commerce are concerned. In answer to Chairman McIver's question if it is the feeling of all the represented Chambers of Commerce, including the Portland Chamber of Commerce, to take the money off the roads presently under construction and put it on US 99E, Mr. Adams stated that he had not gone into that question with the groups he represented; however, they did not wish to tell the Commission where to get the money but only to emphasize that this highway should be widened. Chairman McIver reiterated that the Commission has only so much money for expenditure on roads in Division 1 and a

large amount of such funds is being expended to complete the heavily traveled Mt. Hood Highway. Mr. Caufield recalled that the Portland Roads and Highway Committee had gone on record as urging the Commission to give preference to US 99 and US 30 over other highways.

Representatives from the City of Bend appeared before the Commission regarding the one-way grid system in Bend and the improvement of Third Street. Mr. Walter Thompson, City Manager, was spokesman for the group and introduced the following: John Truitt, Police Chief; Dr. C. J. Rice, Mayor pro tem; Jack Dempsey, City Commissioner; and Geo. Breest, City Commissioner, all from Bend. Mr. Thompson stated that they did not consider it necessary to bring up the matter of the one-way grid system in Bend because they had just gone over the proposed couplet with the Traffic Engineering Division, and that the City of Bend would continue to work with that department on the project. At the request of Mr. Thompson, the Secretary read aloud Resolution No. 679, adopted by the City Commission of Bend on April 20, 1960, in which the City Commission of Bend resolved as follows: (1) To request the Highway Commission to program the proposed improvement of East Third Street in the City of Bend from Franklin Avenue north to the city limits; (2) To advise the City of Bend of its share of the cost by providing to the City the estimated cost of the curbs and gutters so the budgeting for the City's share of the project may be accomplished; and (3) To get the proposed improvement project underway at once. Their main concern, Mr. Thompson continued, is when the program can get underway. Chairman McIver stated that the Commission will consider the delegation's request and advise them of its decision. The Engineer commented that the Highway Department is in accord with the request for construction of this project and when funds are available for work in the City of Bend consideration should be given to earmarking funds for the Third Street improvement. However, as there are other requests for projects within the City, the City should also be in accord as to the No. 1 project. Mr. Thompson replied that the City Commission of Bend considers the Third Street Project as having number one priority, and the City Commission is desirous of knowing when highway funds will be available so that the City can budget its share of the project. The Third Street improvement, he pointed out, is definitely needed because of the heavy traffic during peak hours on the existing highway through town, particularly at the junction of US 20 and US 97 and also because of the contemplated construction of a new pulp mill which will add to the congestion. Chairman McIver thanked the group for coming in and assured them that every consideration will be given to their request.

Mr. C. N. Teegarden, Yamhill County Court, was spokesman for a delegation from Yamhill and Washington County Courts who appeared before the Commission regarding improvement of the Tualatin Valley Highway from Forest Grove south to St. Joseph Junction near McMinnville. Appearing with Mr. Teegarden were Clayton Nyberg, Hillsboro, Washington County Commissioner; Homer Waltz, Forest Grove, Chamber of Commerce; and Guy Shumway, McMinnville, Yamhill County Commissioner. Mr. Teegarden read aloud a letter from

the Yamhill County Court requesting the realignment and improvement of ORE 47 between McMinnville and Forest Grove. This highway, he stated, was built in 1920, is only 16 feet wide, and serves not only through traffic but also the communities of Forest Grove, Gaston, Yamhill, Carlton and McMinnville. Although an attempt has been made to widen the highway by placement of a narrow strip along the edge of the road, he added, this strip is very unsatisfactory since it settles below the concrete slab. He spoke of the many sharp curves, of the log hauling on the highway the year round, and of the increased traffic load on the highway due to new industry in Washington County. Regarding ORE 240 (Yamhill-Newberg Highway) between Newberg and Yamhill, he commented that the State had satisfactorily improved the east end of the highway a few years ago and inquired if there are any plans to resurface the west end. The County Court, he continued, sincerely urges that a survey be made this year on Highway ORE 47 between McMinnville and Forest Grove with improvement commencing as early as possible. On behalf of the Yamhill County Court he thanked the Commission for past favors. Mr. Shumway concurred in Mr. Teegarden's remarks. Mr. Nyberg stated that the Yamhill and Washington County Courts are in agreement that the Tualatin Valley Highway from Forest Grove to St. Joseph Junction, north of McMinnville, needs immediate consideration. The traffic count, he continued, has been gradually increasing over the years and as a result the existing route cannot be utilized to its fullest potential because of the nature and quality of the alignment and surface. Improvement of the route, he believed, would afford better accessibility for highway users to the north and central beaches, would give the people of the Willamette Valley an alternate route to Portland and points north, would increase the value of the property along the highway and allow for the orderly and effective development of the area, would attract freight traffic to the route, and would offer a better opportunity for residents and students of Tualatin Valley to visit and attend colleges in the Willamette Valley. He concluded by expressing appreciation for the opportunity of presenting this matter and requesting that every consideration be given to this improvement. Mr. Waltz added that with the completion of the Tualatin Valley Highway to a four-lane facility between Forest Grove and Portland, the next natural step would be improvement of the section from Forest Grove to McMinnville, and he also expressed the hope that the Commission would see its way clear to improve the highway as soon as possible. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention and advised them that all possible consideration will be given to their request.

Members of The Dalles Chamber of Commerce appeared before the Commission concerning improvement of the Tygh Grade on US 197 north of Tygh Valley in Wasco County. Mr. Don Williams, Chairman of the Highway Committee of the Chamber of Commerce, The Dalles, acted as spokesman and introduced the following members of the group: James A. Hunt, County Judge of Wasco County; Vic Peterson, Peterson Insurance Company and Chamber of Commerce, both from The Dalles;

and Fred Ashley, Tygh Valley Sand & Gravel, Tygh Valley. Mr. Don Williams stated that their request today is for the inclusion in the next five-year construction program, and construction within the next two years, of a new Tygh Grade on US 197. He recalled that in the past they had outlined the economic reasons for building this grade, some of which are to transport wheat, cattle and lumber from the central part of Wasco County to the Columbia River Highway and The Dalles port, and to accommodate tourist traffic to the Mt. Hood and the Deschutes River areas. Chairman McIver thanked the delegation for coming in and assured them that the Commission will give every consideration to their request when funds are available.

The Klamath County Court appeared before the Commission regarding improvement of the East Diamond Lake Highway. Present in the group were Francis Landrum, Chairman of the Roads Advisory Committee, who was spokesman; Dick Newman, mill operator; Jack Kalonskie, County Engineer; Ned Putnam, logger; and R. R. Walker, County Judge, all from Klamath Falls. Mr. Landrum introduced the members of the delegation and requested the Highway Commission to intercede in behalf of Klamath County for the inclusion of the East Diamond Lake Highway (ORE 230) in the Forest Highway Program, and to obtain funds to improve that portion of the highway between US 97 and the north junction to Crater Lake. Improvements, he continued, are being made on the western slope of the Cascades on the road from Roseburg to Diamond Lake, and from Medford area to Diamond Lake which may pull timber away from Klamath County. Klamath County would like to see available forest funds spent on forest highways that are on the state highway system. They are appearing, he added, to ask the Commission to request the U. S. Bureau of Public Roads and the U. S. Forest Service, to improve the highway with forest highway funds. Mr. Newman, who spoke in behalf of the Klamath Basin Mill Operators, presented a brochure containing facts concerning the need to reconstruct Highway 230 from Highway 97 to the North Crater Lake National Park junction. The report, he pointed out, indicates that in 1946 reconstruction of Highway 230 was to have been completed with matching forest highway and State funds from Diamond Lake Junction to the North Umpqua area to permit the removal of 50 million feet of logs; however, after sale of the timber no funds were made available so that it was necessary to construct a secondary dirt road over the summit to the east side of Diamond Lake, which connected to an old road to US 97. This road is not adequate for log hauling and as a result it is difficult to bid on timber in that area. From the standpoint of recreational facilities, he pointed out that the highway carries heavy traffic from Crater Lake National Park, and from the Rogue River, Deschutes, Umpqua and Diamond Lake areas. He concluded his presentation by requesting reconstruction of the highway. The Engineer explained that although this highway is on the State Highway system and on the Forest Highway system it is not on the Federal-aid system so that the only funds eligible to be used on the road would come from the Forest Highway allocations. Chairman McIver thanked the delegation for their presentation.

The Engineer brought to the Commission's attention a request from the City of Eugene for State cooperation with the City of Eugene, City of Springfield, University of Oregon, and Lane County covering an overall transportation study to be made in the Eugene-Springfield area. The University of Oregon, he pointed out, will conduct the study and make periodic reports to the State Highway Commission. The estimated cost of the study is $17,000, of which the State's contribution is not to exceed $10,000 to cover those portions that pertain entirely to highway matters. The $10,000, he added, will be taken from federal planning funds and the matter will be covered by appropriate agreement. Upon his favorable recommendation, the Commission approved the expenditure for the study.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:40 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
May 10, 1960

The Oregon State Highway Commission met in special session at 11:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

The State Parks Superintendent reported on the following park matters:

Proposed purchase of 9.9 acres of the Young-Newhouse property on the south slope of Cape Sebastian in Curry County: The Parks Superintendent displayed a map of the area and pointed out to the Commission the location of the property proposed as a part of Cape Sebastian State Park. It was his thought that if all of the property could be secured between the highway and the beach it would be a desirable acquisition, providing that a reasonable price can be obtained. The Commission authorized the Parks Superintendent to continue negotiations and submit a recommendation for purchase at a later date.

The matter of an additional expenditure of $666 in connection with the installation of a power line into Silver Falls State Park for use in the Youth Camps was brought up by the Parks Superintendent. Difficulties have been encountered, he stated, in attempting to cross the Matheny property with the power line and it appears that extensive legal action will be necessary in order to secure an easement across their property. For an additional expenditure of $666 the power line can be placed along existing roads, and he recommended that this action be taken. The Commission accepted his recommendation.

The status of negotiations with the owners of Sea Lion Caves along the Oregon Coast Highway was also brought up by the Parks Superintendent. A conference was held with them recently, he stated, and it appears that they may offer a more reasonable asking price. Chairman McIver instructed that an attempt be made to secure a lease without a down payment, that the present owners operate the concession, and that the purchase price be paid for out of income.

The Parks Superintendent was also instructed to continue the study of this matter in order to arrive at an acceptable offer to comply with the request of the Commission and the Legislature. Commissioner Jackson inquired if the owners have shown any indication that they wish to sell the property. The Parks Superintendent replied negatively.

The Right of Way Engineer presented for consideration a number of options, pages 1 through 23 inclusive, secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960".

A Trust Agreement with Bonneville Power Administration was presented by the Right of Way Engineer covering the cost of moving their Longview-Astoria line on the Clatskanie Slide Section of the Columbia River Highway in Columbia County. He explained that in instances where it is necessary to move Bonneville lines it is their requirement that a Trust Agreement be entered into, and that the estimated cost, in this instance $13,300, be deposited with them in advance. Upon his favorable recommendation the Commission approved the Agreement.

Authorization was requested by the Right of Way Engineer to offer at public sale several parcels of property which are no longer required for highway purposes. Each parcel, he stated, has been appraised to determine its current value. Access has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property by adopting resolutions, marked Exhibits "B-1" through "B-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960":

(a) 7.13 acres from the former Hoover property, File 6544, on the Vadis-Gardner Ranch Section of the Sunset Highway in Washington County, for a minimum consideration of $1,625 without access to the Sunset Highway. See Exhibit "B-1".

(b) 1.379 acres of land from the former Hein property, File 8359-Q-736, on the Multnomah County Line-Scappoose Section of the Columbia River Highway in Columbia County, for a minimum consideration of $300, with one point of access to the Columbia River Highway 20 feet in width and unrestricted as to use. The deed is to contain a drainage easement.

(c) 1.55 acres from the former Bouche property, File 16769, on the Mehama-Mill City Section of the North Santiam Highway in Marion County, for a minimum consideration of $500 and without access to the North Santiam Highway.

(d) 5.3 acres from Parcel "C", File 2239, on the Junction City-Eugene Section of the Pacific Highway in Lane County, for a minimum consideration of $5,500, without access to the Pacific Highway. See Exhibit "B-2".

(e) 126.7 acres from the former Glaser property, File 25373, on the Albany-Judkins Point Section of the Pacific Highway in Linn County, for a minimum consideration of $17,150. The sum of $8,575 is to be paid in cash and the balance in five annual installments bearing six percent interest. A 20-foot road easement is to be granted across an area being retained for a stockpile site to enable the purchaser to reach the property from Diamond Hill Road. Fencing is to be done by the State and an advertising sign restriction is to be imposed. The property is to be sold without access to the Pacific Highway. See Exhibit "B-3".

Direct sale of two parcels of excess property was recommended by the Right of Way Engineer. He explained that in each instance the property is either surrounded or nearly so by property owned by the purchaser. Values have been determined by appraisal. Upon his favorable recommendation, the Commission approved the following sales

(a) 0.04 acre of the former Efem Warehouse Company land, File 16728, on the 39th Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County, to Robert W. Marcum for the sum of $875, without access to the Columbia River Highway or to N. E. 47th Avenue and subject to an advertising sign restriction.

(b) 1.1 acres from the former Johnson-Bester-Peterson properties, Files 23497, 23498, and 23499, on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, to Mr. John Naegeli for the sum of $200, without access to the Wilson River Highway. The purchaser is to relocate the fence on the new right of way line.

An "Indenture of Access" was presented by the Right of Way Engineer covering a change of location on the Earl property, File 25642, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. He explained that the indenture is to cover a change of location of access for the safety of the traveling public and the convenience of the owner and that no additional access is being granted. Based upon his favorable recommendation the Commission approved the "Indenture of Access".

The matter of correcting an error in the description of an easement agreement previously signed by the Commission was brought up by the Right of Way Engineer. He explained that on August 13, 1959 the Commission signed a bilateral easement agreement with the U.S. Bureau of Reclamation granting to the State an easement on the Klamath Falls West Side Bypass Section of The Dalles-California Highway in Klamath County. The original description referred to the northwest corner of Block 83 which has been corrected to read the northwest corner of Block 60. Upon his favorable recommendation the Commission approved the amended easement.

The Assistant Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of Way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement to proceed to acquire such properties by condemnation. The Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions marked Exhibit "E-1" through "E-4", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960".

Revision of a deed previously approved by the Commission conveying to the City of Portland the Commission's 40% interest in three parcels of property in Block 1, McMillen's Addition (in the vicinity of the E.R. Center) was presented by the Assistant Chief Counsel. He explained that the City had objected to the access restriction in the original deed, and inasmuch as it was not intended to impose this restriction he recommended that the revised deed be approved to allow access to a service road but no access to the relocated Pacific Highway. The Commission accepted his recommendation.

The Engineer reported that he had made award of contracts referred to him by the Commission to award when certain conditions had been satisfied. These conditions have been taken care of, he stated, and the following contracts have been awarded:

(1) Grading the Galice-Windy Gap Section of Galice Road, Josephine County. Bids received April 19, 1960. Contract awarded April 25, 1960 to J. M. Arenz, Portland, low bidder.

(2) Grading and oiling the Middle Unit, Post-Camp Creek Section of Paulina Highway, Crook County. Bids received March 29, 1960. Contract awarded April 27, 1960 to McNutt and Sons, Inc., Springfield, low bidder.

(3) Grading and oiling Deer Creek Road and Creson Road, Hood River County. Bids received April 19, 1960. Contract awarded April 28, 1960 to J. C. Compton, McMinnville, low bidder.

(4) Bear, Deer and Wolf Creek culverts and grading on Elk City-Harlan Road, Lincoln County. Bids received April 19, 1960. Contract awarded April 28, 1960 to Valley Oil Company, Inc., Salem, low bidder.

(5) Grading and paving Sag and Polk Streets in Independence, Polk County. Bids received April 19, 1960. Contract awarded April 28, 1960 to Salem Road and Driveway Company, Salem, low bidder.

(6) Grading and paving Mitchell Street in Falls City, Polk County. Bids received April 19, 1960. Contract awarded April 28, 1960 to Warren Northwest, Inc., Portland, low bidder.

(7) Grading and paving Fourth Street and Ocean Way in Tillamook, Tillamook County. Bids received April 19, 1960. Contract awarded April 28, 1960 to Calkins Crushing Company, Oceanlake, low bidder.

(8) Grading and paving Hubbard Truck Scale Site on Pacific Highway East, Marion County. Bids received March 29, 1960. Contract awarded April 28, 1960 to Salem Black Top Paving Company, Salem, low bidder.

(9) Grading and paving Cannery Street in Woodburn, Marion County. Bids received April 19, 1960. Contract awarded April 29, 1960 to Salem Black Top Paving Company, Salem, low bidder.

(10) Grading and paving Skipanon Drive in Warrenton, Clatsop County. Bids received April 19, 1960. Contract awarded May 4, 1960 to The United Contracting Company, Portland, low bidder.

The Commission confirmed award of the contracts.

Confirmation of telephonic approval was requested by the Engineer for authority to contract betterment work on the Crater Lake Highway easterly from Trail in Jackson County. He recalled that a delegation which appeared at a previous Commission meeting had requested improvements and that an investigation had been made. For an expenditure of $60,000 widening work can be performed on intermittent sections on an equipment rental basis, with some work to be performed by State forces. The Commission confirmed authority to proceed with the work and to receive bids for the project on June 1, 1960.

Attention was given to a request from the City of North Bend for a cooperative project involving extension of a 60-foot curbed section five blocks long, from 16th Street to Lewis Street, on the Cape Arago Highway in Coos County. The Engineer stated that an investigation indicates that the project has merit and is estimated to cost approximately $80,000. He recommended that the work be performed, provided that the City will contribute 25% of the total cost. The Commission approved the project.

Authority was requested by the Engineer to expend approximately $67,000 for improvement to the Howard Cooper building in Portland so that the improved space may be used for highway department personnel. He explained that the Division Office building in Milwaukie is overcrowded and several divisions have been quartered in rented buildings. Use of the Howard Cooper building would provide better quarters for personnel, ample car storage, and a more convenient location. It was his recommendation that the work be performed and that the Metropolitan Engineer and his crew be moved into the Howard Cooper building after the improvements have been made. The Commission approved his recommendation.

The Engineer presented a request by General Construction Company for an extension of time within which to complete Contract No. 5205 for construction on the Interstate Bridge over the Columbia River on the Pacific Highway between Washington and Oregon. The additional time required to complete the work, he stated, was not the fault of the contractor, and he recommended that he be granted an extension of time in the amount of eight days, to January 8, 1960, without assessment of liquidated damages. The request, he added, has been approved by the Washington Toll Bridge Authority. The Commission approved the extension of time as presented.

The Engineer reported that Contract Nos. 5228, 5332, 5552, 5582, 5601, and 5612 for highway construction have been completed in accordance with requirements of the contracts, or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960".

The Engineer requested approval of a change in the plans for the Tillamook River Bridge Project on the Netarts Secondary Highway in Tillamook County. The original plans provided for a fixed bridge with clearance which would not permit navigational development of the Tillamook River above the bridge except for very small boats. Tillamook County is negotiating with the U.S. Army Engineers for improvement of the channel entering Tillamook Bay. For the expenditure of an additional $30,000 the bridge can be constructed so that later it can be converted into a drawspan without loss of the original investment. Tillamook County has agreed to contribute one half of

the additional cost, or $15,000, and he recommended that the Commission authorize the expenditure of an additional $15,000 to construct the bridge so that it may be converted into a drawspan. The Commission approved the additional expenditure.

A hazardous condition on the Pacific Highway West near Tigard caused by shoulder parking was brought up by the Engineer. A traffic engineering investigation, he stated, disclosed that vehicles are being parked on the shoulders of the highway in front of and near the Tigard Bowling Alley. Off-street parking space for approximately 66 vehicles has been provided by the bowling alley. For the protection of the traveling public and for the safety of pedestrians crossing the highway, he recommended that shoulder parking be prohibited on both sides of the Pacific Highway between M.P. 8.24 (Engineer's Station 33+00) and M.P. 8.36 (Engineer's Station 39+50). The Commission approved his recommendation by adopting a resolution, marked Exhibit "D-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960".

The Engineer also mentioned that parking along highway shoulders on the northerly side of the Coos River Highway, just east of Eastside, interferes with the operation of a loadometer station in that area. To facilitate loadometer operations and to protect the traveling public, he recommended that shoulder parking be prohibited on the northerly side of the Coos River Highway between a point 0.03 mile east of Catching Slough Road (M.P. 2.34) and a point 0.13 mile east of Catching Slough Road (M.P. 2.44). The Commission approved his recommendation by adopting a resolution, marked Exhibit "D-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission meeting of May 10, 1960".

The Commission discussed with the Engineer the matter of setting a date for a hearing to be held in Portland concerning highway routes in the westerly part of Portland, among which are the Foothills Route and the Clay-Market Route. City officials, the Engineer stated, have been contacted and he recommended that a hearing be held in the Portland City Hall at 10:00 a.m., June 13, 1960, with the possibility that it might be necessary to continue the hearing on June 14. The Commission approved the hearing dates.

Attention was given to a request made by the United States Forest Service for permission to install a log scaling station on highway right of way along the westerly side of the Beech Creek Highway opposite M.P. 1.61 near Mount Vernon, in Grant County. The Engineer stated that the location of the station and the type of construction have been approved, and he recommended that a revocable permit be granted. The Commission accepted his recommendation.

The Commission also considered a petition from residents of Westport requesting construction of a footpath along the Columbia River Highway in the community of Westport in Columbia County. The Engineer stated that an investigation disclosed that the proposed footpath would be located in a dense business and residential development, and during a 16-hour period it was found that approximately 150 pedestrians walked along the highway at this point. In view of the conditions which exist, he recommended that a footpath be constructed along the northerly side of the highway between M.P. 70.94 and M.P. 71.10 in the community of Westport at an estimated cost of $600. The Commission approved the project by adopting a resolution, marked Exhibit "F", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 10, 1960".

The Commission considered and, upon the favorable recommendation of the Engineer, approved a cooperative agreement with the United States Forest Service, American Forest Products Corporation, Lakeview Lumber Products Company, Adams Lumber Company, Lakeview Logging Company and Aeronautical Radio, Inc. covering installation by Aeronautical Radio, Inc. of radio transmitting and receiving equipment at Black Cap, northeast of Lakeview in Lake County. The Engineer explained that the State has certain rights in radio installations on Black Cap and the agreement is to allow Aeronautical Radio, Inc. to use existing communication facilities.

The Engineer presented a proposed agreement with the State of Washington whereby the Metropolitan Transportation Study for Portland and vicinity would be extended into the Vancouver, Camas, and Washougal areas in Washington. The agreement provides, he continued, that all costs incurred in connection with the work done in Washington are to be reimbursed by the State of Washington. Upon his favorable recommendation, the Commission approved the agreement.

A form of agreement with the University of Oregon, the City of Eugene, the City of Springfield, and Lane County was presented by the Engineer. He recalled briefly that the agreement had been authorized by the Commission at its meeting in April, 1960, for an over-all transportation study to be made in the Eugene-Springfield area. The total cost of the work is estimated at $17,000, the State's portion not to exceed $10,000 for matters which pertain to highways. Following his favorable recommendation the Commission approved the agreement.

Concerning a request made several times in the past by the City of Klamath Falls for an overpass over the Great Northern Railroad in Klamath Falls, the Engineer reported that as previously suggested to the City officials, they have made application to the

United States Military Department for financial aid as the road is used a great deal by military personnel stationed at Kingsley Air Base.

The Engineer requested out-of-state travel authorization for Mr. Carl Jordan, Director of the Travel Information Division, to go to Vancouver, British Columbia and Seattle, Washington, June 7 - 12, 1960 to attend a Travel Tour in Vancouver and meeting of Board of Directors of Travel Institute in Seattle, Washington, at an estimated cost of $80. The Commission approved the out-of-state travel.

The Commission signed a number of agreements and other papers and the meeting was recessed at 11:55 a.m. to be reconvened at 2:30 p.m. in the same room.

At 2:30 p.m. Commissioner Fridley announced awards of contracts on which bids had been received earlier in the day, as follows:

BIDS RECEIVED IN SALEM ON MAY 10, 1960

"Construction of Baker Office Building, Baker County. The Commission awarded the contract to the low bidder, Bechtel Bros., LaGrande, at $94,583.

"Grading and paving "M" and College Streets in Philomath, Benton County. The Commission awarded the contract to the low bidder, Corvallis Sand & Gravel, Corvallis, at $16,336.

"South Milwaukie Drainage Project, Clackamas County. The Commission awarded the contract to the low bidder, George W. Phoenix, Inc., Portland, at $13,519.

"Paving on the Warren-Scappoose Section of the Columbia River Highway, Columbia County. The Commission awarded the contract to the low bidder, K. F. Jacobsen Co., Inc., Portland, at $21,358.

"Clatskanie Slide Correction Project, grading and paving, on the Columbia River Highway, Columbia County. The Commission awarded the contract to the low bidder, Grimstad & Vanderveldt, Astoria, at $74,757.

"Paving on the Bandon-S. Twomile Creek Section of the Oregon Coast Highway, Coos County. The Commission awarded the contract to the low bidder, Central Paving Company, Independence, at $58,325.

"Grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway, Curry County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co.,

Medford, at $907,087.

"Elk Creek Tunnel Relining on the Umpqua Highway, Douglas County. The Commission rejected all bids as being too high.

"Tenth Street Bridge over Bear Creek, City of Medford, Jackson County. The Commission referred all bids to the City of Medford.

"Grading and Oiling Project on First Street in Oceanlake, Lincoln County. The Commission rejected all bids as being too high.

"Construction of Ona Beach State Park Shelter Latrine, Lincoln County. The Commission awarded the contract to the low bidder, C. M. Corkum Co., Inc., Portland, at $16,441.50.

"Roadway Illumination on the North Albany Junction-McKenzie River Section of the Pacific Highway, Linn County. The Commission awarded the contract to the low bidder, Sierra Electric Co., Inc., Portland, at $41,189.

"Grading and paving on the West Unit, Burrell-Vale Section of the Central Oregon Highway, Malheur County. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $81,696.

"Idaho Line-Antelope Reservoir Road Rock Production Project on the I.O.N. and Jordan Valley Highways, Malheur County. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $42,467.75.

"Grading and paving on S.E. Lawrence Street in Gresham, Multnomah County. The Commission elected to accept the low bid of Oregon Asphaltic Paving Co., Portland, in the sum of $32,810.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Gresham is received and the sum of $18,000 is deposited by the City.

"Divisions No. 1 and No. 2 Structural Painting, Multnomah, Marion, and Polk Counties. The Commission awarded the contract to the low bidder, Tri-State Painting Company, Portland, at $22,140.

"Grading and paving on the Buell Road-Willamina Section of the Willamina-Sheridan Highway, Polk County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $29,326.95.

"Construction of Twin Structures on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County. The Commission awarded the contract to the low bidder, S & D Construction Co., Portland, on Alternate "B", at $289,852.

"Paving on the Enterprise Section of the Enterprise-Lewiston, Wallowa Lake, and Joseph-Wallowa Highways, Wallowa County. The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at $188,684.50.

"Division No. 1 Paving Project on the Farmington and Scholls Highways, Washington County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $104,386.

The Commission authorized Mr. W. C. Williams, State Highway Engineer, to attend a meeting of an AASHO Special Committee on Project Procedures in Washington, D. C., May 24 - 25, 1960, at an estimated cost of $275.

There being no further business to consider, the meeting was adjourned at 2:40 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
June 2, 1960

The Oregon State Highway Commission met in regular session at 10 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the regular meeting held April 21 and 22.

The State Parks Superintendent reported on the following park matters:

Proposed State Park at confluence of West and South Forks of Illinois River near Redwood Highway, Josephine County: The State Parks Superintendent stated that an area had been called to his attention a short distance south of Caves Junction. Some time will be required to make a thorough investigation of the site and he requested authority to make the study. The Commission granted the authority.

Proposed improvement of access road to Armitage State Park, Lane County: The existing road, the Parks Superintendent stated, passes beneath the Southern Pacific Company Railroad and in effect is a private crossing. To open it up for public use, it is necessary to secure approval of the Public Utility Commissioner and the Southern Pacific Railroad Company. The Southern Pacific Company has estimated that it will cost them approximately $1,000 for rebracing bents and for planking to protect piling. The Railroad Company, he continued, has not given its consent to the project, but neither have they stated that they would object. Cost of improving the road he estimated to be approximately $1,000. It was his opinion that the undercrossing should be improved so as to allow room for two-way traffic, and he recommended that the Commission authorize him to present the matter to the Public Utility Commissioner and to negotiate with the Railroad Company for a satisfactory agreement. The Commission approved his recommendation.

Request of Pacific Gas Transmission Company to install a 36-inch gas main along the old section of The Dalles-California Highway

through Lava River Caves State Park in Deschutes County: The Gas Company, the Parks Superintendent stated, proposes to use a strip of land on the easterly side of the right of way and to install the pipe to a depth of 8 feet. He pointed out that much of the trench must be dug in a relatively hard formation, which will require blasting. To avoid hazards to the visitors in the Caves, it was his opinion that construction of the pipe line should be delayed until after the close of the Caves-use season in September, and that blasting be held to a minimum to reduce possibility of damage to the lava tunnel. He also mentioned that the Gas Company should be required to pay for any timber removed in the construction of the pipe line. Upon his favorable recommendation the Commission authorized the granting of an easement to the Gas Company under terms and conditions outlined by the Parks Superintendent.

Supplemental agreement with Kaiser Gypsum Company concerning water supply at Bradley State Park in Clatsop County: The Gypsum Company, the Parks Superintendent stated, has requested a supplement to an agreement signed December 2, 1940 covering use of a stockpile site and water source for Bradley State Park on a tract of land along the old Columbia River Highway, approximately one mile westerly from Bradley State Park. The Company wishes to remove the timber and use the area as a source for quarry material if needed in its operations. Under terms of the proposed agreement, the Company is to grant to the State an easement across other lands for a water line to serve the Park. An investigation, he stated, has determined that removal of the timber as well as possible removal of the rock will not interfere with the water source, and under the supplemental agreement the State will have legal authority to maintain the pipe line from the water source to the Park. The Commission accepted his recommendation that the supplemental agreement be approved.

Installation and wording for three informational signs relating to botanical interests in VanDuzer Forest Wayside on the Salmon River Highway in Lincoln County, and the Darlingtonia State Park on Highway 101 in Lane County: The Commission authorized installation of informational signs containing the following wording:

"DARLINGTONIA STATE PARK PRESERVE

This area has been set aside as a botanical preserve to protect an unusual group of insect catching plants, Darlingtonia Californica. The cobra-like pitcher plants are found natively in bog areas of northern California and southwest Oregon. They flower in June with hanging blooms of yellow and red and produce up to a dozen leaves. Erect seed pods remain most of the summer. Insects are lured into the hooded tubular leaves by the nectar on colorful petals and within the interior. Once inside the dome, they become confused by the many transparent areas in the walls which appear as exits and are eventually trapped by the sharp downward pointing hairs in the tube. After falling into the pool of liquid at the base of the leaf, the captive is digested by the plant.

"HENRY B. VAN DUZER FOREST CORRIDOR
TREE PLANTING PROJECT

A forty acre tract of State Park land behind this sign was planted with young Douglas fir and Port Orford cedar trees by school children from Grand Ronde and Willamina in the years 1952, 1953, and 1954. Old growth trees on this tract were logged in 1951.

"HENRY B. VAN DUZER CORRIDOR

This eight mile strip, bordering the Salmon River Highway, preserves a living segment of old growth Douglas fir (Pseudotsuga Mensiesi) as well as Sitka spruce and other native trees. The Park contains 1,507 acres and is named for a former Chairman of the Oregon State Highway Commission who was one of the founders of the Oregon State Park system.

Areas to the north and south of the Park were logged years ago, and are now part of a large tree farm. Because of the narrow nature of the Corridor, winter winds have often felled its trees. Seedling trees were planted during the years from 1955 through 1958."

Proposed extension of Jack Flaucher's concession lease at the Vista House on the scenic route of the old Columbia River Highway in Multnomah County: The Parks Superintendent explained that the present lease, which expires March 31, 1961, specifies that the lease may be renewed if agreeable to all concerned. He pointed out that Mr. Flaucher's operation has been satisfactory and that a change in management would probably not be to the best interests of the State. He called attention to the fact that income to the State annually from 1955 through 1959 has run between $4,900 and $5,862. It was his recommendation, approved by the Commission, that the lease be extended for a five-year period, beginning April 1, 1961.

Request of Jack Flaucher to sell his lease for operation of concession privileges in the DePoe Bay Park building, Lincoln County, to Mrs. Pearl Cavin of Depoe Bay: The Parks Superintendent stated that because of death in Mr. Flaucher's family he does not wish to continue to operate the Depoe Bay Park facility. Mrs. Cavin, who has operated a private concession across the highway from the State-owned facility, has indicated an interest in the State operation. Her record, he continued, is good and he recommended that the Commission allow Mr. Flaucher to sell his lease interest to Mrs. Cavin, provided she can secure the necessary bond and insurance. He also pointed out that the existing agreement extends into 1964. The Commission accepted his recommendation.

The Right of Way Engineer presented for consideration options, pages 1 through 49, secured for acquisition of real property needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960."

The Property Manager's report covering miscellaneous sales made since the last Highway Commission meeting, and a report of rentals received for the month of April were presented by the Right of Way Engineer. He pointed out that miscellaneous sales amounted to $17,906.19 for the period covered, and that rental receipts for the month of April amounted to $6,795.06. The Commission accepted the report. The Right of Way Engineer also mentioned that sales of rental properties are being made as fast as adequate prices can be obtained in order to keep the number of rental properties at a minimum.

Authority was requested by the Right of Way Engineer to sell three parcels of property which are no longer required for highway purposes. Each parcel of property, he stated, has been carefully appraised to determine its value, and access to the properties has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property and thereupon adopted resolutions marked Exhibits "B-1" through "B-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960":

a. 0.9 acre of land from the former Early property, File No. 24155, on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County for a minimum consideration of $5,500 without access to the Salmon River Highway or to the County road within 150 feet of the intersection of the County road with the Salmon River Highway. See Exhibit "B-1".

b. 0.63 acre of land from the former Erntson property, File No. 25101, on the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County for a minimum consideration of $14,500 without access to the Pacific Highway East or to its frontage road. Access is to be allowed to Dunlap Street and an advertising sign restriction is to be imposed. See Exhibit "B-2".

c. 0.28 acre of land from the former Boyd property, File No. 24412, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County for a minimum consideration of $4,500 with two points of unrestricted access to the

Tualatin Valley Highway, one, 40 feet in width, the other, 30 feet in width. See Exhibit "B-3".

Two Indentures of Access were presented by the Right of Way Engineer. He explained that in each instance no additional access is being granted, but that a change in location is proposed for the safety of the traveling public and for the convenience of the property owners. The Commission approved the Indentures of Access on the following properties:

a. Stevens property, File Nos. 18382 and 19147, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

b. Verbeck property, File Nos. 13898 and 13899, on the Salem-Hayesville School Section of the Pacific Highway in Marion County.

Authority was requested by the Right of Way Engineer to sell directly a parcel of land containing 1,500 square feet on the Aloha Section of the Tualatin Valley Highway in Washington County to Mr. L. P. Busch for the sum of $150. He explained that the land adjoins other property owned by Mr. Busch, and has no particular value to anyone else. The value of the land, he continued, has been determined by appraisal, and one point of unrestricted access 25 feet in width is to be allowed to the Tualatin Valley Highway. The Commission approved sale of the land.

Attention was given to a "Lease and Sale of Road Materials" agreement with Ernest W. Fisher. The Right of Way Engineer explained that the lease pertains to property on the Fisher Butte Section of the Mapleton-Eugene Highway in Lane County. Under an existing agreement, the State pays a minimum of seventy-five dollars per year and maintains the road to the quarry site. Under the terms of the proposed lease, the Fishers may allow a third party to remove material not needed or wanted by the State, thus relieving the State of the minimum payment of seventy-five dollars per year and of the obligation to maintain the roadway and the cattle guard. On his favorable recommendation, the Commission approved the revised lease agreement.

The Commission also considered a "Right-of-Entry for Construction" agreement with the U. S. Army Corps of Engineers granting to the Corps of Engineers the right to use for twelve months, beginning June 2, 1960, a 1.97 acre tract adjacent to the southerly right of way line of the Columbia River Highway in Sherman County, approximately three-fourths of a mile westerly from the proposed John Day Dam, Columbia River. The Right of Way Engineer explained that the Engineers plan to borrow material in this area and haul it across the tract owned by the State. Highway relocation will eventually render the site useless to the State and it will later be sold to the Corps of Engineers. It was his recommendation, approved by the Commission, that the agreement be approved.

A Bargain and Sale Deed was presented by the Right of Way Engineer conveying to Marion County forty-two parcels of property on the Willamette River-Gervais Road Section of the Baldock Freeway in Marion County. He explained that these parcels of property are being deeded back to the County in order to transfer to the County right of way used for County roads reconstruction in connection with construction of the Freeway. The Commission approved the deed.

A Grant of Easement to the El Paso Natural Gas Company for a right of way and easement to construct and operate a gas pipe line was presented by the Right of Way Engineer. The proposed easement, he stated, is located on the Albany-Judkins Point Section of the Pacific Highway in Linn County, covering 1.6 acres of land and contains a provision that the State is to be paid the sum of $240.00. This amount, he added, was established by appraisal, and no rights of access would accrue to this grant. The Commission approved the easement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also presented. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions marked Exhibits "E-1" through "E-17", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960."

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation" dated June 2 and 3, 1960, and "Supplemental Recommendations for Condemnation" dated June 2 and 3, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of cases which have been tried in court was presented by the Chief Counsel, who commented orally on several of the cases. The Commission accepted the report which is summarized as follows:

(See following page for "Report of Condemnation Cases Tried".)

REPORT OF CONDEMNATION CASES TRIED

April 22, 1960 to May 26, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3437 Burghardt, et ux	Clackamas	Cascade Secondary	Lake Road, Oregon City	$9,200	$18,500	$11,100
L-3436 Burghardt, et ux	Clackamas	Cascade Secondary	Lake Road, Oregon City	14,000	25,000	14,000
L-3335 Stanton, et al	Hood River	Columbia River	Cascade Locks-Viento	150	16,500	1,000
L-3379 Glaser, et al	Linn	Pacific	Albany-Judkins Point	14,300	34,992	16,500
L-3077 Thiessen, et al	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	7,400	30,000	11,000
L-3439 Helliwell, et al	Multnomah	Pacific	East Bank Freeway	18,000	30,000	18,000
L-3420 Nance, et al	Multnomah	Pacific	East Bank Freeway	6,000	10,000	8,400
L-3423 Webster, et al	Multnomah	Pacific	East Bank Freeway	51,900	80,200	51,000
L-3343 Hailey, et al	Sherman	Wasco-Heppner	Wasco-Hay Canyon	1,153.90	None	1,153.90
L-3378 Hennagin, et al	Sherman	Wasco-Heppner	Wasco-Hay Canyon	3,505 without stock tube	None	2,834.37 plus 305.63 crop damage already paid 3,140 with stock tube

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

May 27, 1960 to June 2, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3152 Metropolitan Development	Klamath	The Dalles-California	Klamath Falls-West Side By-Pass	$ 150	None	$ 150
L-3380 Glaser et al	Linn	Pacific	Albany-Judkins Point	15,050	34,143	20,000

For additional details see the Chief Counsel's letter dated May 25, 1960 entitled "Report of Cases Tried" and his letter dated June 1, 1960 entitled "Supplemental Report of Cases Tried" in the General Files in the Salem office.

The Commission also considered and accepted a report submitted by the Chief Counsel concerning cases which have been settled out of court. He commented briefly on some of the cases and answered questions presented by the Commission on the following summary of cases:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29243 Compton	Benton	Corvallis-Newport	Corvallis City	$ 270	$ 1,250
R-23349 Standard Oil Co.	Clatsop	Oregon Coast	Roosevelt Drive (Seaside)	540	Exchange of property
R-29546 Schrag et ux	Coos	Powers Secondary	Hoffman Bridge-Whiskey Creek	525	754
R-29952 Smart et al	Crook	Paulina	Lost Creek-Camp Creek	3,615	3,683.50
R-28949 Oregon Conference of Free Methodist Church of North America	Hood River	Columbia River	Cascade Locks-Viento	700	1,000
R-22235 Bilyeu et ux	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	1,935	3,200

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28224 Terry, et ux	Multnomah	Pacific	East Bank Freeway	$ 32,000	$35,000
R-28209 Motor Freight Terminals Inc., et al	Multnomah	Pacific	East Bank Freeway	60,000	71,200
R-28229 Tanaka, et al	Multnomah	Pacific	East Bank Freeway	66,900 For land and part of trade fixtures	75,000 For land and same fixtures included in offer
R-28254 Tanaka	Multnomah	Pacific	East Bank Freeway	5,250	5,250
R-28964 Knutsen, et al	Hood River	Columbia River	Cascade Locks-Viento	500	1,000

For additional details see the Chief Counsel's letter dated May 27, 1960, entitled "Report of Cases Settled" and his letter of June 1, 1960, entitled "Supplemental Report of Cases Settled" in the General Files in the Salem office.

The Chief Counsel stated that he has no report of cases pending.

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with a resolution adopted December 20, 1951. The Commission confirmed the following offers:

(See following page.)

Hunter Creek-Myers Creek Section of the Oregon Coast Highway

R-29594 - Fred Wimer, et ux. 3.00 acres for right of way purposes. Offer of $1,525 approved by Mr. McIver April 29, 1960.

R-30258 - William Hugh Henry, et al. 45.4 acres for right of way purposes. Offer of $6,100 approved by Mr McIver April 26, 1960.

R-30382 - S. O. Newhouse, et al. Parcel No. 1: 14.65 acres for right of way purposes; and Parcel No. 2: 9.9 acres for park purposes. Offer of $2,455 approved by Mr. McIver April 28, 1960.

R-30383 - John Hewitt, et ux. 20.33 acres for right of way purposes. Offer of $2,200 approved by Mr. McIver April 29, 1960.

R-30384 - John Hewitt, Jr., et al. 10.33 acres for right of way purposes. Offer of $2,030 approved by Mr. McIver April 27, 1960.

R-30385 - Oleta A. Walker, et al. Parcel No. 1: 24.07 acres for right of way purposes; Parcel No. 2: 19.07 acres for material source; and Parcel No. 3: 0.64 acre for haul road. Offer of $12,200 approved by Mr. McIver May 2, 1960.

Sumpter-McEwen Section of the Sumpter Valley Highway

R-30763 - William F. Deems, et al. Parcel No. 1: 0.78 acre for right of way purposes; and Parcel No. 2: 0.24 acre for right of way purposes. Offer of $65 approved by Mr. McIver May 23, 1960.

R-30766 - William R. Kidder, et al. 3.0 acres for right of way purposes. Offer of $1,825 approved by Mr. McIver May 24, 1960.

Sumpter-McEwen Section of the Sumpter Valley Highway - Cont.

R-30767 - Brooks Hawley, et al. Parcel No. 1: 1.05 acres for right of way purposes; Parcel No. 2: 12.1 acres for right of way purposes; and Parcel No. 3: 0.18 acre for temporary easement. Offer of $1,250 approved by Mr. McIver May 25, 1960.

R-30774 - J. E. Little, et al. Parcel No. 1: 2.36 acres for right of way purposes; Parcel No. 2: 39.40 acres for material source; Parcel No. 3: 3.60 acres for right of way purposes; and Parcel No. 4: 0.40 acre for right of way purposes. Offer of $1,100 approved by Mr. McIver May 23, 1960.

R-30781 - J. S. Dyke, et al. 23,500 square feet for right of way purposes. Offer of $275 approved by Mr. McIver May 23, 1960.

Buell Road -Willamina Section of the Willamina Sheridan Highway

R-31015 - Linda Sider Visnapu, et vir. 33,870 square feet for right of way purposes. Offer of $300 approved by Mr. McIver May 27, 1960.

R-31018 - Joseph Kochis, et al. 2,200 square feet for right of way purposes. Offer of $25 approved by Mr. McIver May 24, 1960.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-29161 - Henry A. Schmidt, et al. 1,050 square feet for right of way purposes. Offer of $200 approved by Mr. McIver May 12, 1960.

Enterprise-Lewiston Highway

R-30939 - Bonita Riley, et al. 13.95 acres for material source. Offer of $360 approved by Mr. McIver May 13, 1960.

Rock Creek Section of the Clackamas Highway

R-30936 - Jacob A. Sieben, et ux. 0.26 acre for right of way purposes. Offer of $200 approved by Mr. McIver May 24, 1960.

R-31078 - Blasdel G. Smith, et al. 0.1 acre for right of way purposes. Offer of $130 approved by Mr. McIver May 27, 1960.

North Portland Harbor-North Russell Street Section of the Pacific Highway

R-30533 - Manuel Thorsell, et al. 4,650 square feet for right of way purposes. Offer of $10,700 approved by Mr. McIver April 27, 1960.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-29588 - Ben Gardner, et ux. 6.12 acres for right of way purposes. Offer of $2,750 approved by Mr. McIver April 27, 1960.

East Bank Freeway Section of the Pacific Highway

R-30584 - Elmer A. Flowers, et al. 825 square feet for right of way purposes. Offer of $3,750 approved by Mr. McIver May 4, 1960.

R-28245 - M. E. Paget, et al. 2,500 square feet for right of way purposes. Offer of $3,500 approved by Mr. McIver April 27, 1960.

A written report was presented by the Chief Counsel concerning orders which have been issued by the Public Utility Commissioner in which the State Highway Commission has been a party. The Commission approved the report which is summarized as follows:

PUX 337: Installation of signals at the intersection of Third and Main Streets in the City of Springfield at the crossing of the tracks of Southern Pacific Company in Lane County. The signals are located on the westbound traffic route of the McKenzie Highway, and the order was issued to provide distribution of costs; one-third by the Railroad, one-third by the City, and one-third by the State Highway Department with Southern Pacific obligated to maintain the signals.

PUX 345: Crown Zellerbach private road crossing of the Sunset Highway near Black Bridge in Clatsop County. This is an amendment to an order originally issued February 15, 1960, and corrects and adds several points not properly covered in the original order.

PUX 349: Grade crossing of the tracks of Southern Pacific Company on the Prairie County Road in Lane County, about two miles south of Junction City. This road is not under the jurisdiction of the State Highway Commission, and no objection will be made to the issuance of a proper order.

An Institution of Legal Proceedings by the Village Shops, Inc. against the State Highway Commission was reported by the Chief Counsel. He recalled that Village Shops, Inc. is located at the intersection of Murray Road with Sunset Highway in Washington County. The plaintiff claims that they were deprived of proper access to their property because of closure of Murray Road. The Chief Counsel recalled that Mr. W. T. Tripplett had appeared before the Commission at its meeting November 6, 1959, protesting the interchange as constructed.

At that time it was pointed out that plans for the interchange had been forwarded to Mr. Tripplett prior to construction, and that no objection had been made by him until after completion of the project. It seems that Mr. Tripplett interpreted the plans as providing for Murray Road to remain open to Sunset Highway. The Village Shops, Inc. is asking for the sum of $83,000 for damages, plus interest from July 20, 1959, but is not asking that Murray Road be opened. Proper action, concluded the Chief Counsel, will be taken to protect the State's interest.

The Chief Counsel reported that the Supreme Court had rendered a decision in the Stumbo case. He recalled briefly that the Stumbo's, whose property is located on the Pacific Highway in Douglas County, had sought to collect a very large amount of money for a small piece of right of way taken from their property in the construction of the highway. The Supreme Court, however, awarded them the sum of $125 and the case, he concluded, may be considered as closed.

The Commission gave attention to the matter of closing out the co-operative project between the City of Portland and the State, known as the Front Avenue Project. The Chief Counsel explained that the history of this dated back to an agreement dated July 24, 1941, supplemented by an agreement dated September 11, 1944. He recommended adoption of the auditor's report, including execution of a deed to the City of Portland and acceptance of a deed from the City in order to place all property acquired for the project--as shown by the auditor's report--in undivided ownership; 60 per cent, City; 40 per cent, State. The sum of $13,415.20 is stipulated as the full amount due the State from the City of Portland as of the date of the audit. Remaining surplus property is to be disposed of in accordance with the mutual desire of the City and State with appropriate sharing of net income. He further recommended that permanent construction easements remain as presently held, and that an agreement with the City of Portland be extended for a period of five years for the use of a parcel of land occupied by the Chamber of Commerce Information Center. The Commission approved the settlement as presented by the Chief Counsel.

The Commission gave attention to an action taken at the March 10, 1960 meeting authorizing issuance of special permits to Southern Pacific Company and Pacific Motor Trucking Company as self-insurers for movement of vehicles on State highways. The Chief Counsel explained that the proposed amending action is to allow the companies mentioned to file a certificate of insurance with the Permit Division rather than to file a certificate with each application for each individual permit. Upon his favorable recommendation the Commission approved the filing of a blanket certificate of insurance.

A report was presented by the Chief Counsel concerning a claim filed by Mr. Edward Breitenstein for injuries suffered by him when a combine he was operating turned over on the Silver Falls Highway near the Town of Shaw. The Chief Counsel pointed out that the accident occurred July 22, 1959, allegedly caused by a hole in the shoulder

hidden by deep grass. An investigation indicated that there was no evidence of negligence by employees of the Highway, and he recommended that the claim be rejected. The Commission rejected the claim.

The Chief Counsel presented a claim submitted by D. E. Turnidge in the amount of $199.60 for damage to seven lengths of aluminum pipe. Mr. Turnidge, he remarked, had secured a permit for 14-foot vertical clearance. While hauling the irrigation pipe at the junction of the Columbia River Highway and the Mt. Hood Highway near Hood River in Hood River County, he ran into a traffic sign cable ove the highway which had sagged below the 14-foot clearance. The sag in the cable, he continued, had been caused by a vehicle striking one of the anchor poles a very short time prior to Mr. Turnidge's accident. The Commission accepted his recommendation that the claim be paid.

A recommendation was made by the Chief Counsel to allow step increases for all members of the Legal staff who are entitled to the increases, with the exception of Leonard Pearlman, for whom he recommended a two-step increase. He explained that completion of the action is subject to the approval of the Attorney General, and when the Attorney General has given his consent, he will present to the Commission the names of the attorneys to receive the increase and the amounts. The Commission approved the matter as presented by the Chief Counsel.

Attention was given to a letter written by Mr. John C. Caldwell concerning possible removal of the wreck of the Peter Iredale from the ocean shore in Fort Stevens State Park in Clatsop County. The Chief Counsel said that a Mr. Hendricks has made a claim as owner of the Peter Iredale, and intends to request that a permit be issued to him for the dismantling and removal of the vessel. The Chief Counsel also pointed out that because of the length of time since the ship was wrecked and the location of the wreck, the State might well contest the ownership of the vessel. The Engineer observed that there would probably be a great number of protests from local people if any attempt is made to remove the ship. The Parks Superintendent mentioned that the old vessel is a great point of public interest and many people visit the Park in order to see the wrecked ship. The Commission instructed that Mr. Caldwell be advised that the matter is being investigated.

The Engineer reported that he had made awards of contracts referred to him to award when certain conditions had been fulfilled. 3a
These conditions, he stated, have been taken care of, and the Commission confirmed his award of the following contracts:

(See following page for award of contracts.)

(1) Grading and paving S. E. Lawrence Street in Gresham, Multnomah County. Bids received May 10, 1960. Contract awarded May 13, 1960 to Oregon Asphaltic Paving Company, Portland, low bidder.

(2) Grading and oiling on the Ochoco Jct. - Howard School Section of the Ochoco Ranger Station Road, Crook County. Bids received April 21, 1960. Contract awarded May 17, 1960 to Stanley Wilt, Corvallis, low bidder.

(3) Construction of the John Day River (Twickenham) Bridge, Wheeler County. Bids received April 21, 1960. Contract awarded May 17, 1960 to Walder & Kenworthy, Portland, low bidder.

(4) Grading and paving on the Chemawa Road - Salem Section of the North River Road, Marion County. Bids received April 21, 1960 to Salem Road and Driveway Company, Salem, low bidder.

The placing of reduced load limits on portions of State highways was reported by the Engineer. He said that due to recent thawing and removal of snow, the oiled surface on these highways is weak, and until the road has had time to dry reduced load limits have been placed allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any set of tandem axles. The Commission approved the reduced load limits on the following sections of State highways:

(1) Crater Lake-North Highway No. 232, Mile Point 0.0 to Mile Point 3.81; effective 4:00 p.m., May 19, 1960.

(2) West Diamond Lake Highway No. 233 from Mile Point 8.0, two miles east of the Jackson County-Douglas County line, to Mile Point 23.89 at its junction with Crater Lake-North Highway; effective 4:00 p.m., May 19, 1960.

(3) East Diamond Lake Highway No. 425 over its entire length; effective 4:00 p.m., May 19, 1960.

Removal of a reduced load limit on the Weston-Elgin Highway No. 330 in Umatilla County was reported by the Engineer. He commented briefly that inspection of the highway revealed that on the section between Mile Point 8.00 and Mile Point 15.33 the highway was in condition to carry legal loads and the reduced load limit imposed March 28, 1960 was removed at 8:00 a.m., May 31, 1960. The Commission confirmed removal of the reduced load limit.

The establishment of reduced speed zones where construction is under way was reported by the Engineer. He explained that establishment of these construction speed zones is necessary for the protection of the traveling public. The Commission confirmed the following construction speed zones:

(1) 35 miles-per-hour on the Cascade Locks Section of the Columbia River Highway in Hood River County; effective 8:00 a.m., May 9, 1960, between Mile Point 43.0 and Mile Point 43.8.

(2) 35 miles-per-hour on the Pacific Highway at Rock Point in Jackson County between Mile Point 294.23 and Mile Point 294.67 for southbound lanes only; effective 8:30 a.m., May 12, 1960.

(3) 35 miles-per-hour on the Siuslaw Highway at Swamp Creek in Lane County, Mile Point 42.68; at Lake Creek, Mile Point 43.87; and Lake Creek Overflow structure at Mile Point 44.00; effective 8:00 a.m., May 23, 1960. The Engineer explained that these reduced speeds are necessary because of bridge construction.

Concerning an item of unfinished business appearing on the Secretary's summary, dated April 22, 1960, the Parks Superintendent reported that he had no additional information at this time concerning negotiations for acquisition of Sea Lion Caves on the Oregon Coast Highway in Lane County.

Consideration was given to construction of the Country Club Road-Coburg Road connection at the easterly end of the Ferry Street Bridge in Eugene, Lane County, including the installation of a median barrier across the intersection of Country Club Road and Coburg Road to eliminate left-hand turns. The Engineer stated that the project which had been requested by the City of Eugene had been carefully studied and an analysis indicates a need for the improvement. He explained that the portion on the westerly side of the Ferry Street Bridge is to be built entirely by the State at a total estimated cost of $91,500 for a right of way, grading, and paving. On the easterly side of the Ferry Street Bridge, the right of way is to be contributed and the grading done by Lane County; the cost to the State for surfacing only, he estimated at $13,000. The Bureau of Public Roads local office has indicated it would participate in the project from urban funds, as it would remove an intolerable condition from a highway on the Federal-Aid Secondary System. Based on his favorable recommendation, the Commission approved the project as presented.

At the Highway Commission meeting on March 11, 1960, the Engineer recalled, the Commission had approved a State construction program in the amount of $2,564,000. Due to the fact that very favorable bids had been received for this work, there has been an underrun of $375,000 in the estimated cost of contracts. He recommended that additional work be performed consisting principally of 1½-inch asphaltic concrete resurfacing on weak sections of highways. The Commission approved for contracting the following projects recommended by the Engineer:

The Dalles-California Highway:	
Lava Butte-Lava Caves	$ 75,000
Sunset Highway:	
Quartz Creek-Tillamook County Line	165,000
Redwood Highway:	
Summit Hayes Hill-Sauers Flat	135,000
	$ 375,000

In discussing proposed highway improvements suggested by the Engineer, Chairman McIver mentioned the need for constructing additional climbing lanes on the Sunset Highway for eastbound traffic. The Engineer was instructed to investigate the matter.

The Engineer also reported that bids which had been received on special City allotment projects were running below estimated costs, and it appears that at least one more project should be approved for the 1960 program. He suggested a project in the City of Enterprise which had been requested by the City on an intersection of Third Street, estimated to cost $3,000. Although it is a worthy project, because of the small size of the job it had not been recommended for approval when other projects were considered. However, the State now has a contractor doing paving on the highway through Enterprise which should make it possible to obtain a satisfactory bid on the City project. The Commission approved the project for the City of Enterprise as outlined by the Engineer.

Acquisition of additional right of way on Barbur Boulevard in Portland from Hamilton Street to Slavin Road was recommended by the Engineer. Existing right of way is not sufficient for a third lane for southbound traffic, and it was his recommendation that sufficient right of way be acquired to provide for the third lane at an estimated cost of $30,000. The Commission approved his recommendation.

The Engineer also called attention to the great improvement in the accident record due to completion of the over-crossing of Barbur Boulevard for northbound traffic from the Beaverton-Hillsdale Highway. Accidents occurring on this section previous to the opening of the new section amounted to 65 accidents, compared to 2 accidents in a similar period of time after the new section was opened for use.

An amendment to Survey Resolution No. 208, adopted March 10, 1960, was requested by the Engineer. This resolution, he explained, covered the Cummings Hill-Fossil Section of the John Day Highway in Wheeler County. To avoid possible legal entanglements and to facilitate the handling of street closures through the City of Fossil, he recommended that Survey Resolution No. 208 be amended to declare the Cummings Hill-Fossil Section of the John Day Highway to be a throughway. The Commission approved the suggestion, and thereupon adopted a resolution marked Exhibit "G-1" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960."

The Commission discussed with the Engineer several surveys which had been completed for reconstruction of sections of State highways. Action on these surveys, however, was deferred as delegations scheduled to appear on the following day wished to present their views concerning some of the proposed highway revisions. (See entry at end of second day for action on surveys.)

Requests from Gilliam, Polk, and Yamhill Counties for additional 1960-1961 Federal Aid County Road Secondary Projects were presented by the Engineer. He explained briefly that the projects have been investigated and are eligible for construction. On his favorable recommendation, the Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Funds
Gilliam	445	Shutler Road Section Oiling, 7.2 miles.	$ 37,000	1961
Polk	560	Davidson Bridge Section Grade and surface, 0.5 mile.	$ 27,000	1961
Yamhill	114	Tindle Creek Road-Willamina City Limits, Paving, 2.0 miles.	$ 51,000	1961
		TOTAL.....	$ 115,000	

SUMMARY BY FISCAL YEARS	1960	1961	Total
Available Funds	$ 3,900,000	$ 3,600,000	$ 7,500,000
Previously Approved	3,900,000	2,595,000	6,495,000
Unprogrammed Balance	$ --	$ 1,005,000	$ 1,005,000
Projects Proposed 6/2/60	--	115,000	115,000
Unprogrammed Balance	$ --	$ 890,000	$ 890,000

Attention was given to a letter signed by the Benton County Court and the Polk County Court agreeing to a transfer from Benton County to Polk County of 1961 FAS funds in the amount of $27,000 and a transfer from Polk County to Benton County of 1962 FAS funds totaling $27,000 when the 1962 funds become available. The Engineer explained that the transfer was arranged between the two counties so that Polk County could perform needed work on the Davidson Bridge and its approaches on FAS 560. He also pointed out that it had been explained to both counties that the State cannot guarantee the availability of funds for the fiscal year 1962 as these FAS funds are determined by Congressional action. The Engineer offered no objection to the transfer, and the Commission approved the matter as presented.

The City of Bend, the Engineer stated, has requested by resolution a change in the routing of The Dalles-California Highway through the City of Bend, using Third Street. The City also has agreed to the elimination of the existing route of The Dalles-California Highway in Bend from Greenwood Street northerly to the north City limits when the highway is re-routed along Third Street. The City has indicated its willingness to co-operate in the cost of this project in an amount equal to 25 per cent of the cost of right of way and construction between Franklin and Revere Streets, which unit has been estimated to cost $221,461. The Engineer requested authority to continue negotiations and to attempt to arrive at an agreement with the City of Bend and the Bureau of Public Roads with financing to be arranged later. The Commission granted the authority as requested.

The Engineer reported on the following extensions of time within which to complete highway contracts:

(1) Olson Electric Company, Contract No. 5532 for sign lighting on the Interstate Bridge across the Columbia River on the Pacific Highway; requested an extension of 136 days from December 31, 1959 to May 15, 1960 within which to complete the contract without assessment of liquidated damages. The Commission approved the Engineer's recommendation for an extension of time to May 15, 1960 without assessment of liquidated damages.

(2) Taller and Cooper, Inc., Contract No. 5468 for installation of Toll Collection System on the Interstate Bridge across the Columbia River at Portland; requested an extension of time to January 16, 1960 within which to complete the contract. The Commission approved the Engineer's recommendation for an extension of time as requested without assessment of liquidated damages.

The Engineer reported that Contract Nos. 5552, 5549, 5550, 5558, 5566, 5567, 5576, 5587, 5585, 5311, 5462, and 5610 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution marked Exhibit "C," which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960."

Expenditure of $32,500 was requested by the Engineer to landscape the interchange area of the Redwood and Pacific Highways in Grants Pass. He proposed that portions be planted in lawn and vine cover, and that a sprinkler system be installed to provide irrigation. The Commission approved the expenditure.

Authority was requested by the Engineer for an increase in project authorization in the sum of $21,000 on Contract No. 5335 for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County. He remarked that the overrun had been caused by rock with a heavy specific gravity, thus requiring more tonnage to construct the surfacing. Also, additional signing had been required. The Commission approved the increase.

Consideration was given to a request made by J. W. and Anne C. Basker for extension of an existing speed zone on the Pacific Highway south of Grants Pass in Josephine County. This request, the Engineer stated, was investigated and based on the facts disclosed he recommended that the following speed zones be established.

One-way southbound (Sixth Street) from the south city limits of Grants Pass (M. P. 279.30) to a point 50 feet west of Maple Lane (M. P. 279.79): 30 miles-per-hour.

One-way northbound (Seventh Street) from the south city limits of Grants Pass (M. P. 279.38N) to a point 50 feet west of Maple Lane (M. P. 279.76N): 35 miles-per-hour.

Two-way from a point 50 feet west of Maple Lane (M. P. 279.79 to a point 0.15 mile east of Mount Baldy Road (M. P. 281.30): 45 miles-per-hour 1/

1/ Except that between a point 500 feet west of Hamilton Lane (M. P. 280.55) and a point 500 feet east of Hamilton Lane (M. P. 280.75) the indicated

speed shall be 20 miles-per-hour during the hours of school crossings.

The Commission accepted the Engineer's recommendation and thereupon adopted a resolution relative thereto marked Exhibit "D-1" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

Consideration was also given by the Commission to the Engineer's request to change an existing reduced speed zone on the Mt. Hood Highway in the community of Rhododendron in Clackamas County. The Engineer explained that about a year ago the highway in this section was reconstructed to a four-lane facility. However, the indicated speed was and still is 25 miles-per-hour. A traffic engineering investigation was conducted and although a 40 miles-per-hour speed zone would normally be recommended for this type of highway under similar conditions, because of an adverse accident record he recommended that a 35 miles-per-hour speed zone be established between a point 0.09 mile east of the Zigzag River (M. P. 43.90) and a point 100 feet east of Vine Maple Road (M. P. 44.41). The Commission accepted the Engineer's recommendation and thereupon adopted a resolution relative thereto marked Exhibit "D-2" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

The Engineer recalled that on November 8, 1949, a 20 miles-per-hour speed zone had been established at the bridge over the Coast Fork of the Willamette River on the Willamette Highway in Lane County. The bridge at that time was in poor condition; however, it has been replaced and the reduced speed signs were removed several years ago, but the 20 miles-per-hour speed zone action has not been rescinded. The Commission accepted his recommendation that Speed Zone Resolution No. 34 establishing the 20 miles-per-hour speed zone at this location be rescinded and thereupon adopted a resolution relative thereto marked Exhibit "D-3" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

The Commission considered a recommendation made by the Engineer that shoulder parking be prohibited on the Salmon River Highway near Fort Hill in Polk County. He explained that at this point there is a four-way intersection with three business establishments in one quadrant. Patrons often park on the highway shoulders and restrict sight distance for drivers wishing to enter the highway from the county road. He recommended that shoulder parking be prohibited on both sides of the Salmon River Highway between a point 100 feet west of the county road (M. P. 22.58) and a point 300 feet east of the county road (M. P. 22.66). The Commission approved his recommendation and thereupon adopted a resolution relative thereto marked Exhibit "F-1" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

The Commission also considered a recommendation made by the Engineer that parking be prohibited on the easterly side of the newly constructed northbound leg of the Pacific Highway south of Grants Pass in Josephine County. He explained that this is at a transition point between a two-lane undivided and a four-lane divided highway. The northbound traffic traverses a curve, and parking on the inside of the curve constitutes a hazard in that a driver maneuvering in to or out of a parking stall has difficulty in seeing approaching traffic. He recommended that parking be prohibited on the northerly side of the Pacific Highway (South Seventh Street) between a point 250 feet west of Maple Lane (M. P. 279.72N) and Maple Lane (M. P. 279.80). The Commission approved his recommendation and thereupon adopted a resolution relative thereto marked Exhibit "F-2" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

Attention was given to a revised Abandonment Agreement with Union County covering the old section of the Wallowa Lake Highway between Rhinehart and Elgin. The Engineer explained that a previous agreement had been approved by the Commission on September 24, 1959. However, because of a change in plans for this section of highway, it appears advisable to retain a portion of the old highway at the southerly end of the section to provide access to a quarry. Upon his favorable recommendation, the Commission approved the revised agreement.

The Commission also gave attention to a proposed Abandonment Agreement with Umatilla County and the City of Hermiston concerning the disposition of the old Hermiston-Hinkle Section of the Hermiston Secondary Highway No. 333 when the new section is constructed and open to public travel. The Umatilla County Court, the Engineer stated, has agreed to take back as a county road the existing section when it is replaced by new construction. The City of Hermiston has also agreed to take over and maintain as a city street the section of the existing highway on Hermiston Avenue between Butter Creek Road and a junction with the Umatilla-Stanfield Highway. The Commission approved the agreement.

The Engineer also presented for the Commission's consideration a proposed Abandonment Agreement with Tillamook County concerning disposition of the old portion of the Oregon Coast Highway between Garibaldi and Bay City. The County, he stated, has agreed to take over and maintain the old section as a county road when construction on the new section is completed and opened to public travel. The Commission approved the agreement.

The Engineer requested authority to attend a meeting of the Executive Committee of the American Association of State Highway Officials in Portland, Maine, June 27 and 28, 1960, at an estimated cost of $312.50. The Commission approved the out-of-state travel.

Consideration was given to a request from the Recruiting Department of the U. S. Navy for permission to erect a recruiting sign on the westerly side of the Rogue River Highway No. 60 at the southerly entrance to Grants Pass. The Engineer explained that the sign message and location have been approved, and he recommended that a permit be granted to install a sign at Highway Engineer's Station 1212+00. The Commission accepted his recommendation.

Consideration was also given to a request from the U. S. Forest Service to place an informational sign at the Blue River Ranger Station on the McKenzie Highway in Lane County. The proposed sign, the Engineer stated, is of attractive design, made of rustic cedar. The location of the sign and its message have been approved, and he recommended that a permit be granted for its installation. The Commission approved the installation.

The Engineer reported that considerable difficulty has been experienced at the intersection of Water Street and James Avenue in the City of Silverton, on the Hillsboro-Silverton Highway in Marion County, because of a conflict between vehicles making a through movement at this intersection where the Hillsboro-Silverton Highway makes a right-angle turn. The City of Silverton has asked that a "Stop" sign and "Right Turn Permitted Without Stopping" sign be installed pertaining to traffic entering the intersection from the east. The request, he stated, is valid, and to accomplish it he recommended that the Through Stop Highway Resolution enacted April 27, 1943 be amended regarding the Hillsboro-Silverton Highway No. 140, to contain the following exception: "Westbound traffic on the Hillsboro-Silverton Highway No. 140, Water Street, shall be required to stop before entering the James Avenue intersection (M. P. 51.58), except that the right turn from east to north shall be permitted without stopping." The Commission accepted the recommendation by adopting a resolution relative thereto marked Exhibit "H" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

A supplemental agreement with Southern Pacific Company was considered, extending to March 31, 1961 a previous agreement which granted permission to the State to make test holes for foundation exploration on the railroad company's property along the route of the Pacific Interstate Highway on the east bank of the Willamette River in the City of Portland in Multnomah County. The Engineer stated briefly that it will not be possible to complete the exploration work before the expiration of the existing agreement which expires on June 30, 1960. His recommendation that the agreement be extended was approved by the Commission.

A resolution was presented by the Engineer redesignating portions of State highways in and near the City of Klamath Falls in Klamath County. He remarked that the resolution eliminates portions

of the old route of The Dalles-California and Lake of the Woods Highways, and extends the Klamath Falls-Malin and Klamath Falls-Lakeview Highways to integrate the highway system with the westside section of The Dalles-California Highway completed in the fall of 1959. The City officials of Klamath Falls and the Klamath County Court, he added, have consented to these changes and he recommended that they be approved by the Commission. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto marked Exhibit "I" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Highway Commission Meeting of June 2 and 3, 1960."

The Commission accepted the Secretary's report on papers signed in behalf of the Commission during the period from April 18, 1960 through May 26, 1960.

The date for the next regular Highway Commission meeting was confirmed for July 7 and 8, 1960, in the Conference Room of the State Highway Building in Salem. A tentative date of August 18 and 19 was set for the following meeting. Commissioner Jackson indicated that he would attend the opening of bids in Salem on June 30, and Commissioner McIver stated that he intended to be present at the opening of bids in Salem on July 28.

The removal of restrictions on log hauling over a part of the West Diamond Lake Secondary Highway was brought up by the Engineer. He pointed out that a section consisting of 5.3 miles had been reconstructed and completed in the fall of 1959. Because of the newly constructed section he recommended that the restriction against log hauling be revised to permit the hauling of full legal loads from Mile Point 13.3 at the southerly end of the reconstructed section to the junction with the Crater Lake Highway near Union Creek. He also recommended that the section over which the hauling of full legal loads would be prohibited would extend from Mile Point 13.3 to the junction with the Crater Lake-North Highway. He also stated that a request had been received from the U. S. Forest Service to use $3\frac{1}{2}$ miles of the unreconstructed section above Mile Point 13.3 for the hauling of salvage and blowdown timber. Specifically, the Forest Service has requested that permits be issued for the period from July 15 through September 15 for the hauling of loads limited to 18,000-pound single axle and 32,000-pound tandem axle weights between Mile Point 16.8 and Mile Point 13.3. He recommended that the request be granted with the added provision that the District Maintenance Superintendent be authorized to suspend hauling if such hauling is causing damage to the highway. The Commission approved the recommendations.

Consideration was also given to a request from Mr. Wm. Wampler to haul logs over the East Diamond Lake Highway. The Engineer recalled

that in August of 1959 the Commission had authorized permits for hauling of logs over the easterly 11½-mile section of the East Diamond Lake Highway. However, the permits were not used. In view of the U. S. Forest Service request for permits to haul limited loads over a section of the West Diamond Lake Highway, and the Commission's action in granting permits to haul logs on limited basis over the East Diamond Lake Highway in 1959, he recommended that authority be granted to issue permits to Mr. Wampler's contract haulers, limiting tandem axle weights to 32,000 pounds, until October 15, unless observation indicates that damage is being done to the highway, in which case authority would be given the District Maintenance Superintendent to immediately suspend hauling. Also, if no appreciable damage is done, an extension to a later date could be considered--weather permitting. The Commission deferred action pending the appearance of Mr. Wampler on the following day. (When Mr. Wampler appeared, he was advised to make application for a permit to haul logs, which would be granted as soon as road conditions would permit.)

Mr. Carl W. Jordan, Director of Travel and Information Division, presented a progress report on operations of his Division since the first of the year. Copies were presented to the Commission. Later in the day Chairman McIver complimented Mr. Jordan on the report and requested that a similar report be rendered to the Commission each month.

The Engineer presented for the Commission's consideration a quitclaim deed to Southern Pacific Company for a parcel of land containing 1.13 acres on the Goshen-Divide Section of the Pacific Highway in Lane County. He explained that when condemnation action had been filed against Alsea Hawley for right of way and Southern Pacific Company wye relocation in 1955, the State acquired an easement for the construction and maintenance of a drainage facility to drain the relocated wye. This was beyond the agreement with Southern Pacific Company of October, 1954, and was overlooked in deeding the new wye to the Southern Pacific Company. The Southern Pacific Company has agreed to accept a $1 quitclaim deed and will continue to maintain the drainage ditch on said easement. The Commission approved the deed.

A proposed agreement with Douglas County was discussed, covering construction of the Briggs Camp-Bear Creek Section of the North Umpqua Road in Douglas County. The Engineer advised that under the terms of the agreement, the State is to prepare plans and specifications and supervise construction. All costs, including construction and engineering, are to be borne by Douglas County, who will deposit with the State the estimated amount prior to award of the contract. Upon his favorable recommendation, the Commission approved the proposed arrangement.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. The Engineer explained these matters in some detail, but no action was taken at this time prior to appearance of the delegations. The meeting was recessed at 11:45 a.m. and reconvened at 1:00 p.m. in the same room with the same persons present and participating.

The Engineer discussed bids received on June 1 for highway projects, and made recommendations to the Commission concerning award of contracts. The Commission signed contracts, agreements, and other papers. At 2:00 p.m. the Commission announced award of contracts as follows:

BIDS RECEIVED IN SALEM ON JUNE 1, 1960

"Construction of facilities at Farewell Bend State Park in Baker County. The Commission awarded the contract to the low bidder, Edwin Thompson, Stayton, at $15,997.50.

"Traffic signals on the Corvallis-Newport Highway (US20) at Country Club Way in Corvallis, Benton County. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at $10,900.

"Grading and paving on the Fifth Street-S. City Limits (Bandon) Section of the Oregon Coast Highway in Coos County. The Commission elected to accept the low bid under Alternate "A" of Woodward & Son-Barklow, Coquille, in the sum of $57,809.75 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Bandon is received and the sum of $19,300 is deposited by the City.

"Stone base and paving in Eastside ("F" Street) in Coos County. The Commission elected to accept the low bid of Robert Angell, Eastside, in the sum of $17,907, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Eastside is received and the sum of $850 is deposited by the City.

"Oiling project on six county roads in the vicinity of Redmond, Sisters, Bend and Tumalo, in Deschutes County. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of $92,815, and the State Highway Engineer is directed to award the contract to said bidder as soon as the approval of Deschutes County is received and the sum of $45,500 is deposited by the County.

"Stone base and paving in Winston (Suksdorf Street and Grape Avenue) in Douglas County. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of $23,750.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Winston is received and the sum of $7,000 is deposited by the City.

"Oiling project on Buckhorn and Wehrli Canyon Roads in Gilliam County. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of $15,828 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of $3,650 is deposited by the County.

"Grading, oiling, and structure on the Hanley Ranch-Forest Boundary Section of the Lake of the Woods Highway in Jackson County. The Commission elected to accept the low bid of C. R. O'Neil, Creswell, in the sum of $578,447.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grade widening on the Trail-McLeod Section of the Crater Lake Highway in Jackson County. The Commission elected to accept the low bid of Angell Bros., Portland, in the sum of $26,980 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Stone base, paving, four structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at $2,388,635.50.

"Construction on the Army, Thorne and Little River Bridges on Cottage Grove-Black Butte County Road, over coast fork of the Willamette River in Lane County. Low bid was submitted by Hamilton & Thoms, Inc., Eugene, in the amount of $115,260. However, as this is a county project, all bids were referred to Lane County for award.

"Signing, illumination and traffic signal installation on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at $136,676.

"Construction of the Bryant Park Bridge in Linn County. Low bid was submitted by James F. Turner, Corvallis, in the amount of $55,083. However, as this is a city project, all bids were referred to the City of Albany for award.

"Grading, three bridges and power line relocation; also, materials in stockpile, on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. The Commission elected to accept the low bid of Gibbons and Reed Company, Portland, in the sum of $1,758,023 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading on 136th Ave. -181st Ave. Section of N.E. Glisan Street in Multnomah County. The Commission elected to accept the low bid of John L. Jersey, Inc., Portland, in the sum of $253,510.25 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $53,300 is deposited by the County.

"Stone base and oiling on the West Unit, Washington State Line-Umapine Section of the Umapine-State Line County Road in Umatilla County. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of $68,475.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Umatilla County is received and the sum of $15,600 is deposited by the County.

"Grading and oiling on the Woodell Lane Section of the Woodell Lane Road in Union County. The Commission elected to accept the low bid of Vernie Jarl, Gresham, in the sum of $113,086.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Union County is received and the sum of $25,500 is deposited by the County.

"Grading and paving in the City of Cornelius on N. W. First Avenue in Washington County. The Commission elected to accept the low bid of M & M Paving Company, Cornelius, in the sum of $20,883.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Cornelius is received and the sum of $4,350 is deposited by the City.

"Grading and oiling on the Cummings Pass-Fossil Section of the John Day Highway in Wheeler County. As the low bidder, Vernie Jarl, Gresham, qualified his bid, the Commission elected to accept the second low bid of Durbin Brothers, Eugene, in the sum of $442,463.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of the Palmer Creek Bridge in Yamhill County. The Commission elected to accept the low bid of Hamilton & Thoms, Inc., Eugene, in the sum of $69,788 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of $15,700 is deposited by the County.

"Channel dredging of the Astoria Ferry Channel in Clatsop County. The Commission awarded the contract to the low bidder, Port of Astoria, Astoria, at $21,250."

The meeting was adjourned at 2:05 p.m. to be reconvened at 10:00 a.m. on the following day.

Salem, Oregon
June 3, 1960

The Oregon State Highway Commission reconvened at 10:00 a.m. in Room 419, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. James F. Busch, President of the Milton-Freewater Chamber of Commerce, headed a delegation who appeared before the Commission regarding the relocation of ORE Route 11 between Blue Mountain and Athena. Also present were Frank Clark, Acting Mayor of Milton-Freewater and A. J. Beard, Chairman of the Transportation Committee of the Milton-Freewater Chamber of Commerce. Mr. Busch read a prepared statement in which he pointed out that the existing highway from Blue Mountain Station to Athena is now the poorest section of any portion of ORE 11. Several factors responsible for increasing traffic on this highway section, he continued, are (1) The improvement of the Tollgate Highway; (2) Changes in pea vining methods; (3) Lamb-Weston Corporation has increased their plant capacity during 1959; (4) Cattle, hog, and sheep feeding operations are increasing greatly; (5) Expected completion of the Lewis and Clark Highway through Idaho and Montana; (6) Development of the Port of Walla Walla and future completion of the John Day Dam; (7) Tourists attracted to the skiing and other sports in the Tollgate area; and (8) The fruit industry is beginning to produce again. He told of the vital part Lamb-Weston plays in the local economy and that satisfactory ingress and egress from the new highway should be made a part of the project. He concluded his presentation by requesting the immediate construction of the section between Blue Mountain Station and Athena, and stated that they would support the route selected by the Commission. Mr. Clark advised that although Milton-Freewater has been in complete accord with the Commission's 1960 survey, before expressing their approval of the route they waited until satisfactory access had been provided to Weston and the Lamb-Weston plant. Mr. Beard presented a number of petitions from the Milton-Freewater Chamber of Commerce requesting completion as soon as possible of the Blue Mountain-Athena Section of ORE 11 in accordance with the 1960 survey and adequate access roads to Weston and its industries. Chairman McIver thanked the group for their presentation and advised them that their request will be given consideration.

The Hood River County Chamber of Commerce appeared before the Commission regarding the improvement of the Mt. Hood Highway (ORE 35) between Parkdale and Hood River. Mr. George D. Bartch, Manager of the Hood River Chamber of Commerce, who was spokesman for the group, introduced the following members of his delegation: L. Sterling Hansel, President of Hansel Lumber Company; Arch Lester, Vice-President of Lester Auto Freight; and Walter Wells, Sr., Parner Walter Wells & Sons; all members of the Chamber of Commerce Roads and Highway Committee, and all from Hood River. Mr. Bartch read a letter from the Hood River County Chamber of Commerce stating the following position: (1) The $500,000 to $600,000 allocated for construction on ORE Route 35 be committed to the east side portion of the Mt. Hood Highway, with attention first being directed to that portion of the highway from Odell cut-off to the Y Inn; (2) The 1960 Hood River County Spring and Summer Highway Program be expedited to the fullest possible extent in order that the realignment of Fykes Corner and the removal of overhead clearance restrictions at Whiskey Creek undercrossing be completed prior to the fall harvest season; and (3) The State and County co-operate to accomplish at the earliest possible date, improvements of the Hood River (Dee) Secondary Highway and the protection of right of way for future development of a new westside route through the center of the Valley. He expressed appreciation for the work now underway on Highway 35. The above position, he continued, has been endorsed by more than 37 individuals and organizations of Hood River County, and is vitally necessary to meet the transportation requirements of existing industries and tourist travel. Chairman McIver advised the delegation that the Commission appreciates the condition of the road, and has a portion of this highway now under consideration, which will probably be discussed later in the day.

Representatives from the Bend Chamber of Commerce appeared before the Commission regarding improvements on Highway 20 between Bend and Horse Ridge and between Tumalo and Sisters. Mr. Frank Loggan, Deschutes County Commissioner, acted as spokesman and introduced the following members of the delegation: Judge D. L. Penhollow, Deschutes County Judge; Fred Shepard, Deschutes County Commissioner; Fred Meyers, Bill Niskanen, and B. A. Stover, all from the Bend Chamber of Commerce, Glenn Cushman, Editor of the Bend Bulletin; and Mrs. D. L. Penhollow; all from Bend; and Wilford Jossey, Portland. Judge Penhollow requested that the Horse Ridge-Bend Section of the Central Oregon Highway be considered as the number one priority of all highway needs in central Oregon, and that it be constructed on new alignment as early as possible. This section, he continued, is substandard, narrow, and winding, with a high crown, and during the winter months is expensive to keep sanded and clear of snow. Their second priority, he added, is for the improvement of the Tumalo-Sisters Section of US20. With the completion of both of these sections, he was of the opinion that US20 from the Cascades to the Idaho border would become one of the major highways in Oregon. Third priority

on their list, he stated, is for the improvement of the Shaniko Junction-Kent Section of US97, which project, he pointed out, should be completed in time for the opening of the bridge across the Columbia River at Biggs. Chairman McIver thanked the delegation for bringing these projects to the Commission's attention.

Mr. Larry Williams, Grant County Stock Growers, Canyon City, acted as spokesman for a delegation from Grant County who appeared before the Commission regarding improvement of US395, US26, and ORE 19 in Grant County. Also present were Al Reinertson, Secretary of the Grant County Chamber of Commerce, John Day; Leonard Carter, Grant County Farm Bureau, Long Creek; Homer Damon, Grant County Chamber of Commerce, Mt. Vernon; and Virgil P.quet, Grant County Stock Growers, Long Creek. Mr. Williams stated that they represent the Grant County Road Liason Committee, which committee is a unified group composed of the various chambers of commerce and other organizations and groups in Grant County interested in highways. He pointed out that Grant County is a livestock and timber area, and the natural place to buy all their commodities is in western or central Oregon; however, because of lack of good highways, they are forced away from the western markets and must secure their grain and other products from Boise or the Snake River Valley. He told of the great need for adequate highways in Grant County since there are no railroads or airlines serving the area. Mr. Reinertson advised that they are requesting no specific project, but would leave that matter to the Commission's discretion. Brogan Hill on US19, he continued, has caused great concern to the trucking industry. He also mentioned a substandard section on US26 between Mt. Vernon and Dayville. He concluded his presentation by thanking the Commission for work done in the John Day Fossil Beds Park, and mentioned the critical need for a park between Mt. Vernon and John Day. Mr. Piquet, who represented the Grant County stockgrowers, requested that the Commission give consideration to improvements on ORE 19 so that large trucks and trailers hauling heavy equipment, cattle, and grain can safely traverse Highway 19. Mr. Carter stated that the people living along US395 are in the same position as those using the highway along the John Day River; however, he did not wish to request improvement of US395 until ORE 19 is improved. Chairman McIver thanked the delegation for presenting the matter to the Commission.

Mr. William P. Wampler, Chiloquin, Logger; Wm. Sebers, Portland, President of Allied Truck, Inc; and Bill Wiese, Chiloquin, Bookkeeper, appeared before the Commission regarding the hauling of logs during the summer season over the East Diamond Lake Secondary Highway (ORE 230). Mr. Sebers, who was spokesman for the group, stated that he is a contract hauler for Mr. Wampler. In past years, he pointed out, loggers have hauled over a private road which parallels ORE 230 from the Diamond Lake area to US97; however, the use of this road is being discontinued as it is impractical to maintain it. He requested permission to use the East Diamond Lake Highway

under certain load and speed restrictions. It is their request, he continued, to haul until October or possibly as late as December over ORE 230 from Rock Creek Summit to US97. Chairman McIver advised the delegation to submit an application to the Permit Division for a permit to haul over this highway, and in all probability the permit would be granted with certain restrictions. Weather conditions, he continued, of course, would determine the length of the permit. The Engineer pointed out that the permit probably would be granted as soon as the road is dry enough to allow hauling.

Mr. Harold Schnitzer, Portland, Vice-President of Claremont Investment, and W. R. Nichols, Portland, and Mr. and Mrs. A. B. Webb, Beaverton, appeared before the Commission regarding the construction of the connection between the Sunset Highway and the Baldock Freeway. Mr. Schnitzer stated that his corporation owns property in Beaverton which will be taken by construction of the proposed freeway to the east of Beaverton. This location, he added, is a radical change from the proposed link shown in Technical Report No. 55-5 of 1955 wherein it was stated that the highway would by-pass Beaverton to the west. He contended that publication of Technical Report 55-5 put the public on notice regarding the location of the highway so developers could plan for the future. He recognized that certain modifications to the 1955 line might be necessary, even to moving it 1,000 feet; however, when the line was moved several miles, the developments that have occurred since that report was published are hurt. He concluded by stating that it is their intention to seek every possible explanation and justification as to why that particular highway link was moved so far to the east.

Representatives from St. Bartholomew's Episcopal Church, Beaverton, also appeared before the Commission concerning the same highway connection as it passes through Beaverton. Mr. William Campbell headed the delegation and introduced the following: Mr. A. Skey and Reverend E. James Kingsley, Minister of St. Bartholomew's Church. Mr. Campbell advised that the church property consists of 10 acres of land, including part of the adjacent property they have under option, and of that 10 acres, about two-thirds of it will be taken in a crescent shape for the proposed highway, with the greatest amount being on high ground where future development is contemplated. He told of the difficulty they experienced in finding this location for their church, and pointed out the improvements they have made. The route as planned, he continued, will eliminate entirely their 112th Street access, and in all probability their parking lot will be taken, which will leave the Church without parking facilities or any possibility for future expansion. He urged the Commission to reconsider locating the route for this connection west of Beaverton. He requested that they be permitted to work with the engineers in an effort to determine if an adjustment could be made to the route, thereby allowing them to salvage their investment.

Mr. Scott E. Foster, Jr., Beaverton, representing the Beaverton Chamber of Commerce, appeared in support of the connection between the Sunset Highway and the Baldock Freeway. Appearing with Mr. Foster were Clayton Nyberg, Hillsboro, Washington County Commissioners, and Lawrence Dinneen, Beaverton Chamber of Commerce. Mr. Foster read from a prepared statement. In this statement he pointed out that since the time the first plea was made by the Beaverton Chamber of Commerce for an access road between the Baldock and Sunset Highways, several changes have occurred which indicate an even greater need for a major road in this area. The route selected by the engineers, he continued, fulfills the requirements for access through the area; however, they wish to see the highway built as a four-lane facility with more grade separations than in the original plans, particularly at Allen Avenue and Walker Road. He suggested that current planning include the future improvement of the road as funds can be made available. The Beaverton area Chamber of Commerce, as well as the City of Beaverton, Washington County Court, and other civic organizations, has given careful study to the acceptability of the route. Early construction was urged as a highway is needed to move traffic in and out of the area. The letter inside the front cover of Technical Report No. 55-5 of 1955, he pointed out, clearly states that this is a long-range tentative plan and is not intended as a firm route. He concluded by stating that the Beaverton Chamber of Commerce is wholeheartedly in favor of the Highway Department's planning and the location of the route. Mr. Nyberg stated that the majority of the County Court is in favor of the route as planned. He spoke of the need for the highway to expedite travel from the Sunset Highway to the Baldock Freeway for the 60,000 people concentrated in the area, and of the industrial development which needs transportation out of this congested valley. He concluded by complimenting the Commission and the engineers for their efforts. Chairman McIver thanked the groups for their presentations.

The Engineer brought up for Commission action the adoption of five surveys which have been completed, concerning the relocation of several sections of State highways. In each instance, he continued, careful engineering consideration has been given to the revised route in order to provide the best possible facility commensurate with the cost involved. Upon his favorable recommendation, the Commission approved the following surveys and thereupon adopted the attached resolutions relative thereto marked Exhibits "G-2" and "G-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960":

(1) Parkdale Section of Mt. Hood Highway, Hood River County, Drawing No. 1R-5-1408. (See Exhibit "G-2.")

(2) Hermiston-Hinkle Section of Hermiston Highway, Umatilla County, Drawing No. 1R-5-1399. A public hearing was held on this project in Hermiston on April 19, 1960. (See Exhibit "G-2.")

(3) Athena-Blue Mountain Station Section of Oregon-Washington Highway, Umatilla County, Drawing No. 1R-3-1270. A public hearing was held on this project in Weston on March 23, 1960. (See Exhibit "G-2.")

(4) Sunset Highway-Pacific Highway Section of Beaverton-Tualatin Highway, Washington County, Drawing No. 1R-3-1273. A public hearing was held on this project in Beaverton on April 12, 1960. (See Exhibit "G-2.")

(5) Biggs-Thornberry Section of Sherman Highway, Sherman County, Drawing No. 1R-5-1416. (See Exhibit "G-3.")

Mr. Carl Jordan, Director of the Travel Information Division, presented a progress report concerning the Travel Division, in which he pointed out that the 1960 advertising program consisted of both color and black and white advertisements in magazines and newspapers, and radio and television advertising. He enumerated the number of booklets, maps, and folders printed for use during this year, as well as the number that has already been distributed. The Travel Division, he added, has been represented and has distributed Oregon literature at travel shows in various parts of the United States. This year, he stated, emphasis has been placed on the State's "Intra-State Program", commonly known as the "Forty Million For One Plus", which means that if every Oregon visitor had stayed one more day last year, Oregon would have had $40,000,000 more income. Meetings, he advised, have been held throughout the State with the various chambers of commerce and other promotion agencies. In addition, small leaflets telling about Oregon have been distributed to major companies for use in mailing to their out-of-state customers. The Commission complimented Mr. Jordan on his report, and authorized him to release copies of it to the press.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:40 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
July 7, 1960

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the special meeting held on May 10, 1960.

The State Parks Superintendent reported on the following park matters:

Request of Salem Planning Commission for State participation in the development of a Marine Park on the Willamette River, northerly from Salem: This request, the Parks Superintendent explained, envisions the acquisition and development as a State park of a 400-acre tract along the westerly bank of the Willamette River, adjoining the present City park composed of approximately fifty acres. It was his opinion that cost of acquiring the tract would be near one-half million dollars. One of the most important features of the park, he continued, would be facilities for boating, and for swimming when pollution of the river is abated. He pointed out that the park is in or very close to the City of Salem, and that patrons from outside the City and its suburbs would probably be not more than fifteen per cent of the total attendance. In view of these conditions, he recommended that the request be denied. The Commission deferred action on the matter pending appearance of a delegation on the following day. (When Mr. Emmett Rogers appeared in behalf of the park, the Commission made no comment.)

Negotiations for purchase of Sea Lion Caves along the Oregon Coast Highway: The Parks Superintendent stated that his report is not ready for this meeting, but he planned to present one at the next Commission meeting.

Proposed installation of a plaque in Owyhee Lake State Park in honor of Mr. V. W. McCormack: The State Parks Advisory Committee, the Parks Superintendent stated, feels that a plaque should be installed in the area near Cherry Creek, honoring Mr. McCormack as a former member of the Parks Advisory Committee. He presented the following wording for the plaque:

McCORMACK AREA

this area of Owyhee Lake State Park
is dedicated by the State of Oregon
to the memory of
V.W McCormack
for his outstanding contribution
to the conservation and development
of Oregon's recreational resources
as a member of the State Parks
Advisory Committee

The Commission approved the wording and authorized installation of the plaque.

Request from the City of Brookings to widen Parkview Drive through the southerly part of Harris Beach State Park in Curry County: This street, the Parks Superintendent explained, is only thirty feet wide and serves an area to the east which is building up quite rapidly. The City wishes to widen the right of way to sixty feet. The additional right of way he felt would not be harmful to the park, and he recommended that a strip thirty feet wide and 490 feet long on the northerly side of Parkview Drive, be deeded to the City at cost, which amounts to nineteen dollars. The Commission approved the transfer of the property.

Proposed allocation of funds to start a recreation study of all types of park areas throughout the State: The State Parks Advisory Committee, the Parks Superintendent stated, had thought that $25,000 should be expended during 1960 for this purpose. Due to the short length of time remaining in the year, it was his feeling that probably no more than $15,000 could be expended to good advantage, and he recommended that this amount be authorized to be secured from the capital outlay item in the 1960 Parks budget. Chairman McIver inquired if the amount of $25,000 would complete the study. The Parks Superintendent replied that it would probably take about $50,000. He also commented that the State of California had set up a fund of $300,000 for a similar study, and had investigated all phases of recreation, including matters relating to local as well as county and state interest.

Commissioner Jackson inquired if this study contemplates co-ordination of park interests represented by the U. S. Forest Service, the National Park Service, and the Bureau of Land Management. The Parks Superintendent replied that such action is contemplated in order to determine the over-all parks picture in the State. Commissioner Jackson stated that, in his opinion, the study should consider city and county needs, as well as state and federal government responsibilities, so that the study could clarify and designate the responsibility of each governmental agency. He also pointed out that the matter of parks and their development is very much before the public, and that a study of all the elements involved is an important matter. It was also his thought that the 1961 session of the Legislature may have questions as to park facilities in Oregon, and that such a study, if started soon, might provide some answers. Chairman McIver inquired of the Parks Superintendent as to what, in his opinion, the purpose of the study should be. The Parks Superintendent replied that it appears that the study should be to determine what the State Parks' future responsibility is in providing outdoor recreation, including the quantity and kind of areas required, in view of what would be provided by other agencies, in order that park needs may be taken care of on an over-all basis. Commissioner Fridley remarked that the study should do as much as possible to get the federal government to take full responsibility in government-owned land areas, particularly in view of the fact that a large portion of Oregon is controlled by the federal government. After some further discussion, the Commission approved the expenditure of $15,000 for a study of park facilities in 1960, which is to outline or define the responsibility of the state, the federal government, the counties, and the cities in the development of park recreational facilities. The Commission also requested that he present to them, as soon as possible, an outline of the procedure contemplated in setting up the study. The Engineer commented that by the time the $15,000 has been expended, everyone concerned will be in a much better position to determine the amount needed to complete the study and the details to be covered by it.

The Right of Way Engineer presented for consideration options (pages 1 through 74) secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960." The Right of Way Engineer also outlined briefly the status of right of way acquisition on several projects, including the Minnesota Freeway in Portland, Table Rock Road-12th Street Section, a section of the Pacific Highway in Medford, and the Hillsboro-Reedville Section.

The Property Manager's report covering sales of miscellaneous properties made since the last meeting, and a rental report showing terminations, new rentals and total receipts for the period from May 26 to June 29, 1960, was presented by the Right of Way Engineer. He also mentioned that during the period covered by the report, miscellaneous sales had been made in the amount of $14,986.50, and $9,726.70 had been received from rentals. The Commission accepted the report.

Attention was given to an indenture of access providing for a change in location of an access on the Reho property, File No. 24678, on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. The Right of Way Engineer explained briefly that the change in access has been requested for the convenience of the property owners and for the safety of the traveling public, but no additional access is being granted. The Commission approved the indenture of access.

A proposed agreement with Mr. and Mrs. Burdette L. Dodge, Jr., File No. 14085, on the Ramsey Canyon-Crater Lake Highway Section of the Sams Valley Highway in Jackson County, was presented by the Right of Way Engineer. He outlined briefly that in the original settlement in 1947, it was agreed to provide a sleeve to accommodate a 14-inch irrigation pipe. As the placement of a sleeve sufficiently large to provide working room for repair of the irrigation pipe is not economical, he recommended that the State assume responsibility for maintenance of the irrigation pipe through the existing 24-inch sleeve. The Commission approved the agreement.

The Commission considered the matter of deeding to the City of Newport 0.35 acre of land to be used for a National Guard Armory site on the Oregon Coast Highway in Lincoln County. The Right of Way Engineer recalled that the property had been provided originally by the City without cost, and he recommended that the property be transferred back to them without charge as it is not needed for highway purposes. The Commission accepted his recommendation.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property which are no longer required for highway purposes. Each parcel of property, he stated, has been carefully appraised to determine its value, and access has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property, and thereupon adopted resolutions marked Exhibits "B-1" through "B-8", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960":

(a) 0.07 acre of land from the former Hodgen property, File No. 23264, on the Northbound Route in Ashland Section of the Pacific Highway in Jackson County, for a minimum consideration of $2,000 and with one point of access to the Pacific Highway 25 feet in width and unrestricted as to use. See Exhibit "B-1."

(b) 0.1 acre of land from the former Sheehan property, File No. 23244, on the Northbound Route in Ashland Section of the Pacific Highway in Jackson County, for a minimum consideration of $1,250 and with two points of access to the Pacific Highway 25 feet in width and unrestricted as to use. See Exhibit "B-2."

(c) 0.13 acre of land from the former Sawyer property, File No. 23241, on the Northbound Route in Ashland Section of the Pacific Highway in Jackson County, for a minimum consideration of $1,000 and with one point of access to the Pacific Highway 25 feet in width and unrestricted as to use. See Exhibit "B-3."

(d) 0.11 acre of land from the former Collinson property, File No. 5514, on the Lombard-Killingsworth Street Section of N. E. Portland Highway in Multnomah County, for a minimum consideration of $1,000 and without access restriction. See Exhibit "B-4."

(e) 3.6 acres of land from the former Andrews property, File No. 17495, on the Baldock Freeway Section of the Pacific Highway in Washington County, for a minimum consideration of $540 without access to the Pacific Highway and subject to an advertising sign restriction.

(f) 69.3 acres of land from the former Harris property, File No. 24110, on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties, for a minimum consideration of $8,000, and with one point of access to the Salmon River Highway 25 feet in width and restricted to farm and residential use. See Exhibit "B-5."

(g) 11,784 square feet of land from the former Thomas property, File No. 21009, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $7,500, without access to the Pacific Highway (the property has access to S. W. Pasadena Street), and subject to an advertising sign restriction. See Exhibit "B-6."

(h) 34,798 square feet of land from the former Bleich property, File No. 26360, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for a minimum consideration of $6,000, and with access to S. W. Taylors Ferry Road only and subject to an advertising sign restriction. See Exhibit "B-7."

(i) 0.12 acre of land from the former Smith property, File No. 26532, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, for a minimum consideration of $1,900, and with two points of access to the Tualatin Valley Highway 25 feet in width and unrestricted as to use. See Exhibit "B-8."

A "Grant of Access" to the Nunn-Maddock property, File No. 27832, on the Redwood Interchange Section of the Redwood Highway in Josephine County, was presented by the Right of Way Engineer. He explained that their property located on what was formerly known as the northbound lane of the relocated Pacific Highway, due to changes in highway designations, is located on what is now known as the northbound lane of the Rogue River Highway. The Grant of Access provides for a point of ingress and egress forty feet in width, unrestricted as to use. The Grant also contains a provision that the State may construct a frontage road at a future time, and the access at that time will be to the frontage road. Upon his favorable recommendation, the Commission approved the Grant of Access.

The Commission also considered a "Waiver of Restrictions of Access" removing access restrictions on four parcels of land, File Nos. 1785, 1801, 1809, and 1806, on the Florence-Glenada Section of the Oregon Coast Highway in Lane County. The Right of Way Engineer pointed out that the practice of granting access on excess parcels of property within the City of Florence had been somewhat inconsistent. To provide uniformity of treatment, he recommended that access restrictions be removed from these four parcels to give them equal treatment with other parcels on which no access restrictions have been placed. He also called attention to the fact that access restrictions are still imposed on four parcels: two at the intersection of the Siuslaw and Coast Highways; and two adjacent to the Siuslaw River Bridge. Access control should be retained on these for safety reasons. It was his thought that future sales of excess property in Florence would be based on no access restrictions. The Commission approved the Waiver of Restrictions as presented.

Consideration was given to a "Prescription and Definition of Access" form covering property under control of the Bureau of Land Management, File No. 29454, on the Juntura-Vale Section of the Central Oregon Highway in Malheur County. In acquiring the property, the Right of Way Engineer explained, the Bureau had failed to request access, but has now made such request. The two points of access requested will not be detrimental to the State, nor to the safety of the traveling public, and he recommended that the access points be granted. The Commission accepted his recommendation.

The Right of Way Engineer presented a "Relinquishment of Title" form whereby the State transfers to the City of Portland 3,600 square feet of land in Lots 2, 4 and 6, Block A, subdivision of Lot 4, Block 27, southern Portland. The land, he stated, is not needed for highway purposes and is being transferred to the City for street purposes. The property was originally acquired under File No. 27001, Crouse. The Commission approved the Relinquishment of Title form.

Attention was also given to a "Release of Slope Easement" form upon the Junction City-Lane County Line Section of the Albany-Junction City Highway in Junction City, File Nos. 1877-1880. The Right of Way

Engineer explained that the land had been filled in and the slope easement is no longer needed. He recommended that it be released to Pacific Finance Corporation. The Commission approved the Release of Easement.

The Commission considered a "Bargain and Sale Deed," whereby the State transfers to Oregon-Washington Railroad and Navigation Company property occupied by their relocated railway facilities on the Cascade Locks-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. The Right of Way Engineer stated that the Deed is to fulfill conditions of agreements dated 1951 and 1952, whereby the State agreed to convey to the Railroad Company the property onto which their tracks were moved in reconstruction of the Columbia River Highway. He also pointed out that the Railroad Company is to convey to the State title to the railroad right of way now occupied by the highway. Upon his favorable recommendation, the Commission approved the Deed.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "I-1" through "I-12", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated July 7 and 8, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of condemnation cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He commented briefly on some of the cases. The Commission accepted the report, which is summarized as follows:

(See following page for "Report of Condemnation Cases Tried".)

REPORT OF CONDEMNATION CASES TRIED

June 3, 1960 to July 6, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3418 Willboard, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 1,000	Voluntary nonsuit. Will be re-filed.	
L-3300 Chatterton, et ux.	Lane	Eugene-Springfield	Ferry Street Bridge-Mohawk Road	25	None	25 (Judgment)
L-3435 Bolliger, et al.	Lincoln	Siletz	Cedar Creek-Chitwood	400	None	150 (Judgment)
L-2590 Church, et ux.	Lincoln	Oregon Coast	Neskowin-Salmon River	2,570	Voluntary nonsuit. Will be re-filed.	
L-2591 Church, et al.	Lincoln	Oregon Coast	Neskowin-Salmon River	1,010	Voluntary nonsuit. Will be re-filed.	
L-3089 Levermann, et al.	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	21,400	30,000 (Answer)	23,000
L-3432 Johnson, et al.	Multnomah	Pacific	East Bank Freeway	575	5,000 (Answer)	Property not needed. Voluntary nonsuit.
L-2902 Reed, et al.	Multnomah	Columbia River	Portland-Bonneville	12,200	27,500 (and atty. fee)	24,542
L-3430 Selberg, et al.	Multnomah	Pacific	East Bank Freeway	12,250	17,500	16,500
L-2899 Troutdale Farms, Inc. et al.	Multnomah	Columbia River	Portland-Bonneville	2,460	55,000 (Answer)	2,460

(For additional details, see the Chief Counsel's letter entitled "Report of Cases Tried July 6, 1960" in the General Files, Salem.)

The Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Commission meeting. He commented briefly on some of the settlements and recommended that they be approved, as it was his opinion that the differences involved between the appraisal value and the amount of proposed settlement would not warrant taking the cases to court. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31078 Smith, et al.	Clackamas	Clackamas	Rock Creek	$ 130	$ 130
R-28710 Port of Cascade Locks, et al.	Hood River	Columbia River	Cascade Locks-Viento	925	1,000
R-27902 Clark, et al.	Malheur	Old Oregon Trail	Ontario-Snake River	19,250	21,200
R-27006 Vaughan, et al.	Multnomah	Pacific	Harbor Drive-Barbur Boulevard	570	1,250
R-31018 Kochis, et al.	Polk	Willamina-Sheridan	Powell Road Willamina	50	200
R-26852 R-28953 Wheeler Timber Co., et al.	Wheeler	John Day	Butte Creek-Service Creek	523 includes value of timber but excludes value of sign destroyed	523 excludes value of timber but includes value of sign destroyed
R-20120 Hill, et ux.	Lane	Pacific	Linn County Line-Judkins	280 (partial)	6,800

(Report of Condemnation Cases Settled-Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28344 Feves, et al.	Multnomah	Pacific	East Bank Freeway	$154,500 (less furnishing and fixtures)	$ 165,000 (plus value of fixtures as determined by court $250)

(For additional details see the Chief Counsel's letter dated July 6, 1960, entitled "Report of Cases Settled", in the General Files, Salem.)

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with the resolution adopted December 20, 1951. The Commission confirmed the following offers:

Deadmans Pass-Meacham Section of the Old Oregon Trail Highway

R-31243 - Cunningham Sheep Company. Parcel No. 1: 3.05 acres for right of way purposes; and Parcel No. 2: 0.05 acre for right of way purposes. Offer of $95. approved by Mr. Fridley July 6, 1960.

R-31244 - Harris Pine Mills, et al. 0.73 acre for right of way purposes. Offer of $30 approved by Mr. Fridley July 1, 1960.

Gold Beach-Cape Sebastian Section of the Oregon Coast Highway

R-29581 - Asa R. Renner, et ux. 0.7 acre for right of way purposes. Offer of $510 approved by Mr. Jackson June 28, 1960.

R-29590 - H. W. Crook, et ux. 4.47 acres for right of way purposes. Offer of $1,592 approved by Mr. Jackson June 27, 1960.

Cummings Pass-Fossil Section of the John Day Highway

R-30858 - L. J. Marks, et ux. Parcel No. 1: 3.2 acres for right of way purposes; Parcel No. 2: 19,200 square feet for right of way purposes; and Parcel No. 3: 0.43 acre for permanent easement. Offer of $3,870 approved by Mr. Fridley June 28, 1960.

R-30855 - Lyle R. Ostrander, et al. Parcel No. 1: 3.8 acres for right of way purposes; Parcel No. 3: 0.06 acre for permanent easement; and Parcel No. 2: 0.75 acre for right of way purposes. Offer of $1,730 approved by Mr. Fridley June 28, 1960.

Hillsboro-Reedville Section of the Tualatin Valley Highway

R-30491 - George E. Young, et al. 8,500 square feet for right of way purposes. Offer of $14,725 approved by Mr. McIver June 29, 1960.

R-30493 - Everett M. Lee, et al. 7,210 square feet for right of way purposes. Offer of $9,450 approved by Mr. McIver June 29, 1960.

R-30497 - Colleen R. Kirk, et al. 6,500 square feet for right of way purposes. Offer of $10,400 approved by Mr. McIver July 1, 1960.

R-30498 - John Howard Koffel, et al. 6,400 square feet for right of way purposes. Offer of $9,880 approved by Mr. McIver June 28, 1960.

R-30503 - Alvin M. Batchelar, et al. 0.84 acre for right of way purposes. Offer of $16,800 approved by Mr. McIver June 28, 1960.

R-30505 - Guss F. Mulkey, et al. 1.7 acres for right of way purposes. Offer of $5,375 approved by Mr. McIver June 28, 1960.

R-30523 - Odell W. Brandaw, et al. 45 square feet for right of way purposes. Offer of $35 approved by Mr. McIver June 29, 1960.

Seven Oaks-Neil Creek Section of the Pacific Highway

R-29087 - Delie M. Whisenant, et al. 8,253 square feet for right of way purposes. Offer of $22,000 approved by Mr. Jackson June 28, 1960.

Hanley Ranch-Forest Boundary Section of the Lake of the Woods Highway

R-30888 - Robert S. Gilbert, et al. Parcel No. 1: 16.4 acres for right of way purposes; Parcel No. 2: 2.4 acres for right of way purposes; Parcel No. 3: 0.12 acre for permanent easement; Parcel No. 4: 0.76 acre for permanent easement; Parcel No. 5: 0.10 acre for permanent easement; Parcel No. 6: 0.44 acre for permanent easement. Offer of $9,150 approved by Mr. Jackson June 27, 1960.

R-30889 - J. F. Wells, et al. Parcel No. 1: 1.8 acres for right of way purposes; and Parcel No. 2: 0.1 acre for permanent easement. Offer of $8,660 approved by Mr. Jackson June 27, 1960.

Judkins Point-Goshen Section of the Pacific Highway

R-27742 - Lyle Ethan Lewis, et al. 1,800 square feet for right of way purposes. Offer of $1,200 approved by Mr. McIver June 28, 1960.

Judkins Point-Goshen Section of the Pacific Highway - Cont.

R-28163 - Oscar Furuset, et ux. 0.07 acre for right of way purposes Offer of $25 approved by Mr. McIver June 28, 1960.

Rock Creek Section of the Clackamas Highway

R-31308 - A. Nesbit Tucker, et ux. 0.08 acre for right of way purposes. Offer of $7,500 approved by Mr. McIver May 27, 1960.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28738 and R-28740 - Holger M. Christen, et al. Parcel No. 1: 0.52 acre for right of way purposes; and Parcel No. 2: 300 square feet for right of way purposes. Offer of $4,750 approved by Mr. McIver June 27, 1960.

A written report was presented by the Chief Counsel concerning orders issued by the Public Utility Commission in which the State Highway Commission has been a party. The Commission accepted his report, which is summarized as follows:

PUX 352: Rebuilding railroad crossing and relocating tracks of Southern Pacific Company at 1st Street North and Main Street in Toledo. Neither of the streets is under the jurisdiction of the Highway Commission, and no objection was made to the issuance of a proper order.

PUX 353: Industrial spur track of Southern Pacific Company across South 22nd Street in Springfield. The crossing is not under the jurisdiction of the Highway Commission, and no objection was made to the issuance of a proper order.

PUX 359: "K" - "L" Streets grade crossing in Springfield. In addition to the signalization of the crossing itself, the original application covered the installation of signals if and when roadways paralleling the railroad tracks on each side are constructed. An amendment was made to eliminate this feature so that the order covers only the connecting street between "K" and "L" Streets. The tying-in of signals on the future roadways may possibly be the subject of a future proceeding.

PUX 364: 2nd Fir Street grade crossing in Toledo. As the street is not under the jurisdiction of the Highway Commission, no objection was made to the issuance of a proper order.

The Chief Counsel reported that the City of Portland had recently filed an action against the State Highway Commission asking damages in the amount of $225,000 because of construction on the Sunset Highway adjacent to the Portland City Zoo. It is their contention that in widening the highway on the southerly boundary of the Zoo property, lateral support had been removed, causing slippage of the Zoo property during the winter months of 1958 and 1959. He pointed out that the construction work on the highway had been done at the request of and with the approval of the City. It appears that trial of the case may come up late in 1960, and all measures will be taken to protect the interest of the State. The Commission accepted the report.

Consideration was given to a claim submitted by Robert A. Sadilek for damages to his well because of construction on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County. The Chief Counsel stated that the facts of the case indicate that nothing was included in the purchase of property from Mr. Sadilek for the possibility of damage to the well. An investigation by the Engineering Division was not conclusive as to whether highway construction activities caused the loss of water, but it did verify that for years prior to construction the well produced water for irrigation, and that afterwards there was a short supply. After negotiations, he continued, Mr. Sadilek agreed to accept a compromise figure of $500 and to give a complete release for all damage. He recommended that the settlement be approved. The Commission accepted his recommendation.

The Commission considered a "Petition for Annexation" to the City of Hillsboro of a section of the Tualatin Valley Highway contiguous to the present City boundary. The Chief Counsel stated that there is nothing in the Petition which would be detrimental to the State, and the Engineer has offered no objection. Upon his favorable recommendation, the Commission approved the Petition.

The Commission also considered a petition for the vacation of portions of McCullum and Mullen Streets and Empire Avenue in Bunker Hill Addition to the City of Coos Bay (Marshfield). This matter has been investigated and the Chief Counsel stated that the proposed vacation of streets will not be detrimental to the State Highway property which is affected, and he recommended that the Commission consent to the petition. The Commission gave its consent.

Attention was given to a proposed form of lease to Humble Oil and Refining Company covering certain lands in Lake County for the purpose of drilling for and extracting oil and gas. The Chief Counsel explained that the Oil Company has leased approximately 300,000 acres in Lake County, and has executed the same kind of agreement with the State Land Board. He pointed out that under the terms of the agreement, the State receives a specified annual rental, plus land-owner royalties of one-eighth the market value of oil and gas products. He also presented

a form of "Unit Agreement" with the same company for the development and operation of the Thomas Creek Unit Area in Lake County. The terms of the lease and the agreement, he stated, are in line with standard practices in matters of this sort, and comply with provisions of section 366.395 of Oregon laws. He recommended that they be approved by the Commission. The Commission accepted his recommendation. He also pointed out that no drilling is to be done on state highway right of way, that drilling operations on other lands must start within two years, and the lease terminates at the end of ten years.

The Chief Counsel submitted a brief oral report on an action filed against the State Highway Commission by Pacific Concrete Company, et al., for additional compensation in connection with State Highway Contract No. 5107 for construction of the Sandy River Bridge on the Columbia River Highway, in Multnomah County. The contractor, he stated, is seeking payment for the use of more expensive cement than was required, and that he is requesting payment in the amount of approximately $3,700 plus some additional costs. The action, he stated, will be defended. The Commission accepted the report.

The Commission meeting was recessed for ten minutes at 11:05 a.m.

The Engineer reported that he had made award of contracts which had been referred to him to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of, and the Commission confirmed his award of the following contracts:

(1) Grading and oiling on the Sumpter-McEwen Section of the Sumpter Valley Highway, Baker County. Bids received April 19, 1960. Contract awarded June 2, 1960, to McNutt & Sons, Inc., Springfield, low bidder.

(2) Grading and paving on the Rock Creek Section of the Clackamas Highway, Clackamas County. Bids received April 19, 1960. Contract awarded June 2, 1960, to Charles T. Parker Construction Company, Portland, low bidder.

(3) Grading and paving on N. W. First Avenue in Cornelius, Washington County. Bids received June 1, 1960. Contract awarded June 6, 1960, to M & M Paving Company, Cornelius, low bidder.

(4) Grading, three bridges and power line relocation, and materials in stockpile on Dodson-Bonneville Section of Columbia River Highway, Multnomah County. Bids received June 1, 1960. Contract awarded June 7, 1960, to Gibbons & Reed Company, Portland, low bidder.

(5) Oiling project on Buckhorn and Wehrli Canyon Roads, Gilliam County. Bids received June 1, 1960. Contract awarded June 9, 1960, to J. C. Compton Company, McMinnville, low bidder.

(6) Grade widening on Trail-McLeod Section of Crater Lake Highway, Jackson County. Bids received June 1, 1960. Contract awarded June 9, 1960, to Angell Brothers, Portland, low bidder.

(7) Stone base and paving in Eastside ("F" Street) in Coos County. Bids received June 1, 1960. Contract awarded June 9, 1960, to Robert Angell, Eastside, low bidder.

(8) Winston (Suksdorf Street and Grape Avenue) stone base and paving project, Douglas County. Bids received June 1, 1960. Contract awarded June 9, 1960, to J. C. Compton Company, McMinnville, low bidder.

(9) Construction of Palmer Creek Bridge, Yamhill County. Bids received June 1, 1960. Contract awarded June 10, 1960, to Hamilton & Thoms, Inc., Eugene, low bidder.

(10) Grading and oiling on Woodell Lane Section of Woodell Lane Road, Union County. Bids received June 1, 1960. Contract awarded June 10, 1960, to Vernie Jarl, Gresham, low bidder.

(11) Grading on 136th Avenue-181st Avenue Section of N.E. Glisan Street, Multnomah County. Bids received June 1, 1960. Contract awarded June 15, 1960, to John L. Jersey, Inc., Portland, low bidder.

(12) Grading and paving Fifth Street-S. City Limits (Bandon) Section of Oregon Coast Highway, Coos County. Bids received June 1, 1960. Contract awarded June 15, 1960, to Woodward & Son-Barklow, Coquille, low bidder.

(13) Oiling project on six county roads, Deschutes County. Bids received June 1, 1960. Contract awarded June 16, 1960, to Babler Brothers, Inc., Portland, low bidder.

(14) Grading, oiling and structure on Hanley Ranch-Forest Boundary Section of Lake of the Woods Highway, Jackson County. Bids received June 1, 1960. Contract awarded June 30, 1960, to C. R. O'Neil, Creswell, low bidder.

(15) Grading and oiling on Cummings Pass-Fossil Section of John Day Highway, Wheeler County. Bids received June 1, 1960. Contract awarded June 30, 1960, to Durbin Brothers, Eugene.

A report was also submitted by the Engineer concerning the removal of protective load limits on certain sections of state highways. These load limits, he stated, were placed because of the soft condition of the road caused by thawing and melting of snow. The road beds have now dried sufficiently so that the highway sections can sustain full legal loads. The Commission confirmed the Engineer's removal of reduced load limits as follows:

(1) Crater Lake-North Highway No. 232, from Mile Point 0.0 to Mile Point 3.81, effective 5:00 p.m., June 10, 1960.

(2) West Diamond Lake Highway No. 233, from Mile Point 8.0 to Mile Point 23.89, effective 5:00 p.m., June 10, 1960.

(3) East Diamond Lake Highway No. 425, over its entire length, effective 5:00 p.m., June 10, 1960.

(4) Weston-Elgin Secondary Highway No. 330, from Mile Point 15.33 to Mile Point 37.50, effective 8:00 a.m., June 13, 1960.

The Engineer also reported that reduced speed zones had been placed on three construction projects for the protection of the traveling public. The Commission confirmed establishment of the following construction speed zones:

(1) 35 miles per hour between Mile Point 7.2 and Mile Point 8.1 on the Clackamas Highway, west of Carver, effective 8:00 a.m., June 14, 1960.

(2) 25 miles per hour between Mile Point 22.88 and Mile Point 30.88 on the Crater Lake Highway, effective 8:00 a.m., June 22, 1960.

(3) 25 miles per hour on the Fifth Street-South City Limits Section of the Oregon Coast Highway in the City of Bandon (Mile Point 274.30 to Mile Point 274.60), effective 10:00 a.m., June 21,1960.

A meeting with Bureau of Land Management officials and representatives of other public agencies regarding the formation of a "Steens Mountain Committee" for the reviewing of plans, programs, and development of the Steens Mountain area was reported by the Engineer. He explained briefly that among a number of things which would enter into the development of this area was the construction of highways. The area is far removed from any existing state highway, and he recommended that the Commission take no action in the proposed organizational development plan. His recommendation was accepted by the Commission.

Attention was given to an item of unfinished business appearing on the Secretary's Summary dated June 3, 1960, concerning status of

negotiations to acquire Sea Lion Caves along the Oregon Coast Highway in Lane County. The Parks Superintendent recalled that he had commented on this matter earlier in the day, and that he expected to have a report for the Commission at its next meeting.

The Commission discussed with the Engineer proposed Freeway routings in west Portland, concerning which a public hearing was held in Portland on June 13, 1960. The Engineer reviewed briefly the State and Federal laws concerning hearings. A transcript of the hearing, he continued, has been sent to the members of the Commission and to other interested agencies. He pointed out that at the hearing, most of the groups, including representatives of the City of Portland, favored the Stadium Freeway Route, the southerly end of which has been generally known as the Foothills Route. Exhaustive studies conducted by State Highway Engineering personnel also indicate that the Foothills Route is preferable over the Clay-Market Route, and he recommended that the Commission approve the Stadium Freeway Route (Foothills Route) in Portland, involving a depressed highway section on 13th, 14th, 15th and 16th Avenues in the northerly part of the route, subject to legal notification to the City of Portland of the Commission's action. Chairman McIver recalled that some of the people who appeared at the hearing had requested that further study be made. Mr. Fred Fowler, Highway Engineering Co-ordinator for the City of Portland, stated that in his considered opinion, further study would not cause any considerable differences in the facts already determined. The Engineer also was of the opinion that further studies would not change the fundamentals involved in determining a route. He pointed out that if the Commission took action on adoption of the Stadium Freeway Route, such action would involve only the route to be followed by the highway, and would not cover interchanges, ramps, and other details which would have to be worked out later with the City of Portland and the Bureau of Public Roads. It was his opinion that during the next two or three years, it probably will not be possible to work on the project other than to acquire rights of way. After some further discussion concerning the relative advantages of adopting a route now or delaying the matter, the Commission approved the Stadium Freeway Route and thereupon adopted a resolution, marked Exhibit "H-5", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

At this point the Engineer called attention to the fact that Mr. McIver, Chairman of the Commission, is the first Commissioner ever to be appointed for a fourth three-year term. At the present time he has served in excess of ten years as a member of the Highway Commission, and in behalf of the Highway Department he presented to Mr. McIver a ten-year pin. Chairman McIver expressed his appreciation for the emblem, and in turn presented to Mr. W. C. Williams, State Highway Engineer, and to Mr. Joseph G. Toole, Assistant Planning Engineer, pins representing forty years of service each with the State Highway Department

A report on a proposed reorganization plan for the Maintenance Division was presented by the Engineer. He pointed out that with the improvement of highways and the use of modern maintenance equipment, it appears that some of the District Maintenance Superintendents could supervise larger areas, so a consolidation of some of the District Maintenance Headquarters is in order. A careful study has been made of the matter, and he recommended that the following changes be made:

Division 1: No change at present.

Division 2: Eliminate District Maintenance Headquarters at Tillamook and divide the Division into three parts with District Maintenance Headquarters at Salem, Corvallis, and Astoria.

Division 3: Shift District Maintenance Headquarters for District 3-C from Grants Pass to Medford.

Division 4: Eliminate District Maintenance Headquarters at Bend, and divide the Division into three parts with District Maintenance Headquarters at The Dalles, Redmond, and Klamath Falls.

Division 5: Eliminate District Maintenance Headquarters at John Day, and divide the Division into three parts with District Maintenance Headquarters at Pendleton, Baker and Ontario; and move the District Maintenance Superintendent and his staff from Burns to Ontario.

It was his opinion that these changes would effect savings of approximately fifty-thousand dollars per year. Upon his favorable recommendation, the Commission approved the reorganization plan.

The Commission discussed with the Engineer bids received on June 30. The Engineer recited briefly details on the estimated cost of each of the projects, the low bid received, and his recommendation as to award. Action by the Commission on the award of contracts was deferred until 2:30 p.m.

The meeting was recessed at 11:55 a.m. and was reconvened at 1:30 p.m. in the same room with the same persons present.

Completion of surveys for relocation of several sections of state highways was reported by the Engineer. He pointed out that in each instance, careful engineering consideration had been given to provide the most adequate highway facility for the traveling public commensurate with cost. He also pointed out that on some of the proposed highway relocations, public hearings had been held in compliance with

State and Federal laws. Upon his favorable recommendation, the Commission approved the following surveys and thereupon adopted resolutions, marked Exhibit "H-1" through "H-4", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960":

(1) Westport-Clatskanie Section on the Columbia River Highway in Columbia and Clatsop Counties. A public hearing was held in Clatskanie on May 5, 1960. (See Exhibit "H-2")

(2) Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway in Wallowa County. (See Exhibit "H-1")

(3) Emigrant Avenue-Frazer Avenue One-way Couplet Section of the Pendleton-John Day Highway in the City of Pendleton. A hearing was held in Pendleton on June 16, 1960, concerning this project. (See Exhibit "H-1") In discussing this project, the Commission approved incorporating in it the widening of Frazer Avenue between South Main and Southeast Third Street at an estimated cost of $7,800, thereby raising the total cost of the project to $143,000, the State's share being $107,250 and the City's share, $35,750. In addition to this work, the Engineer stated, traffic lights will be needed on the Court-Dorian Couplet Section of the old Oregon Trail, which are estimated to cost $40,000. He recommended that the traffic lights be installed with the cost of installation to be borne equally by the State and City, and with the understanding that the City is to furnish electrical energy and maintain the lights after installation. The Commission approved his recommendation.

(4) Powers Junction-Broadbent Section of the Powers Highway in Coos County. (See Exhibit "H-1")

(5) Albany-Pacific Highway Interchange Section on the Santiam Highway in Linn County. A public hearing was held in Albany on May 2, 1960. (See Exhibit "H-1")

(6) Salmon River Junction-East McMinnville Junction Section of the Three Mile Lane Highway in Yamhill County. A public hearing was held on this project in McMinnville on April 13, 1960. (See Exhibit "H-3")

(7) Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County. A public hearing was held in Roseburg on May 4, 1960. (See Exhibit "H-4")

(8) Scott Creek-Five Rivers Section of the Alsea Highway in Lincoln County. (See Exhibit "H-1")

(9) Country Club Road-Coburg Road Section of the Country Club Road in Lane County. A public hearing was held in Eugene on June 17, 1960. (See Exhibit "H-3")

Consideration was given to a resolution from Northeast Oregon Vacationland, Incorporated, requesting construction of a road to the "geographic center of the United States". The Engineer pointed out that the geographic center of the United States is a somewhat nebulous point and has been located in several different states and various positions within the states. The center, as referred to by this group, is in the vicinity of the ghost town of Ponderosa in Baker County. As this location is not on the route of any existing state highway, he recommended that the proposed road not be placed on the highway system or that state motorist funds be spent for its improvement. The Commission accepted his recommendation.

The installation of traffic signals was considered at the intersections of Tenth Street with Riverside and Central Avenues in the City of Medford. The Engineer explained that the completion of a bridge across Bear Creek on Tenth Street will establish Tenth Street as one of the main east-west arterials in the City. He recommended that fixed-time signals be installed at the two intersections at a total estimated cost of $7,500, with the City to pay one-half the cost of installation and to provide all future maintenance and power needs. The Commission approved the signal installation.

A request for an extension of time within which to complete a highway contract was presented by the Engineer, as follows:

> Electric Corporation, Contract No. 5553, for signing, illumination and traffic signal installation on the Redwood Highway Junction Section of the Pacific and Redwood Highways, in Josephine County, requested an increase in number of workdays from 80 to 125 days within which to complete the contract without assessment of liquidated damages.

The Engineer stated that the contractor was able to complete the contract with only a ten workday overrun, and he recommended that the contractor be granted a ten workday extension without assessment of liquidated damages. The Commission approved the extension of time.

The Engineer reported that contracts numbered 5153, 5319, 5336, 5354, 5394, 5448, 5481, 5515, 5571, 5577, 5591, 5600, 5603, 5609, 5622, 5629, 5632, 5660, 5693, 5716, 5410, 5504, 5534, 5583, and 5689 for highway construction had been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

Authority was requested by the Engineer for the expenditure of an additional $10,000 on the new road now under construction to the State Park area adjacent to Owyhee Reservoir in Malheur County. He recalled that the Commission had approved a previous expenditure of $50,000 and that contract construction is progressing very well. The additional money, however, could be used to excellent advantage in extending the road a short distance, widening several narrow points, and placing a dust palliative on the finished roadway after surfacing. The Commission approved the additional expenditure.

A map and a tabulation was presented by the Engineer showing proposed additions and revisions of the Federal-Aid Secondary System in Deschutes, Hood River, Jackson, Jefferson, Malheur, Morrow, Umatilla, Wasco, and Washington Counties. These additions, the Engineer stated, have been proposed by the Counties and appear to be desirable. Upon his favorable recommendation, the Commission approved revisions in various counties as follows:

County	Local	State
Deschutes	39.1	--
Hood River	46.5	- 1.3
Jackson	24.9	--
Jefferson	9.8	--
Malheur	- 0.1	--
Morrow	45.7	--
Umatilla	2.7	- 1.0
Wasco	10.2	--
Washington	--	8.0
TOTAL	178.8 miles	5.7 miles

The Engineer explained that the saving of 1.3 miles in the State Secondary System in Hood River is caused by realignment of the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway under construction by the Bureau of Public Roads. The saving of one mile on the State Secondary System in Umatilla County is caused by reconstruction of the Hermiston Secondary Highway between Hinkle and Hermiston. In Washington County the addition of eight miles to the State Secondary Highway System is caused by the new highway extending from the Bonita Road Junction with US99 to the Cedar Hills Interchange on the Sunset Highway. (For additional details concerning the description and location of the various additions and revisions, see the tabulation entitled "Proposed Additions and Revisions to FAS System" dated June 29, 1960 in the General Files in Salem.)

A tabulation was presented by the Engineer showing proposed expenditures of County Federal-Aid Secondary Highway funds in Jackson and Washington Counties. The projects have been requested by the Counties, and the Engineer recommended that they be approved by the Commission. The Commission approved the following projects:

(See the following page for Proposed County FAS Projects.)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Jackson	559	Ruch-Little Applegate River Section. Paving, 2.75 miles.	$ 80,000	1961
Washington	628	Beaverton-Tigard Section. NOTE: This is a state highway for which Washington County has agreed to release $210,000 of Federal funds. As Federal funds represent 60% of County's total fund allocation, available total funds are being reduced $350,000.	$ 350,000	1961
		TOTAL.....	$ 430,000	

SUMMARY BY FISCAL YEARS	1960	1961	Total
Available Funds	$3,900,000	$3,600,000	$7,500,000
Previously Approved	3,900,000	2,710,000	4,610,000
Unprogrammed Balance	$ --	$ 890,000	$ 890,000
Projects Proposed 7/7/60	--	430,000	430,000
UNPROGRAMMED BALANCE	$ --	$ 460,000	$ 460,000

The Engineer brought up the matter of rescinding a 35 mile-per-hour speed zone established on the Pacific Highway September 28, 1950, in the community of Wilbur, in Douglas County. Since that time the Pacific Highway has been moved to a new location, and the section in question is now on the Oakland-Shady Highway. Also, a school zone has been established. He recommended, and the Commission approved, that the action of September 28, 1950, be rescinded and that a 35 mile-per-hour speed zone be established on the Oakland-Shady Highway between a point 100 feet north of Wilbur Road and a point 400 feet south of Wilbur Road, except that between a point 200 feet south of Garden Valley Road and a point 100 feet north of Wilbur Road the indicated speed shall be 20 miles per hour during the hours of school crossings. The Commission accepted the recommendation by adopting a resolution relative thereto, marked Exhibit "D-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

To correlate a recent action taken by the State Speed Control Board establishing certain speed zones on the Oregon Coast Highway in the City of Coos Bay, the Engineer recommended that a reduced speed zone

established September 21, 1949, be rescinded and that a 40 mile-per-hour speed zone be established between a point 0.17 mile north of Coos Bay and the north city limits of Coos Bay. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "D-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

The Engineer stated that on or about August 1, 1960, the new section of the Pacific Highway between Lebanon-Orleans Road and the Halsey-Sweet Home Highway in Linn County will be completed and opened to traffic. It is planned to route US99 traffic south from Albany via the Freeway, and thence along the Halsey-Sweet Home Highway to its junction with the old alignment of the Pacific Highway in Halsey. The pavement on this section of the Halsey-Sweet Home Highway, the Engineer continued, is relatively narrow, and he recommended that a 50 mile-per-hour speed zone be established during the time that US99 traffic is routed over this section, which would be between the Albany-Junction City Highway (old Pacific Highway) and the Pacific Freeway. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "D-3", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

In response to a request made by the owner of the Family Drive-In Theater in Tigard, the Engineer reported that an investigation had been made concerning the prohibition of parking on the left-turn outrigger constructed by the Theater some years ago in the community of Tigard on US99W. The investigation disclosed that a restaurant has been constructed on this left-turn outrigger, and it is anticipated that parked vehicles will have a detrimental effect on safe traffic operations. A paved parking lot is available for the restaurant patrons. He recommended that parking be prohibited along both sides of the Family Drive-In Theater left-turn outrigger from Mile Point 7.94 to Mile Point 8.01. The Commission approved the "No Parking" provision by adopting a resolution relative thereto, marked Exhibit "E-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

The Shoreline Drive-In Theater on the west side of the Oregon Coast Highway, a short distance north of Reedsport, in Lane County, is using a portion of the Theater on Sunday afternoons for a go-kart race track. The Engineer advised that the racing has caused a considerable amount of shoulder parking which reduces the effective width of the pavement and creates a pedestrian problem. As there is ample room inside the Theater to park vehicles, he recommended that shoulder parking be prohibited on both shoulders of the Oregon Coast Highway from the south end of the Smith River Bridge (Mile Point 210.61)

to a point 475 feet north of the Long Bell Lumber Company Overcrossing (Mile Point 210.78). The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "E-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

The Engineer also brought up the matter of a potentially hazardous situation caused by shoulder parking near the newly constructed go-kart race track on The Dalles-California Highway, approximately four miles south of Bend, in Deschutes County. Shoulder parking in this area creates a hazard to the traveling public as it reduces the effective width of the pavement and creates a pedestrian problem along this relatively high-speed highway section. Facilities are provided for off-street parking, and he recommended that shoulder parking be prohibited on both sides of The Dalles-California Highway from a point 0.12 mile north of Arnold Ditch (Mile Point 143.12) to a point 0.18 mile south of Arnold Ditch (Mile Point 143.42). The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "E-3", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

The Commission considered several requests for out-of-state travel expenses, and upon the Engineer's favorable recommendation approved out-of-state travel as follows:

(1) F. B. Crandall, Traffic Engineer, to attend the annual meeting of the Western Section of the Institute of Traffic Engineers in San Francisco, California, July 17-20, 1960, at an estimated cost of $150.

(2) Forrest Cooper, Deputy State Highway Engineer, to attend the Subcommittee meeting on Pavement Design Practice of the American Association of State Highway Officials in Ottowa, Illinois, August 2 and 3, 1960, at an estimated cost of $225.

(3) Kenneth A. Chatwood, Right of Way Agent, to contact property owners who reside in Marysville, Washington, on June 13-17, 1960, at the cost of $86.70. In this instance, the Engineer requested confirmation that he had given previously, as the cost of the trip was under $100.

(4) Confirmation for Edward Hanson, William Kuiper, Tom Simpson, and R. W. Anderson, Equipment Department, to go to San Francisco, California, July 5 - 8, 1960, to pick up government surplus equipment at a total expense of $223.70.

(5) Carl Jordan, Director of Travel Information Division, to attend the Pacific Northwest Travel Association Convention, September 8-10, 1960, Longview, Washington, at an estimated cost of $72

(6) Mark Astrup, Landscape Engineer, to attend the American Association of State Highway Officials Committee on Roadside Development, Chicago, Illinois, August 8-9, 1960, at an estimated cost of $240.

A proposed agreement with Wasco County was presented by the Engineer transferring ownership, operation, and maintenance of traffic signals at the junction of the Columbia River Highway and the old Dalles-California Highway. Under the agreement, he stated, the State is to operate and maintain traffic signals at the new junction of the Columbia River Highway and The Dalles-California Highway, and the County is to accept ownership and maintenance of three mercury vapor luminaires at the junction of the old Dalles-California Highway and the Columbia River Highway. The State is to continue ownership and maintenance over seven luminaires, traffic signals, and warning lights located at the junction of the Columbia River Highway with the south approach to the Wasco County Toll Bridge. Upon his favorable recommendation, the Commission approved the agreement.

Attention was given to a request made by the U. S. Forest Service for permission to erect a rustic-type sign on state highway right of way on the southerly side of the Mt. Hood Highway at Mile Point 50.11, between Rhododendron and Government Camp in Clackamas County The sign, the sign message and the location have been approved, the Engineer stated, and he recommended that a permit be granted for the sign. The Commission accepted his recommendation.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period May 27, 1960, through June 30, 1960.

The date for the next regular Commission meeting was set for August 18 and 19, 1960, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for Thursday and Friday, September 29 and 30, 1960.

The Commission considered a form of agreement with the State Game Commission covering the construction of boat launching and parking facilities on Upper Klamath Lake on the Lake of the Woods Secondary Highway in Klamath County. The Engineer stated briefly that the Game Commission desires to establish parking areas and two boat-launching ramps at Stations 1525+00 and 1536+23.62. The plans as submitted by the Game Commission have been checked and he recommended that the agreement be approved. The Commission approved the agreement.

In connection with bids received June 30, 1960, for construction of an office building in Medford, the Engineer stated that it is necessary to increase the vertical clearance of a high voltage transmission line, owned by California-Oregon Power Company, which is directly above the sight of the proposed building. A form of agreement has been prepared, he stated, and approved by the Chief Counsel, and he recommended that it be approved by the Commission. The Commission approved the agreement.

The Commission also gave attention to a form of agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, covering an easement for installation and maintenance of additional culvert pipe at Railroad Station 507+70 on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

An agreement with Cole and Weber covering extension of the advertising contract for the Travel Information Division was also considered by the Commission. The Director of Travel Information Division explained that this is a service contract in which the advertising agency secures its remuneration from the papers and magazines in which the advertising is placed. An extensive hearing, he continued, was held during 1959, at which time a number of advertising agents exhibited their facilities for the handling of advertising material. It is planned to hold this type of hearing at five-year intervals as it is not deemed advisable or economical to change advertising agents every year. The present agreement, he stated, expired June 30, 1960, and the proposed agreement is to cover a period of one year. The Commission accepted his recommendation that the agreement with Cole and Weber be extended.

A resolution was presented by the Engineer which would place on the State Secondary Highway System, in Washington County, the Beaverton-Tigard Secondary Highway, No. 144. He pointed out that this is the new highway connecting the Baldock Freeway (US99) and the Sunset Highway from the Bonita Road interchange on the Freeway to the Cedar Hills interchange on Sunset Highway. Washington County officials have approved the highway, and he recommended that it be approved by the Commission. The Commission accepted his recommendation by adopting a resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

Attention was also given to a resolution presented by the Engineer designating the connection into Springfield from the Eugene-Springfield Secondary Highway, in Lane County, as the Springfield Secondary Highway No. 228. The Engineer commented briefly that this is commonly known as the 2nd-3rd Street Couplet, and was originally approved by the Commission in December, 1958. The project has also been approved by the Bureau of Public Roads as a Federal-Aid Secondary route. Upon his favorable recommendation, the Commission approved the designation by adopting a resolution relative thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

Revised regulations covering the transportation of logs, poles, or piling by motor vehicles were presented by the Engineer. He explained that from time to time it is necessary to reprint Form PUC 170 as the supply runs out. Recently a representative of the Public Utility Commissioner's office requested recommendations for revisions in the regulations when they are reprinted. These regulations, he continued, are attached to and made a part of each PUC Schedule B Log Hauling Permit. The necessary changes have been carefully considered, and he recommended that they be approved. The Commission approved the changes as submitted by the Engineer.

The Engineer stated that requests had been made by private individuals and companies to purchase prints of aerial photos of various cities and locations in Oregon, taken in connection with the State's aerial mapping and photogrammetry work. Prints of these photos, he continued, have been furnished at cost to other governmental agencies. Recently, however, a request had been received from the First National Bank for some three-hundred prints of the Portland area and an entire coverage of the Klamath Falls area. These orders to date have not been filled. It appears that these requests are made because the photography is of excellent quality and the prints are recent. It was his opinion that this would not be justification for supplying prints in competition with private enterprise, and he recommended that the Commission go on record as being opposed to supplying prints to individuals and companies, but that other governmental agencies be supplied as in the past. The Commission accepted his recommendation.

The Commission considered, and upon the favorable recommendation of the Engineer, approved two access road easements to the Bureau of Land Management to permit construction of timber access roads over two parcels of State-owned lands in the vicinity of Powers on the Powers Secondary Highway in Coos County.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. No action on these matters was taken at this time, pending the appearance of the delegations.

Chairman McIver brought up the matter of reappointment of the State Highway Engineer. He pointed out that the term of Mr. W. C. Williams, who has been serving as State Highway Engineer, will expire on August 15, 1960, and he moved that Mr. Williams be reappointed for a four-year term, beginning August 16, 1960. The Commission unanimously approved the reappointment of Mr. Williams as State Highway Engineer, and thereupon adopted a resolution, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

Mr. Carl Jordan, Director of the Travel Information Division, presented a report on activities of his Division. He exhibited samples of advertising material and outlined briefly the manner in which this material is handled. He also called attention to the base map used for the State Highway Map put out by the State Highway Department. The old base map, he continued, has been in use for a considerable number of years and should be replaced. Such replacement of the base map, he pointed out, will cost the same amount of money whether the State or a private concern performs the work. He presented to the Commission a type of base map used for the State of Alaska. Chairman McIver inquired as to how the base map would be secured, and if such a project could be offered for bids. Mr. Jordan replied, and Mr. Lindas, Chief Counsel, concurred, that taking of bids appeared to be feasible. The Engineer called attention to the unhappy experience of the State in receiving bids for photogrammetry work, and he suggested that if the job is put out for bids that it be submitted to a list of selected bidders who are known to be competent. The Commission instructed the Travel Information Director to look into the matter and submit a report at the next meeting.

At 2:30 p.m. the Commission announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON JUNE 30, 1960

"Grading and surfacing on the Langrell Corner-Halfway Section of the Lone Fir Road in Baker County. The Commission awarded the contract to the low bidder, Geo. E. Corliss, Bend, at $67,838.60.

"Leveling course and oiling on the Pocahontas Section of the Pocahontas Road in Baker County. The Commission rejected all bids as being too high.

"Installation of traffic signals in Corvallis (Second and VanBuren Streets), Benton County. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at $3,360.

"Grading and paving on the Milwaukie-Harmony Point Section of the King Road in Clackamas County. This project was withdrawn prior to letting.

"Mt. Hood Rock Production Project on two highways, near Government Camp, in Clackamas, Wasco and Hood River Counties. The Commission awarded the contract to the low bidder, Dorman Construction Company, Vancouver, at $53,750.

"Quartz Creek-Tillamook County Line Paving Project on the Sunset Highway in Clatsop County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $102,138.50.

"Construction of the Beaver Creek Bridge, grading and paving on the Oregon Coast Highway in Coos County. The Commission awarded the contract to low bidder, Johnston and Bryant, Newberg, at $238,666.20.

"Lava Butte Paving Project on The Dalles-California Highway in Deschutes County. The Commission awarded the contract to low bidder, Babler Bros., Inc., Portland, at $79,468.

"Grading on the Briggs Camp-Bear Creek Road Section of the N. Umpqua Road in Douglas County. The Commission elected to accept the low bid of Geo. E. Blaisdell and Son Construction Company and Shirley G. Stone Company, Oswego, in the sum of $224,778 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $254,900 is deposited by the County.

"Reline and construct portals of the Elk Creek Tunnel on the Umpqua Highway in Douglas County. The Commission rejected all bids as being too high.

"Construction of the Rock Creek and Eight Mile Canyon Bridges in Gilliam County. The Commission elected to accept the low bid of Harney Homes, Inc., Burns, in the sum of $31,565, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of $7,100 is deposited by the County.

"Construction of the Rogue River Bridge over Rogue River on Laurelhurst Road, and the Paul B. Rynning Bridge over S. Fork Rogue River on Butte Falls-Prospect Road in Jackson County. Low bid was submitted by S & D Construction Company, Portland, in the amount of $174,000; however, as this is a county project, all bids were referred to Jackson County for award.

"Construction of the Medford Office Building in Jackson County. The Commission awarded the contract to low bidder, Rogue Valley Construction Company, Medford, at $75,030.

"Hayes Hill-Sauers Flat Paving Project on the Redwood Highway in Josephine County. The Commission awarded the contract to low bidder, Warren Northwest, Inc., Portland, at $114,649.

"Grading and construction of three R.C.D.G. bridges on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County. The Commission awarded the contract to low bidder, Roy L. Houck Sons' Corporation, Salem, at $266,020.

"Construction of the Willamette River Bridge and two overflow structures on Peripheral Road, near Eugene, in Lane County. The Commission elected to accept the low bid of S & D Construction Company, Portland,

in the sum of $424,000, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $95,400 is deposited by the County.

"Construction of the North Bridge over the Coast Fork of the Willamette River in Lane County. The Commission awarded the contract to low bidder, Tom Lillebo Construction Company, Reedsport, at $162,325.

"Siletz Bay Bridge Drawrest Replacement at Kernville on the Oregon Coast Highway in Lincoln County. The Commission rejected all bids as being too high.

"Oceanlake (First Street) Grading and Oiling Project in Lincoln County. The Commission awarded the contract to low bidder, Geo. E. Corliss, Bend, at $14,591.

"Albany-Grand Prairie Paving Project on the Cox Creek Road in Linn County. The Commission elected to accept the low bid of Morse Bros., Lebanon, in the sum of $27,073, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Linn County is received and the sum of $6,140 is deposited by the County.

"Brewster-Lebanon Paving Project on the Crabtree-Lebanon Road in Linn County. The Commission elected to accept the low bid of Morse Bros., Lebanon, in the sum of $65,029, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Linn County is received and the sum of $14,740 is deposited by the County.

"Harrisburg-Alford Junction Paving Project on Diamond Hill Road in Linn County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corporation, Salem, in the sum of $33,945, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $7,720 is deposited by the County.

"Construction of the Bryant Park Bridge over Calapooya River on Vine Street, in Linn County. Low bid was submitted by Inter City Construction Company, Eugene, in the amount of $49,009; however, as this is a city project, all bids were referred to the City of Albany for award.

"136th Avenue-181st Avenue Paving Project on N. E. Glisan Street in Multnomah County. The Commission elected to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of $111,076,50, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $23,400 is deposited by the County.

"Grading and construction of detour bridges on the Page Street-Main Street Unit, East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County. The Commission elected to accept the low bid of Peter Kiewit Sons' Company, Vancouver, in the sum of $1,826,728.75, and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Construction of the Luckiamute River Bridge in Polk County. The Commission elected to accept the low bid of Orlando C. Bennard and Glenn Snook, Eugene, in the sum of $64,642, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of $14,600 is deposited by the County.

"Construction of the Rickreall Creek Bridge on County Road No. 7414 in Polk County. Low bid was submitted by Orlando C. Bennard and Glenn Snook, Eugene, in the amount of $39,583; however, as this is a county project, all bids were referred to Polk County for award.

"Construction of the Grass Valley Canyon Bridge on Moro-Lone Rock Road in Sherman County. The Commission elected to accept the low bid of B & H Construction Company, Boring, in the sum of $23,869, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of $14,300 is deposited by the County.

"Hermiston (First Street W.) Leveling Course and Paving Project in Umatilla County. The Commission awarded the contract to low bidder, H. J and H. W. Miller, Baker, at $18,247.

"Leveling course and oiling on the Enterprise-Brock Corner and Werst Corner-Wallowa Sections of the Fish Hatchery and Werst Corner-Wallowa Roads in Wallowa County. The Commission elected to accept the low bid of Arthur Simonsen and Company, Baker, in the sum of $74,879, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of $17,000 is deposited by the County.

"Grading and paving and construction of a bridge or the Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $563,825, and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Signing and illumination on the Washington County Line-Highlands Interchange in Multnomah County. The Commission awarded the contract to low bidder, Electrical Products Corporation of Oregon, Portland, at $59,622.68.

"Scholls road structure, grading and paving on the Tualatin River (Scholls) Bridge Section in Washington County. The Commission awarded the contract to low bidder, George E. Berry, Beaverton, at $180,272.

"Construction of a building and installation of a filter and chlorinator system at Smith Creek Youth Camp in Silver Falls State Park in Marion County. The Commission awarded the contract to low bidder, Stevenson Construction Company, Salem, at $16,482."

The Commission also discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received July 28, 1960.

A proposed settlement with Portland General Electric Company, File R-28358, for property on the Washington County Line-Highlands Interchange Section of Sunset Highway, Multnomah County, (at Sylvan) was brought up by the Chief Counsel. This property, he stated, consists of 19,000 square feet of land and two houses, and has been appraised for $10,000. An offer previously was submitted in the amount of $10,300 plus $350 interest, or a total of $10,650. The Electric Company has now offered to accept the sum of $12,000 and to release several easements on property not involved in this transaction, but over which their wires pass. He recommended that the settlement be accepted, provided the Electric Company will furnish the easement releases. The Commission approved the settlement.

The Chief Counsel also brought up the matter of a deduction for gas tax refund in the amount of $1,700 made by the United States General Accounting Offices from a bill submitted by the State Highway Department. He recalled that the Department of Motor Vehicles had refused to refund this $,700, and the General Accounting Offices, believing they were exempt from the gas tax, have deducted that amount from money owed the Highway Department. The General Accounting Offices, the Chief Counsel continued, have again refused to pay this amount, and he requested authority to contact the two Oregon Senators in the United States Congress before taking further action. The Commission granted the authority.

A claim by Northwestern Ice and Cold Storage Company in the amount of $107,610 was brought up by the Chief Counsel. He explained that in preparing plans and determining the alignment of the East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County, the Company had first been advised that it would be necessary to take their property. At the insistence of the Bureau of Public Roads, a change was made in the alignment, and it was determined that their property would not be needed. The damages they seek to collect now are for what they claim as out-of-pocket expenses incurred in the belief that their property would be taken for highway purposes. Chairman McIver inquired if the court granted them damages, would the Bureau of Public Roads participate in payment. The Chief Counsel replied that he believed it would be doubtful. The Commission instructed the Chief Counsel to take necessary steps to protect the interests of the State.

The Commission signed agreements, deeds, and other papers.

The meeting was adjourned at 2:25 p.m. to be reconvened on the following day at 9:30 a.m.

Salem, Oregon
July 8, 1960

The Oregon State Highway Commission reconvened at 9:30 a.m. in Room 419, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. Emmett Rogers, Salem, appeared before the Commission regarding development of Wallace Marine Park along the Willamette River in and near Salem. The construction of dams, he pointed out, has developed wonderful waterways, but these waterways are not being enjoyed because facilities adjoining them are not available to the public. He produced petitions, signed by approximately 550 residents of Oregon, petitioning the Polk County Court, in which area the proposed park is located, to obtain approximately 400 acres of land on the westerly side of the River and north of the existing Wallace Marine Park, and to correlate the functions of existing committees in the creation of a recreational center. The proposed park area, he continued, has been submitted to Congress, the Department of the Interior, and the Army Engineers for their consideration. Oregon, he commented, is being made into a corridor state, and tourist traffic, which is one of the key industries in Oregon, is not being utilized to its fullest extent. The area

involved, he pointed out, is flood land that should be protected by a dike. He spoke of the potential power from the Willamette River, and told of the large amount of gas rebate not claimed by boat users, which money goes into the highway fund. The Oregon Marine Board, he explained, is registering all motor boats in the State, and distribution of the money is made to the counties based upon the registration of boats in each county. It is intended to seek legislation which will place such funds in the parks project. He told of a contemplated 50-year program which will include development of park facilities every 75 miles along the river waterways of Oregon, with Salem as the pilot development. He requested that consideration be given to the acquisition of land for park purposes along the rivers of the State, and that a committee be organized to develop the project. Chairman McIver thanked Mr. Rogers for his presentation.

Harold Schnitzer, Portland, President of Park Plaza Apartments, appeared before the Commission regarding the proposed Foothills Route (Stadium Freeway) as it affects his apartments. The Park Plaza, he advised, is a 150-unit apartment house on S. W. Park Avenue and Jackson Street. The Foothills Route, he continued, will take a portion of the Park Plaza's rear parking lot, will destroy part of the access to the building, and will create a noise nuisance. He pointed out that if the route could be moved away from the building, the injury to the apartment house would be lessened; however, if the Freeway goes through as planned, he believed that the noise factor would be cause for inverse condemnation. Should there be no change in the present designated route, he suggested that several blocks of the highway near the apartment house be placed in a tunnel and landscaped, which would substantially reduce the noise factor. Chairman McIver thanked Mr. Schnitzer for presenting this matter to the Commission.

Mr. Paul B Rynning, Medford, representing the Jackson County Chamber of Commerce, and Mr. R. A. Duff, City Manager of Medford, appeared before the Commission regarding the possibility of speeding up construction of the elevated freeway section of the Pacific Highway through Medford as a means of alleviating traffic congestion in the downtown area. Mr. Rynning stated that the three highway routes through the City of Medford create a traffic problem, particularly for east-west traffic. He requested that the Commission expedite construction of the freeway through Medford, pointing out that Medford is the only large city on US99 that is not by-passed or in the process of being by-passed. While it is realized that the designing of the structure will take time, he continued, they are quite anxious to have the route constructed in order to divert traffic from the congested City streets. He submitted a brief outlining his presentation. Mr Duff pointed out that next to Springfield, Medford is the most rapidly growing city in Oregon, having had a population growth of over forty per cent since 1950, which accounts for the correspondingly rapid growth in vehicular traffic. He reiterated their desire for early construction of the freeway section through Medford, and pledged the support and co-operation of the City administration in this matter. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention.

Mr. Mark Schnitzer, President of Congregation Shaarie Torah, and Mr. David Robinson, a friend of the Congregation, both from Portland, appeared before the Commission regarding the Stadium Freeway Route in Portland. Mr. Robinson explained that the members of the Shaarie Torah are an Orthodox Jewish congregation, which means that they conduct their worship in the traditional manner, and they walk to their synagogue on their Sabbath. A new synagogue was recently erected at the present location because it is within walking distance of the members' homes. If the Foothills Route Section of the Stadium Freeway is constructed as presently planned, he added, their synagogue will be taken, and there is no available area where it can be relocated which would allow the members to walk to their place of worship. He requested that the Commission reexamine its plans with reference to their synagogue to see if it is not possible to arrange the route of the Freeway so as not to destroy this institution. Mr. Schnitzer pointed out that many of their congregation have lived in the same community for forty or fifty years, and they are greatly concerned about their synagogue since it is impossible to secure another location within the area. He urged the Commission to move the routing of the Stadium Freeway so that their building will not be destroyed by the construction. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention.

Mr. W. H. Steiwer, Fossil, headed a delegation which appeared before the Commission to request improvement of the Service Creek-Mitchell Secondary Highway. Also present were Cecil Sly, Prineville Chamber of Commerce and Isaac Walton League, William B. Morse, Memorial Hospital in Prineville and Prineville Chamber of Commerce, and Ivan Chappell, Manager of the Prineville Chamber of Commerce, all from Prineville; Gus Hagglund, Deschutes Farmers Co-operative, Redmond; and Elmar Jackson, farmer representing Mitchell people, Mitchell. Mr. Steiwer introduced the members of his delegation and stated that the Condon and Prineville Chambers of Commerce, the Fossil Community Club, Ernie Fatland, Condon, and the Wheeler County Court all endorse the request for the improvement of this highway. He read a letter from Kinzua Corporation, Kinzua, in which they advise of their support for improvement of the Donnelly Grade Section of the Service Creek-Mitchell Highway, and state that it would benefit their corporation if this secondary highway were kept in better condition. It was his observation that with some straightening and grade improvement in the present location, the road would be serviceable for their needs. Mr. Sly spoke in behalf of the recreational facilities in the central Oregon area, pointing out that improvement of the highway would not only induce many more people from the central Oregon area to use this route, but it would also increase the tourist traffic. He told of the danger to traffic traveling over the existing highway during stormy weather. The Crook County Chamber of Commerce and the Prineville Chapter of the Isaac Walton League, he added, request that consideration be given to this highway section. Mr. Morse stated that Prineville Hospital is the only hospital in the central Oregon area, and is used by Wheeler County patients. In the wintertime, he continued, because of the bad condition of the Service Creek-Mitchell Highway, it is necessary

for patients from Fossil and Spray to travel a distance of 80 miles to the hospital over ORE 19 via Dayville; however, if the road were improved, they would have to travel only 26 miles. For the health and welfare of the community, he added, the hospital is supporting the request for this highway improvement. Mr. Hagglund told of the advantages a better road would afford to school buses, to transporters of timber and lumber, to sportsmen and tourists, and to the economic well-being of the area, particularly for cattle and grain growers. He pointed out that the Condon area is a large grain-producing area, while the Mitchell-Redmond-Prineville area is a consumer of the grain. It was his contention that development of this road would considerably lower the cost of transporting the grain into the cattle-feeding areas, thereby creating a better market for both the grain producers and the grain consumers. Mr. Chappell stated that he was interested in the road from an economic standpoint, particularly as it affects Prineville, central Oregon, and Wheeler County. The people in the Spray-Condon-Fossil area, as well as the cattle growers, he added, have expressed a desire for a better road to bring their products into the area. Mr. Jackson spoke in favor of the improvement, pointing out that at the present time the school bus transports children over a ten and one-half mile section of the Mitchell-Service Creek Highway, but in a short while it will be traveling over a longer section of that highway. Mr. Steiwer concluded their presentation by requesting improvement as soon as possible on the Donnelly Grade Section, which, in his opinion, is the worst section. Chairman McIver thanked the delegation for their presentation.

Judge Oscar Peterson, Morrow County Judge, Heppner, was spokesman for a group who appeared regarding completion of an additional five-mile section of the Heppner-Spray Highway, and improvement of the Heppner Highway. The following composed the delegation: Gene Ferguson, Heppner, and Russell Miller, Boardman, Morrow County Commissioners; O. W. Cutsforth, Lexington; and Gene Pierce, Heppner, Manager of the Bank of Eastern Oregon. Judge Peterson told of the park and recreational development under construction at Bull Prairie by the Fish and Wildlife Service, and of the money being expended by the U. S. Forest Service for re-routing roads in preparation for the recreational area. In order to complete the Spray-Heppner Highway to Bull Prairie Junction near the new park development, he requested that an additional four or five-mile section be improved at this time as a continuation of the project scheduled for completion in September. He pointed out that if this highway is improved as requested, it will also benefit the people in the Spray area and those desiring to travel to the central part of Morrow County. Mr. Pierce advised that there are no buses or trains in their area, and they must depend entirely upon private automobiles for transportation; however, they are hampered by lack of good access roads in the County. He requested additional work on the cut-off road from ORE 74 between Morgan and Arlington, and construction of a good watergrade road along Willow Creek between

Heppner and Ukiah. After completion of the John Day Dam, he added, Willow Creek will become a recreational area with many people living along it, and the road between Morgan and Arlington will be a more direct route to Highway 30, particularly for transporting wheat. Mr. Cutsforth stated that Morrow County is short of recreational areas and facilities, but with the development of a lake by the Game Commission at Bull Prairie, which will be the only lake in Morrow County, there will be a demand for its use. He pointed out that he has developed for the County a park about one mile from the Forest Service Morrow County Road, and it is their hope that if the road between Ukiah and Heppner becomes a state highway, the State will assume jurisdiction over this park. Construction of the highway up Willow Creek, he commented, will shorten the distance forty miles from Heppner to La-Grande, Baker and Boise, via Starkey and Lehman, will reduce the distance twenty miles to John Day and points south. He reiterated the sentiments expressed by Mr. Pierce concerning the shortage of roads in Morrow County, particularly from Heppner south. Messrs. Ferguson and Miller endorsed the remarks of the other speakers for early construction of the Willow Creek Road. Judge Peterson mentioned that with the release of the Boardman Bombing Range for industrial development, industry will be attracted to the area. He concluded his presentation by pointing out the potential areas in southern Morrow County which could be used for recreational development. Chairman McIver thanked the delegation for their presentation.

The Engineer brought to the Commission's attention the suggestion offered by Mr. George Williams, Deputy Commissioner of Engineering of the U. S. Bureau of Public Roads, Washington, D. C., for the employment of a firm of soil mechanics engineers to review the State's findings, to obtain additional site information and soil data, and to submit recommendations regarding the feasibility of constructing fills and structures in the vicinity of The Dalles By-Pass Section of the Columbia River Highway. He recommended the hiring of Dames and Moore, one of the outstanding firms in the West, at a fee of $2,500, and advised that the Department of Finance and Administration has approved such employment. The Commission accepted his recommendation and signed the agreement.

The Chief Counsel requested the Commission to declare by resolution the necessity of acquiring property owned by Oregon-Washington Railroad and Navigation Company, File No. R-29592, for right of way purposes, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of the property as to price, and in the event of disagreement, to proceed to acquire such property by condemnation. The Commission granted authority to condemn the property if negotiations are not successful, and thereupon adopted a resolution, marked Exhibit "I-12", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 10:45 a. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
July 28, 1960

The State Highway Commission met in special session at 12:00 noon in the Engineer's office in the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
L. I. Lindas, Chief Counsel
Floyd Query, Secretary

The Commission discussed with the Engineer bids which had been received at 9:00 a.m. on the same date. The Engineer pointed out that low bids received on the Pocahontas Section of the Pocahontas Road in Baker County; on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County; and on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway in Wallowa County, had exceeded the estimated cost by more than ten per cent in each instance. He recommended, and the Commission approved, that all bids on these three projects be rejected as being too high. On the other bids received, the Commission authorized the Engineer to make direct award or referred the bids to the Engineer to make the award at a later date when certain conditions have been fulfilled.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions marked Exhibits "A-1" through "A-5", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1960."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated July 28, 1960. [Letter erroneously dated July 18, 1960])

A proposed settlement of the Troy condemnation cases, File Nos. R-28965, R-28055, R-28056 and R-29175, on US30, south of Baker, in Baker County, was presented by the Chief Counsel. He explained that

after a considerable period of negotiation, the Troys have agreed to a settlement on the four cases for a total amount of $65,000. The property was appraised by the State at a valuation of $62,000, which may be increased to $63,000 when all the details have been computed. As the difference between the appraised value and the proposed settlement is not substantial and would not warrant taking the cases to trial, he recommended that the settlement be approved. The Commission approved the settlement

In the proposed construction of the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County, the Chief Counsel reported that a Mr. Robert R. Rodgers has 100 tons of sacked grain stored in property which will be required for the proposed improvement. Mr. Rodgers has agreed to cancel his lease for storage of the grain and to move it for the sum of $300. The Deputy State Highway Engineer, Mr. Forrest Cooper, called attention to the fact that bids received for this project today have been rejected, and the project would probably not be readvertised until September, in which event Mr. Rodgers might be able to move his grain in the normal course of his business. The Commission approved the settlement as presented by the Chief Counsel, provided it is necessary to move the grain before Mr. Rodgers's lease expires.

The Chief Counsel also discussed briefly with the Commission a proposed bill to be submitted to the 1961 Legislature,having to do with the elimination of the requirement for paying interest on moneys which are paid into court for condemnation cases.

Formulation of a five-year highway construction program was brought up by the Engineer. He presented to the Commission a tentative draft of the program for their study. It was the opinion of the Commission, expressed in discussing the program, that actual adoption should probably be made in segments of one year, although the full five-year program should be studied as a unit.

Chairman McIver requested the Engineer to conduct a study of the Weight-Mile Tax as it affects haulers in Oregon, so that the information may be available for legislative consideration.

The meeting was recessed at 12:20 p.m. and reconvened at 2:30 p.m., at which time award of contracts was made as follows:

BIDS RECEIVED IN SALEM ON JULY 28, 1960

"Leveling course and oiling on the Pocahontas Section of the Pocahontas Road in Baker County. The Commission rejected all bids as being too high.

"Construction of the Pine Creek Bridge, east from the community of Halfway on Pine Creek Road, in Baker County. The Commission awarded the contract to low bidder, Watkins Construction Company, Boise, at $28,760.

"Grading and paving on the Milwaukie-Harmony Point Section of the King Road in Clackamas County. The Commission elected to accept the low bid of Logan, Taylor and Company, Portland, in the sum of $213,559, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of $49,000 is deposited by the County.

"Grading and paving on the New Era-Canby Section of the Pacific Highway East, northerly of Canby, in Clackamas County. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $365,402, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, surfacing and oiling on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway, in Coos County. The Commission elected to accept the low bid of Miller and Hutchins Contractors, Inc., Roseburg, in the sum of $447,123.30, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Stone base, binder, and aggregate production on the Burnt Hill-Thomas Creek Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway, north of Brookings, in Curry County. The Commission awarded the contract to low bidder, Peter Kiewit Sons Company, Medford, at $373,976.50.

"Structure, grading, paving and sign installation on the McKenzie-Bend Highway Interchange Section, in Deschutes County. The Commission awarded the contract to low bidder, Babler Bros., Inc., Portland, at $149,646.

"Grading and oiling on the North Unit, Lyle Gap-Madras Section of The Dalles-California Highway, in Jefferson County. The Commission elected to accept the low bid of Earl L. McNutt Company, Eugene, in the sum of $786,577.50, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Roadside improvement of the North Grants Pass-"M" Street Section of the Pacific Highway, north of Grants Pass, in Josephine County. The Commission elected to accept the low bid of Ernest Ferrante and Company, Portland, in the sum of $23,274.08, and the State Highway Engineer is directed to award the contract to said bidder as soon as a sworn statement is received from Ernest Ferrante and Company.

"Construction of a K.I.D. "A" Canal Bridge on the Hope Street-County Road at the south city limits of Klamath Falls, in Klamath County.

The Commission elected to accept the low bid of Pacific Concrete Company and Otis P. Jordan, Jr., Portland, in the sum of $37,030, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Klamath County is received and the sum of $6,650 is deposited by the County.

"Construction of the Hamilton Creek Bridge, easterly of Lebanon on the Lebanon-Berlin Road in Linn County. The Commission elected to accept the low bid of Heavy Machinery Company, Inc., Salem, in the sum of $19,980, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Linn County is received and the sum of $1,900 is deposited by the County.

"Construction of the Santiam River Overflow Trestle No. 2 on the Jefferson-Albany Secondary Highway, near Jefferson, in Linn County. The Commission awarded the contract to low bidder, A. W. McCoy and Company, Hubbard, at $41,067.

"Construction of the Siletz Bay Bridge Drawrest Replacement at Kernville on the Oregon Coast Highway, in Lincoln County. The Commission awarded the contract to low bidder, Calkins Crushing Company, Oceanlake, at $17,624.

"Oiling on the S. Unit, Bomber Range Road Section of the Bomber Range Road, southeasterly of Boardman, in Morrow County. The Commission elected to accept the low bid of Newport Construction Company, Portland, in the sum of $38,083, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Morrow County is received and the sum of $8,700 is deposited by the County.

"Paving and signing on the S. W. Lowell Street-S. W. 11th Avenue Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway), in Portland, Multnomah County. The Commission awarded the contract to low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,238,283.90.

"Installation of the Tillamook Street Partial Viaduct in Portland on the Pacific Highway, Multnomah County. The Commission awarded the contract to low bidder, C. J. Montag and Sons, Portland, at $68,242.50.

"Grading, paving and structure on the Rickreall-Orr Corner Section of the Pacific Highway West, southerly from Rickreall, in Polk County. The Commission rejected all bids as being too high.

"Paving and four structures on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway east of Pendleton, in Umatilla County. The Commission awarded the contract to low bidder, Rogers Construction Company, Portland, at $1,387,905.

"Grading and oiling on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway, in Wallowa County. The Commission rejected all bids as being too high.

"Grading, paving, structure and signing on The Dalles-Big Eddy Section of the Columbia River Highway, in Wasco County. The Commission elected to accept the low bid of Vernie Jarl, Gresham, in the sum of $1,108,089, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Installation of Salem Traffic Signals for S.E. Mission Street at 12th and 13th Streets, and S.E. Rural Street at 12th Street, in Marion County. Low bid was submitted by Electric Corporation, Salem, in the amount of $7,470; however, since this is a city project, all bids were referred to the City of Salem for award.

There being no other business to consider, the meeting was declared adjourned at 2:35 p.m.

State Highway Engineer

M. K. McIver, Chairman

Secretary

K. N. Fridley, Commissioner

Salem, Oregon
August 18, 1960

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The Commission approved the minutes of regular meetings held on June 2 and 3, 1960 and July 7 and 8, 1960, and a special meeting held July 28, 1960.

The State Parks Superintendent reported on the following park matters:

Resignation of Robert B. Frazier from the State Parks and Recreation Advisory Committee: The Parks Superintendent stated that Mr. Frazier had written a letter to him stating that he felt he must resign because of the pressure of other things that he is required to do. He also stated that Mr. Tugman, Chairman of the Advisory Committee, planned to be in Salem on the following day and that he wished to discuss with the Commission the replacement of Mr. Frazier. No action was taken by the Commission at this time.

Report on requested park development in Josephine County: Many requests have been received, the State Parks Superintendent stated, for development of a park in Josephine County, and considerable effort has been made to locate a suitable area. The best area available is a tract of 160 acres, located just south of Cave Junction

on the Redwood Highway and on the East and West Forks of the Illinois River. The area has considerable tree cover, and there are two streams which could provide the usual water sports of boating, fishing and swimming. A gravel crushing plant has been operating on the East Fork of the Illinois River within the area, but it was his understanding that it can be removed and unneeded roads and other unsightly features can be obliterated. The cost of developing the area and purchase of land he estimated at $28,000, with the cost of operation and maintenance at approximately $5,000 per year. There will be about 30,000 visitors per year. About half of the tract is Federal land, and half privately owned. The Commission approved his recommendation that the tract be acquired and developed as outlined above. The Commission also complimented the Parks Superintendent on the written report which he presented on this subject.

Report on plan and purpose of the Park and Recreation Study: The Parks Superintendent presented a proposed outline, dated August, 1960 and entitled "Oregon Non-Urban Park and Recreation Study". The outline, he stated, is based on information obtained from other agencies doing similar work, particularly the State of California Public Outdoor Recreation Plan. He pointed out that the outline covers all agencies interested in recreation; however, it is not intended to pursue the details of county, city, and private developments, but it is planned to go into great detail where the interests of the State are concerned. Commissioner Jackson inquired as to how long it is expected to take to complete the study. The Parks Superintendent replied that he doubted if the final report could be completed in 1961, but partial reports could be submitted at intervals. It is planned, he continued, to set up $50,000 in next year's budget for this study. He also commented that the State of California has taken three years to conduct a similar study and that they had prepared preliminary reports. Commissioner Jackson stated that there has been a great public demand for a comprehensive over-all parks and recreation plan, that the plan to be approved by the Commission should furnish definite answers to the Legislature on as many features as possible, and that the plan should be constructive and practical. Commissioner Fridley commented that the plan approved by the Commission should advise the Legislature of the State's objectives, and that it is intended to co-ordinate the resources available in the State to work on the recreational plan, including all State and Federal agencies. The Parks Superintendent pointed out that it may be advisable to set up a technical or special committee to aid in the work. Commissioner Jackson declared that the first paragraph in the proposed outline, entitled "Purpose", does not include all that is desired, and he would like to discuss this paragraph with the Parks Superintendent at a later time. Chairman McIver stated that in his opinion, a preliminary conference should be held with other agencies interested in park development, such as the United States Forest Service and the various counties and cities. It was his thought that this type of meeting should be held before the Commission adopted definite objectives for State Park development. No further action was taken at this time.

Proposed change in rules and regulations pertaining to the opening of certain areas in eastern and central Oregon for overnight camping: A considerable demand has developed for overnight camping in certain park

areas where such camping is not now permitted, the State Parks Superintendent stated. To accommodate this demand, he recommended that overnight camping be permitted in Unity and Farewell Bend Parks in Baker County; Owyhee Park in Malheur County; Chandler Park and Booth Park in Lake County; Collier Park and Kimball Park in Klamath County; Loeb Park in Curry County; Lewis and Clark Park in Multnomah County; Ben and Kay Dorris Park in Lane County; Shelton Park in Wheeler County; and Thomas Condon-John Day Fossil Beds Park and Painted Hills Park in Grant County. A charge of seventy-five cents per night is to be made on all of them, with the exception of Thomas Condon-John Day Fossil Beds and Painted Hills Parks, on which no charge is to be made until the use becomes sufficient to require daily clean-up. The Commission accepted his recommendation.

Proposal of Portland General Electric Power Company to rebuild and maintain the power line in Champoeg State Park: The Parks Superintendent stated that the State now owns the power line in the park. The Daughters of the American Revolution facilities in the park have created a demand for power which will require extension of the existing line. It has been suggested to the Power Company that they take over the entire power line. The Power Company has offered to pay the State $250 for the existing power line, and has agreed to maintain it and extend the line to the DAR building at no cost to the State. As the line has been in use for fifteen years and the cost of maintenance would be large in the near future, it was his recommendation that the line be sold to the Portland General Electric Company for $250 and that they be given a permit across the park property where the line is located for maintaining it and constructing the extension. The Commission approved the recommendation.

Chairman McIver inquired as to what progress has been made by the United States Government in constructing a building at Champoeg Park. The Parks Superintendent replied that the matter now lies in the hands of the United States Parks Service and that he would contact them in the near future.

Out-of-state expense for State Parks Superintendent: The Parks Superintendent requested authority to attend the National Conference on State Parks at Rockland, Maine, September 18-23, 1960, at an estimated cost of $400. The Commission approved the out-of-state travel.

Request of P & A Enterprises, Inc. for an extension of their lease to operate concession privileges at Rooster Rock State Park: The Parks Superintendent reported that it was his understanding that P & A Enterprises, Inc. wish to eliminate certain services that they are now required to furnish, or that they be permitted to retain an additional $1600 per year from rentals now paid. The State's income from the park in 1958, he continued, was $5,010.63, and in 1959 was $4,058.66, being twenty per cent of the gross income. The changes requested by the lessee, he continued, are considerably different from the agreement which was set up

in the proposal on which bids were received. It was his recommendation that if the lessee insists on the reduction of $1600 per year in rental, that the concession privileges be readvertised. The contract, he recalled, will expire December 31, 1960. The Commission took no action at this time, pending the appearance of the operator of the concession on the following day.

Report on negotiations for relocation of The Cove Palisades State Park because of construction of Round Butte Dam in Jefferson County: The completion of drilling of four holes to investigate stability of proposed areas on which to move State park facilities was reported by the State Parks Superintendent. The first two holes, he continued, were located on the easterly side of Crooked River and the other two on the easterly side of the Deschutes River. A desirable area is located between the Deschutes and Crooked Rivers, in which area two holes were drilled and no clay volcanic material was found. Geologists who have examined the area have expressed the opinion that this area is safe from sliding. The Portland General Electric Company, who is constructing the Round Butte Dam, has made a tentative offer to pay the State $350,000 and that the State assume all costs of re-establishing the park. It was the Parks Superintendent's opinion that the park should be relocated in the area between the Deschutes and Crooked Rivers, but that a survey should be made to determine the exact location of the facilities and the cost of installing them before final consideration is given to the offer made by the Power Company. Commissioner Fridley inquired if there is a known source of water for park use. The Parks Superintendent replied that at the present time there is none, but when the reservoir is filled with water it is anticipated that no particular trouble will be incurred in securing water from wells. Commissioner Fridley suggested that the Power Company be made responsible for furnishing water. Chairman McIver inquired if, in the Parks Superintendent's estimation, the offer of $350,000 is adequate. He replied that the value of the facilities which will be inundated is considerably less than this amount, but re-establishment of similar facilities may cost $350,000 or more. The Commission authorized the survey as recommended by the Parks Superintendent and the Engineer.

The Right of Way Engineer presented for consideration options (pages 1 through 93) secured for acquisition of real property that is needed for State highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

The Property Manager's report covering sales of miscellaneous properties and changes in rental status was presented by the Right of Way Engineer. He explained briefly that the total miscellaneous sales

made since the last Commission meeting amounted to $58,381.40, and that rental receipts for the month of July totaled $9,945.19. The Commission accepted the report.

"Indentures of Access" concerning changes in points of access to State highways were presented by the Right of Way Engineer. He pointed out that the changes have been made for the safety of the traveling public and for the convenience of the property owners. Concerning the Schlothan property, he explained that the "Indenture of Access" is given to correct an unintended inequity which was made in 1952 when a slope easement had been acquired. Upon his favorable recommendation, the Commission approved the following "Indentures of Access":

(a) Barrett property, File No. 22671, on the Buell-Salt Creek Section of the Willamina-Salem Highway, Polk County.

(b) Goslin property, File No. 20050, on the Mt. Vernon-John Day Section of the John Day Highway, Grant County.

(c) Opheim property, File No. 24399, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, Washington County.

(d) Crook property, File No. 25501, on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway, Curry County.

(e) Nyberg property, File No. 4844, on the Nyberg Interchange Section of the Pacific Highway, Washington County.

(f) Pacific Supply Co-operative property, File No. 23848, on the Hillsboro-One Way Street Section of the Tualatin Valley Highway, Washington County.

(g) Hall property, File No. 10464, on the Crooked River-Terrebonne Section of The Dalles-California Highway, Deschutes County.

(h) Schlothan property, File No. 18698, on the Tigard-Newberg Section of the Pacific Highway West, Washington County.

Transfer of title in its entirety of the former Mack Truck Building to the City of Portland was considered. The Right of Way Engineer explained that this property, which is located on the Interstate Avenue-Steel Bridge Section of the Pacific Highway West in Multnomah County, was acquired on a 60-40 basis with the City of Portland under the Front Avenue Project, and is outside the audit of that account which was recently settled. The building has been appraised at $99,202, and he recommended that the State's forty per cent interest in the building be transferred to the City of Portland for the sum of $39,680. The Commission approved the sale and thereupon adopted a resolution marked

Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property which are no longer required for highway purposes. He explained that each parcel has been carefully appraised to determine its value, and access has been allowed or denied in accord with departmental policy prevailing in the area in which the property is located. The Commission authorized public sale of the following parcels of property and thereupon adopted resolutions marked Exhibits "C-1" and "C-2", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960":

(a) 1.774 acres from the former White property, File No. 11386, on the Pelican City-South Sixth Street Section of the Klamath Falls-Malin Highway, Klamath County, for a minimum consideration of $750.

(b) 1.73 acres from the former Reimer property, File No. 18158, on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, Polk County, for a minimum consideration of $250. No access is to be allowed to the relocated Willamina-Salem Highway.

(c) 26,851 square feet of land from the former McCurdy property, File No. 25929, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, for a minimum consideration of $10,500, subject to a permanent easement to maintain a drainage facility and without access to the Pacific Highway. An advertising sign restriction is to be imposed. (See Exhibit "C-1")

(d) 21.8 acres from the former Gibb-Copeland properties, File Nos. 20647 and 20352, on the Willamette River-Gervais Road Section of the Pacific Highway, Marion County, for a minimum consideration of $2,000, subject to an advertising sign restriction, a Bonneville Power easement, and a stipulation that no electronic equipment may be installed on the property. No access is to be permitted to the Pacific Highway. (See Exhibit "C-2")

Consideration was given to a "Modification of Use of Access" to Leora R. Dettrich, File No. 15783, on the Sweet Home-Foster Section of the Santiam Highway, Linn County. The Modification changes a restricted access to an access unrestricted as to use under the Commission resolution of July 31, 1958. The Modification is contingent upon completion by the owner of a revised approach, estimated to cost $1,000. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the Modification of Use.

Direct sale of 1,600 square feet of excess property, File No. 13770-Lapp, located on the Front Street-Coos Bay Section of the Oregon Coast Highway, Coos County, was brought up by the Right of Way Engineer. He explained that this property is desired by the City of Coos Bay and they have indicated a willingness to pay $1,190 for the property, which is the appraised value. If the parcel is sold to the City, it would be without restriction of access to the Oregon Coast Highway and there would be no restriction in the deed regarding use of the property. The Commission approved his recommendation that the property be sold to the City of Coos Bay, and thereupon adopted a resolution, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

Sale of a steel tower on State property on Sand Island to the Skamania County Fire District No. 1 was brought up by the Right of Way Engineer. This property, which is located on the Tunnel Point-Bridal Veil Section of the Columbia River Highway, Multnomah County, is no longer of value to the State. He recommended that it be sold to the Fire District for not less than $50, under the condition that the tower is to be removed immediately after the sale has been completed. The Commission approved the sale.

Consideration was given to a proposed exchange of land with the Jaymar Wholesale Lumber Company of Portland. The Right of Way Engineer explained that it is proposed to acquire from the Lumber Company 102 square feet of land required for construction purposes on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, and to sell to them 1,194 square feet of land which is no longer required for highway purposes. Both parcels of property have been appraised and the Jaymar Lumber Company has agreed to pay the State the sum of $200, which is the difference in the appraised valuation of the two properties. The property to be sold is to be without access and subject to advertising sign restrictions. Upon his favorable recommendation, the Commission approved the exchange of properties as presented.

The Commission gave attention to a "Modification of Width and Use of Access" form concerning the Hambach property, File No. 18124, on the Tigard-Onion Flat Section of the Pacific Highway West, Washington County. The Right of Way Engineer explained briefly that the Modification provides for a change in width of an existing access from 25 to 40 feet and from restricted to unrestricted use. The change places the property in a comparable status with other properties in the vicinity. Upon his favorable recommendation, the Commission approved the Modification of Width and Use of Access.

Attention was given to a request from the Pacific Gas Transmission Company for a pipe line easement across a parcel of excess property on the Sherman Junction-Willowdale Section of The Dalles-California Highway, Wasco County. The Right of Way Engineer commented that the Company has offered to pay the sum of $146.50 for the 5.9 acre easement

which is the appraised value of the land they will occupy, and he recommended that the easement be granted without access to The Dalles-California Highway. The Commission approved the Grant of Easement.

The Commission also considered a "Grant of Access" on the Wade Property on the Chenoweth Park-Deady Section of the Pacific Highway, Douglas County. It was explained by the Right of Way Engineer that the original deed inadvertently contained a complete restriction of access between the right of way and relocated Pacific Highway and the owners' abutting land on the westerly side thereof. The Grant of Access, he continued, consists of two 50-foot approaches, unrestricted as to use, direct to the constructed frontage road, and he recommended that it be granted. Such instrument, he pointed out, is required because of the language of the original restriction of access taken at the time of acquisition. The Commission accepted his recommendation.

A proposed Agreement with Bonneville Power Administration was presented by the Right of Way Engineer. He explained that it is a sort of master agreement outlining policy and standards covering problems of access in which Bonneville easements and highway rights of way are involved. It was his opinion that this Agreement should simplify the handling of such matters in the future, and might serve as a basis for similar agreements with other utilities. The Agreement, he continued, has the approval of the Bonneville Power Administration and the Washington office of the Bureau of Public Roads. Upon his favorable recommendation, the Commission approved the Agreement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "E-1" through "E-18", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnations" dated August 18 and 19, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations and Reports of Offers".)

In discussing properties which may be condemned, a question arose as to whether depositing with the Court the amount of the low appraised value is a matter of law or Commission policy. The Chief Counsel explained that the making of the deposit is a matter of Commission policy and is done to expedite payment for the property and for the good will of the Department.

A written report was presented by the Chief Counsel concerning condemnation cases which have been tried in court since the last Commission meeting. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

July 8, 1960 to August 5, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3444 Morin, et ux.	Benton	Pacific West	Camp Adair-Lewisburg	$2,400	$9,327	$3,500
L-2760 Bazett, et al.	Josephine	Pacific	Jumpoff Joe Creek-Grants Pass	1,000	8,500	4,000
L-2861 Norris Paint & Varnish Co., Inc., et al.	Marion	Pacific	Salem By-Pass	265	2,000	485

(For additional details, see the Chief Counsel's letter entitled "Report of Cases Tried", dated August 5, 1960, in the General Files, Salem.)

An annual report of condemnation cases tried from July 1, 1959 through June 30, 1960 was also presented by the Chief Counsel. He called attention to the facts that 96 cases had been tried; total verdicts were fourteen per cent above offers; defense attorneys had been awarded $86,815; interest had been paid by the State in the amount of $39,564; and verdicts awarded totaled $1,116,220.27. The total demands, he added, were 137 per cent more than the verdicts, which indicate that the juries have been rendering verdicts more closely in line with the appraisals.

The Chief Counsel also presented a written report on condemnation cases which had been settled out of court since the last Commission meeting. He commented briefly on some of the cases and recommended that they be approved, as it was his opinion that the differences between appraised values and proposed settlements would not warrant taking the cases to court. The Commission approved the settlements, which are summarized as follows:

(See following page for "Report of Condemnation Cases Settled")

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30889 Wells, et al.	Jackson	Lake of the Woods	Hanley Ranch-Forest Boundary	$ 8,660	$ 8,760
R-26695 Skulason Finance Co.	Marion	Pacific	Salem By-Pass	150	150
R-30158, Kempthorn, et ux.	Multnomah	Sunset	Highlands Interchange	500	1,000
R-30503 Batchelar, et ux.	Washington	Tualatin Valley	Hillsboro-Reedville	16,800	16,800
R-30497 Kirk, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	10,400	10,400
R-30466 Medley, et ux.	Washington	Tualatin Valley	Hillsboro-Reedville	2,125	2,125
R-30487 Trachsel, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	375	375
R-30470 Carpenter	Washington	Tualatin Valley	Hillsboro-Reedville	1,170	1,170
R-30471 Carpenter	Washington	Tualatin Valley	Hillsboro-Reedville	2,600	2,600
R-30479 Carpenter	Washington	Tualatin Valley	Hillsboro-Reedville	150	500
R-30491 Carpenter	Washington	Tualatin Valley	Hillsboro-Reedville	14,725	15,980
R-30520 South	Washington	Tualatin Valley	Hillsboro-Reedville	540	640

(See following page for "Supplemental Report of Condemnation Cases Settled".)

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30781 Dyke, et al.	Baker	Sumpter Valley	Sumpter-McEwen	$ 275	$ 275
R-31317 Mitchell, et al.	Clackamas	Pacific Highway East	New Era-Canby	500	500
R-26105 Clausen, et ux.	Coos	Oregon Coast	Davis Slough-Bandon	250	350
R-20553 Hart, et al.	Polk	Pacific Highway West	Rickreall-Orr Corner	12,290	12,500
R-30513 Haverstick, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	310	410
R-30514 Lindahl, et ux.	Washington	Tualatin Valley	Hillsboro-Reedville	325	425
R-28163 Furuset	Lane	Pacific	Judkins Point-Goshen	25	125
R-30508 Spicer, et ux.	Washington	Tualatin Valley	Hillsboro-Reedville	905	1,000 (per letter of August 26, 1960)
R-30496 McCormack, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	20,350	28,000

(For additional details see the Chief Counsel's letters dated August 5 and 17, 1960 entitled "Reports of Cases Settled" in the General Files, Salem.)

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with a resolution adopted December 20, 1951. The Commission confirmed the following offers:

Hillsboro-Reedville Section of the Tualatin Valley Highway

R-30464 - Hazel L. Seymour, et al. 6,505 square feet for right of way purposes. Offer of $2,800 approved by Mr. McIver, July 19, 1960.

Hillsboro-Reedville Section of the Tualatin Valley Highway - Cont.

R-30466 - William R. Medley, et ux. 6,510 square feet for right of way purposes. Offer of $2,125 approved by Mr. McIver, July 15, 1960.

R-30470 - Jeanne Young Carpenter, et al. 8,250 square feet for right of way purposes. Offer of $1,170 approved by Mr. McIver, July 18, 1960.

R-30471 - Jeanne Y. Carpenter, et al. 10,160 square feet for right of way purposes. Offer of $2,600 approved by Mr. McIver, July 18, 1960.

R-30479 - George E. Young, et al. 6,750 square feet for right of way purposes. Offer of $150 approved by Mr. McIver, July 15, 1960.

R-30483 - Elton L. Livingston, et al. 4,125 square feet for right of way purposes. Offer of $1,635 approved by Mr. McIver, July 25, 1960.

R-30484 - Ralph H. Wilson, et ux. 3,380 square feet for right of way purposes. Offer of $2,300 approved by Mr. McIver, July 21, 1960.

R-30485 - Kenneth R. Wilcox, et al. 3,500 square feet for right of way purposes. Offer of $990 approved by Mr. McIver, July 22, 1960.

R-30487 - Carl Trachsel, et al. 9,700 square feet for right of way purposes. Offer of $375 approved by Mr. McIver, July 19, 1960.

R-30492 - Conley S. Lanham, et al. 18,850 square feet for right of way purposes. Offer of $23,200 approved by Mr. McIver, July 12, 1960.

R-30496 - E. E. McCormack, et al. 21,700 square feet for right of way purposes. Offer of $20,350 approved by Mr. McIver, July 21, 1960.

R-30502 - Valley Memorial Park, Inc., et al. 2.87 acres for right of way purposes. Offer of $14,700 approved by Mr. McIver, July 21, 1960.

R-30507 - Margaret A. Sauer, et al. 2.88 acres for right of way purposes. Offer of $6,260 approved by Mr. McIver, July 19, 1960.

R-30508 - Charles A. Spicer, et ux. Parcel No. 1: 1,810 square feet for right of way purposes; and Parcel No. 2: 43 square feet for right of way purposes. Offer of $905 approved by Mr. McIver, July 18, 1960.

Hillsboro-Reedville Section of the Tualatin Valley Highway - Cont.

R-30509 - P. D. Grimes, et al. 4,600 square feet for right of way purposes. Offer of $3,130 approved by Mr. McIver, July 21, 1960.

R-30511 - Charles W. Ketcham, et al. 1,050 square feet for right of way purposes. Offer of $160 approved by Mr. McIver, July 21, 1960.

R-30513 - Bruce Haverstick, et al. 910 square feet for right of way purposes. Offer of $310 approved by Mr. McIver, July 15, 1960.

R-30514 - Harold H. Lindahl, et ux. 990 square feet for right of way purposes. Offer of $325 approved by Mr. McIver, July 15, 1960.

R-30518 & R-30519 - Ewald Kohlmeyer, et al. Parcel No. 1: 1,030 square feet for right of way purposes; and Parcel No. 2: 1,030 square feet for right of way purposes. Offer of $645 approved by Mr. McIver, July 19, 1960.

R-30520 - Clara M. South, et al. 1,800 square feet for right of way purposes. Offer of $540 approved by Mr. McIver, July 15, 1960.

R-30522 - J. H. Bush, et al. 2,700 square feet for right of way purposes. Offer of $1,000 approved by Mr. McIver, July 20, 1960.

R-30757 - Chester D. McConnell, et al. 9,800 square feet for right of way purposes. Offer of $270 approved by Mr. McIver, July 19, 1960.

R-31335 - Robert Hockersmith, et al. 0.15 acre for right of way purposes. Offer of $3,150 approved by Mr. McIver, July 13, 1960.

New Era-Canby Section of the Pacific Highway East

R-30837 - Ross R. Mitchell, et ux. 0.75 acre for right of way purposes. Offer of $5,200 approved by Mr. McIver, July 28, 1960.

R-30844 - Nellie J. Betters, et al. 0.07 acre for right of way purposes. Offer of $690 approved by Mr. McIver, August 2, 1960.

R-30846 - Gerald Brown, et al. 0.21 acre for right of way purposes. Offer of $1,600 approved by Mr. McIver, August 2, 1960.

R-30874 - John Christensen, et al. Parcel No. 1: 1,300 square feet for right of way purposes; and Parcel No. 2: 550 square feet for permanent easement. Offer of $9,000 approved by Mr. McIver, August 8, 1960.

R-30875 - Albert A. Seida, et ux. Parcel No. 1: 1,400 square feet for right of way purposes; and Parcel No. 2: 765 square feet for permanent easement. Offer of $3,500 approved by Mr. McIver, August 2, 1960.

New Era-Canby Section of the Pacific Highway East - Cont.

R-30876 - Ellis J. Mitchell, et al. Parcel No. 1: 700 square feet for right of way purposes; and Parcel No. 2: 760 square feet for permanent easement. Offer of $1,015 approved by Mr. McIver, August 15, 1960.

R-30879 - Equitable Life Insurance Company of Iowa, et al. 700 square feet for permanent easement. Offer of $1,250 approved by Mr. McIver, August 5, 1960.

R-31317 - Ross R. Mitchell, et al. 0.65 acre for right of way purposes. Offer of $500 approved by Mr. McIver, August 2, 1960.

Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway

R-26746 - Joseph Quaale, et al. 5.4 acres for right of way purposes. Offer of $750 approved by Mr. Fridley, August 16, 1960.

R-26754 - Clarence S. Duling, et al. Parcel No. 1: 5.2 acres for right of way purposes; and Parcel No. 2: 0.27 acre for permanent easement. Offer of $4,500 approved by Mr. Fridley, August 17, 1960.

R-31263 - Rawleigh C. Dodson, et al. 3.7 acres for right of way purposes. Offer of $3,650 approved by Mr. Fridley, August 17, 1960.

East Bank Freeway Section of the Pacific Highway

R-28254 - Alma Anderson, et al. 3,025 square feet for right of way purposes. Offer of $5,250 approved by Mr. McIver, August 2, 1960.

R-30617 - Robert S. Rosso, et al. 1,300 square feet for right of way purposes. Offer of $7,400 approved by Mr. McIver, July 12, 1960.

Sumpter-McEwen Section of the Sumpter Valley Highway

L-3486 (R-30767) - Brooks Hawley, et al. Parcel No. 1: 1.43 acres for right of way purposes; Parcel No. 2: 12.1 acres for right of way purposes; and Parcel No. 3: 0.18 acre for temporary easement. Offer of $1,275 approved by Mr. McIver, August 2, 1960. An offer of $1,250 was previously approved by Mr. McIver on May 25, 1960. This revision is due to an increase in acreage of Parcel No. 1.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28747 - Francis B. Kroll, et ux. 2.45 acres for right of way purposes. Offer of $8,900 approved by Mr. McIver, July 19, 1960.

Seven Oaks-Neil Creek Section of the Pacific Highway

R-29062 - The International Church of the Four Square Gospel, et al. 0.21 acre for right of way purposes. Offer of $35,500 approved by Mr. Jackson, July 21, 1960.

Rhinehart-Elgin Section of the Wallowa Lake Highway

R-30749 - James L. Roberts, et ux. 0.36 acre for right of way purposes. Offer of $125 approved by Mr. Fridley, July 7, 1960.

Cummings Pass-Fossil Section of the John Day Highway

R-30860 - Beulah A. Johnson, et vir. 3,500 square feet for right of way purposes. Offer of $1,500 approved by Mr. Fridley, July 29, 1960.

Washington County Line-Highlands Interchange Section of the Sunset Highway

R-31625 - Henry D. Ellis, et ux. 2.94 acres for right of way purposes. Offer of $9,850 approved by Mr. McIver, August 8, 1960.

Hunter Creek-Myers Creek Section of the Oregon Coast Highway

R-29580 - Glenn Dexter, et al. 2.2 acres for right of way purposes. Offer of $2,100 approved by Mr. Jackson, July 15, 1960.

R-29589 - Robert DeGross, et al. 0.989 acre for right of way purposes. Offer of $590 approved by Mr. Jackson, July 12, 1960.

Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway

R-30913 - E. F. Hoffman, et al. 1.5 acres for right of way purposes. Offer of $15,200 approved by Mr. Jackson, July 28, 1960.

R-31527 - Rose Garrett, et al. 14.8 acres for right of way purposes. Offer of $6,500 approved by Mr. Jackson, August 15, 1960.

Rickreall-Orr Corner Section of the Pacific Highway West

R-20553 - Pearl Hart, et al. 2.29 acres for right of way purposes. Offer of $12,290 approved by Mr. McIver, July 21, 1960.

R-20556 - Polk County. 1.72 acres for right of way purposes. Offer of $2,165 approved by Mr. McIver, July 21, 1960.

R-20561 - George K. Esau, et al. 1.01 acres for right of way purposes. Offer of $2,210 approved by Mr. McIver, July 22, 1960.

R-20563 - Wilbert E. Hamilton, et al. 0.41 acre for right of way purposes. Offer of $225 approved by Mr. McIver, July 21, 1960.

R-20565 - Pearl A. Teter, et al. 0.17 acre for right of way purposes. Offer of $150 approved by Mr. McIver, July 21, 1960.

Umatilla-Washington State Line Section of the Columbia River Highway

R-28945 - R. W. Richmond, et al. 1.6 acres for right of way purposes. Offer of $650 approved by Mr. Fridley, August 11, 1960.

North Portland Harbor-North Russell Street Section of the Pacific Highway

R-30309 - Lowell C. Paget, et al. 5,000 square feet for right of way purposes. Offer of $8,900 approved by Mr. McIver, July 20, 1960.

Hilgard-LaGrande Section of the Old Oregon Trail Highway

R-30446 - United States National Bank of Portland, (Oregon), et a.. 2.5 acres for permanent easement. Offer of $225 approved by Mr. Fridley, August 16, 1960.

A brief report was presented by the Chief Counsel concerning an order issued by the Public Utility Commissioner in which the State Highway Commission has been a party. The Commission accepted the report, which is summarized as follows:

PUX 347: Aumsville grade crossing signals. This matter arose upon the application of the Highway Commission for installation of automatic electric signals on Main Street in Aumsville (old route of North Santiam Secondary Highway). The order provides that Southern Pacific Company be reimbursed for ninety per cent of the cost of the acquisition and installation of the signals Future maintenance and replacement of the signals are to be the obligations of Southern Pacific Company.

Annexation of a portion of North Denver Avenue to the City of Portland was brought up by the Chief Counsel. He explained that the City Attorney for Portland had urged that early action be taken on this matter and, to expedite the matter, telephonic approval of the Commission had been received, and the "Consent of Annexation" had been signed by the Secretary prior to the Commission meeting. The Commission confirmed the transaction.

The Commission considered a petition from the City of Newport for the vacation of a portion of Third Street within the City of Newport. The Chief Counsel stated that no harm would be done to the State by the vacation and he recommended that the Commission give its consent. The Commission approved the petition.

The cancellation and abandonment of a water right, File No. R-12157, acquired on the Gates-Niagara Section of the North Santiam Highway in Marion County, was brought up by the Chief Counsel. He pointed out that the water has never been used, the Engineer has stated that it is not needed, and he recommended that the water right be cancelled. The Commission accepted his recommendation.

The matter of granting a "Permit of Entry" to the United States Government to enter upon a material and gravel site in Lake County for the purpose of prospecting for and removing oil and gas was presented by the Chief Counsel. Some years ago, he explained, the Commission received an easement from the United States Government to build a highway on certain land in Lake County. The Government at that time neglected to reserve unto themselves the mineral rights to this land, and have now requested the State to release those rights to them. A Permit of Entry containing restrictive provisions for protection of the highway has been prepared, and he recommended that the permit be granted. The Commission approved the recommendation and authorized the Secretary to sign the Permit.

A brief oral report was presented by the Chief Counsel concerning a Supreme Court decision in the case of State vs. Nelson, File No. L-2834A. The Court, he stated, ruled in favor of the State, placing the burden of proof on the land owner who claims that his land is worth more than is being offered.

A quarterly report of collections made on property damage claims from April 1 to June 30, 1960 was presented by the Chief Counsel. During this period, a total of $17,407.08 was collected and there remains pending at the end of the period 224 cases for a total of $43,529.04.

The Chief Counsel stated that a resolution had been received from the City Council of Manzanita requesting restrictions in the use of motor vehicles and aircraft on the ocean shore within the City of Manzanita. In accord with their request, a resolution has been prepared restricting motor vehicles and aircraft from using the beach at Manzanita, except for emergencies, and he recommended that it be adopted. The Commission adopted the resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

A brief report was presented by the Chief Counsel concerning the case of V. M. Keppel, administratrix of the Estate of Virgil L. Peters, deceased, vs. W. C. Williams, A. E. Johnson, R. V. Cotton, et al. Legal action was taken by the complainants July 11, 1960 in which they seek $75,000 damage. This action was brought about, he continued, by the death of Virgil Peters who was riding a bicycle on the walkway of the bridge, fell into the roadway, and was run over by a car. The Commission instructed that proper action be taken to protect the interests of the defendants.

Abandonment of several claims against others for damages to highway property was requested by the Chief Counsel. These claims, he stated, date back as far as 1954 and are uncollectible because of insufficient evidence, out-of-state residence, contributory negligence on the part of a State driver, unknown address, death, and bankruptcy. The Commission approved abandonment of the following claims:

(See following page for list of claims.)

CAO 59-213 - John Milliken. On June 24, 1959, a truck driven by John Milliken burned, causing damage to the oil surface of the Central Oregon Highway, at M. P. 27.92, in the amount of $252.07.

CAO - 57-212 - Ray B. Matsen. On July 20, 1957, a car driven by Ray B. Matsen struck and collided with a guard rail, at M. P. 404.66, on the Old Oregon Trail Highway, causing damages in the amount of $113.21.

CAO - 58-186 - Carrl Purvis, Yokum & Purvis. On August 18, 1958, a truck driven by Carrl Purvis struck and collided with a Centaur Trailer Broom, at M. P. 51, on Highway 34, causing damages in the amount of $212.25.

CAO - 55-5-Robert F. McGann. On December 8, 1954, a car driven by Robert McGann struck and collided with an International dump truck belonging to the State Highway Department, causing damages in the amount of $219.05. All of the above sum, except the amount of $89.05, has been paid by Mr. McGann.

CAO - 59-134 - Leonard Carner. On December 16, 1958, at M.P. 36.60, a rock from the rear wheel of a truck driven by Mr. Carner struck and collided with the windshield of a 1957 Chevrolet Sedan owned by the State Highway Department, causing damages in the amount of $56.04.

CAO - 58 - 254 - Frank Gerard. On November 6, 1958, a car driven by Frank Gerard struck and collided with a bridge, at M.P. 1.69, of the Kings Valley Road No. 191, causing damages in the amount of $56.82.

CAO - 58 - 231 - David Kranz Lund. On October 5, 1958, a car driven by Mr. Lund struck and collided with a guard rail, at M.P. 61.70, on the Columbia River Highway, causing damages in the amount of $76.94.

CAO - 57-122 - William Jessie Darr, Richard Albert Darr, and Jack McCall. On May 26, 1957, the above three persons entered into the Honeyman Park and by vandalism caused damages in the amount of $428.39.

CAO - 56-229 - Mr. Kenneth Hendricks. On February 18, 1956, Mr. Kenneth Hendricks of Reedsport, Oregon, struck and collided with a Chevrolet dump truck belonging to the State Highway Department, causing damages in the amount of $174.45. All of this sum, except the amount of $29.45, has been paid.

(For more details, see the Chief Counsel's letter dated August 11, 1960, entitled "Report of Abandoned Claims" in the General Files, Salem.)

Attention was given to a claim made by George Kolias for damage to his property by water, mud and silt from the relocated Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Portland, during the

period from July 1, 1959 to date (Right of Way File No. 30968). This claim, the Chief Counsel stated, has been investigated, and from the facts disclosed he recommended that a settlement be made in the amount of $250, which would include a grant of easement for a drainage facility to be constructed by the State and a complete release from the claimant. The Commission approved the settlement.

Also considered was a compromise settlement of the Highway Department's claim, CAO 60-43, for damages in the amount of $1,260.21 to the Harrisburg Bridge, caused by a truck driven by Odean Hall and owned by Shannon Construction Company. Subsequent investigation revealed that at the time of the accident the surface of the road was icy. The insurance company has denied liability; however, to dispose of the matter, the insurance company has offered to settle for $150. He recommended that it be accepted as, in his opinion, it would be a very difficult case to win in court. The Commission approved the settlement.

The Engineer reported that he had made award of contracts which had been referred to him to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of, and the Commission confirmed his award of the following contracts:

(1) Construction of Grass Valley Canyon Bridge on Moro-Lone Rock Road, Sherman County. Bids received June 30, 1960. Contract awarded July 8, 1960 to B & H Construction, Boring, low bidder.

(2) Grading the Briggs Camp-Bear Creek Road Section of North Umpqua Road, Douglas County. Bids received June 30, 1960. Contract awarded July 8, 1960 to George E. Blaisdell & Son Construction Company and Shirley G. Stone Company, Oswego, low bidder.

(3) Albany-Grand Prairie Paving Project on the Cox Creek Road, Linn County. Bids received June 30, 1960. Contract awarded July 8, 1960 to Morse Brothers, Lebanon, low bidder.

(4) Brewster-Lebanon Paving Project on Crabtree-Lebanon Road, Linn County. Bids received June 30, 1960. Contract awarded July 8, 1960 to Morse Brothers, Lebanon, low bidder.

(5) Construction of Rock Creek and Eight Mile Canyon Bridges, Gilliam County. Bids received June 30, 1960. Contract awarded July 8, 1960 to Harney Homes, Inc., Burns, low bidder.

(6) Leveling course and oiling on Enterprise-Brock Corner and Werst Corner-Wallowa Roads in Wallowa County. Bids received June 30, 1960. Contract awarded July 8, 1960 to Arthur Simonsen & Company, Baker, low bidder.

(7) Construction of the Luckiamute River Bridge, Polk County. Bids received June 30, 1960. Contract awarded July 11, 1960 to Orlando C. Bennard and Glenn Snook, Eugene, low bidder.

(8) 136th Avenue-181st Avenue Paving Project on N. E. Glisan Street, Multnomah County. Bids received June 30, 1960. Contract awarded July 12, 1960 to Oregon Asphaltic Paving Company, Portland, low bidder.

(9) Construction of the Willamette River Bridge and two overflow structures on Peripheral Road, Lane County. Bids received June 30, 1960. Contract awarded July 14, 1960 to S & D Construction Company, Portland, low bidder.

(10) Harrisburg-Alford Junction Paving Project on Diamond Hill Road, Linn County. Bids received June 30, 1960. Contract awarded July 18, 1960 to Roy L. Houck Sons' Corporation, Salem, low bidder.

(11) Grading and construction of detour bridges on Page Street-Main Street Unit of East Bank Freeway Section of Pacific Highway, Multnomah County. Bids received June 30, 1960. Contract awarded July 19, 1960 to Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.

(12) Grading, paving and construction of a 210' RCDG bridge on the Hillsboro-Reedville Section of the Tualatin Valley Highway, Washington County. Bids received June 30, 1960. Contract awarded July 29, 1960 to Warren Northwest, Inc., Portland, low bidder.

(13) Oiling on South Unit of Bomber Range Road Section of the Bomber Range Road, Morrow County. Bids received July 28, 1960. Contract awarded August 5, 1960 to Newport Construction Company, Portland, low bidder.

(14) Construction of Hamilton Creek Bridge on Lebanon-Berlin Road, Linn County. Bids received July 28, 1960. Contract awarded August 8, 1960 to Heavy Machinery Company, Inc., Salem, low bidder.

(15) Roadside improvement on North Grants Pass-'M" Street Section of the Pacific Highway, Josephine County. Bids received July 28, 1960. Contract awarded August 8, 1960 to Ernest Ferrante and Company, Portland, low bidder.

Under authority previously granted to him, the Engineer stated that construction speed zones had been established on several contract projects for the protection of the traveling public. The Commission confirmed the following construction speed zones:

(1) 35 miles per hour on the Dodson-Bonneville Section of the Columbia River Highway, between Mile Point 34.0 and Mile Point 39.0, effective 8:00 a.m., July 7, 1960.

(2) 35 miles per hour on the Depot Slough Section of the Corvallis-Newport Highway, between Mile Point 5.50 and Mile Point 5.67, effective 9:30 a.m., July 26, 1960.

(3) 35 miles per hour at the westerly end of the Pioneer Mountain Section of the Corvallis-Newport Highway, between Mile Point 10.76 and Mile Point 11.04, effective 10:00 a.m., July 28, 1960.

(4) 20 miles per hour on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway, between Mile Point 335.00 and Mile Point 336.00, effective 11:30 a.m., July 26, 1960.

(5) 25 miles per hour on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway, between Mile Point 338.00 and Mile Point 339.00, effective 11:30 a.m., July 26, 1960.

(6) 35 miles per hour on the Buell Road-Willamina Section of the Willamina-Sheridan Highway, between Mile Point 1.59 and Mile Point 1.90, effective 9:30 a.m., July 26, 1960.

(7) 35 miles per hour on the Sutton Lake-Florence Section of the Oregon Coast Highway, between Mile Point 184.52 and Mile Point 190.29, effective 8:00 a.m., August 2, 1960.

The Commission deferred action on award of contracts on bids received in Salem August 16, 1960. (See entry ahead.)

Forfeiture of the 5-per cent bid bond submitted by A. W. McCoy and Company on Contract No. 5760 was presented by the Engineer. He explained that on July 28, 1960 bids were received for construction of an overflow trestle south of the Santiam River Bridge on the Jefferson-Albany Secondary Highway. A. W. McCoy and Company was low bidder at $41,067, which was 32 per cent below the estimated cost. Second low bid was in the amount of $50,561.55. An examination of the McCoy and Company bid, he continued, did not show any single mistake or the omission of any items, but simply that his bid items were all low, with the exception of material reinforcement. As there are apparently no grounds upon which the forfeiture can be excused, he recommended that the bid bond be declared forfeit and that the Commission accept Mr. McCoy's check which he had previously tendered in the amount of $2,035.35. The Commission accepted his recommendation.

The Engineer also reported that Roy L. Houck Sons Corporation had refused to sign Contract No. 5739 in the amount of $266,020 for grading and structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County. The contractor had stated, he continued, that his refusal to sign was because of the specifications contained in the contract as they pertained to sources of construction materials. The contractor had requested that the specifications be changed, but had been informed that under no conditions could the specifications be changed after bids had been received. The Commission instructed the Chief Counsel to take necessary action to recover on the 5-per cent bid bond submitted with this contract.

The Commission considered the following items of unfinished business appearing on the Secretary's Summary dated July 8, 1960:

(1) Report on negotiations to acquire Sea Lion Caves: The Commission ordered this item deleted from the list of unfinished business.

(2) State-wide recreation study by the State Parks Division: A report on this matter was made earlier in the day by the State Parks Superintendent, and the Commission ordered the item deleted from the list of unfinished business.

Attention was given to requests from a number of citizens in the vicinity of Oregon City and West Linn for construction of a new bridge across the Willamette River, between Oregon City and West Linn, at Singer Hill. The Engineer stated that a large number of prepared postal cards had been received, and some had been sent to Governor Hatfield. The fact that traffic congestion does exist on the present Oregon City Bridge is appreciated, he stated, and there is no doubt that additional bridge capacity is needed. The project, however, would cost several million dollars, and there are no funds available at this time, nor is there any probability of funds being available within the next few years. The Commission instructed that the persons making the request be so advised.

Confirmation of a resolution was requested appropriating to the various cities motor vehicle revenues accrued during the first half of 1960. The Engineer pointed out that the distribution of these funds is usually made early in August by the Secretary of State and, due to the fact that the allocation had not been computed at the time of the Commission meeting on July 7 and 8, it had been necessary to forward the resolution to the Commission for approval prior to the Commission meeting in August. The approved resolution, he continued, has been forwarded to the Secretary of State and distribution of funds

has been made. The Commission confirmed the previous action by adopting a resolution, marked Exhibit "F", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

Consideration was given to a resolution adopted by the Madras City Council requesting that climbing lanes be constructed on The Dalles-California Highway at Juniper Butte, a few miles north of Crooked River, in Jefferson County. The Engineer stated that an investigation had been made revealing that average daily traffic in this area is 2,500 vehicles, and the accident rate is below the State average. A rough estimate indicates that the improvement would cost approximately $175,000. Although it is a desirable improvement, it was his opinion that other sections of the highway would probably have higher priority. It was his recommendation that the City of Madras be advised that it will be necessary to consider the project at some future time when more funds are available for this type of work. The Commission approved the recommendation.

An Agreement with Idaho Power Company for furnishing electrical energy for lights and signs at two interchanges on US 30 near Ontario in Malheur County was presented and recommended by the Engineer. The Commission approved the Agreement.

The Commission discussed with the Engineer a letter from the Greater Portland Council of Churches, requesting that changes be made in the proposed Foothills Route in west Portland so as to spare the Synagogue Shaarie Torah. The Engineer presented a map of this area showing the location of the proposed highway, the Synagogue, and other property. He explained that an engineering reinvestigation had disclosed that it would not be economically feasible to change the location of the highway to avoid the Synagogue. He recommended that authority be granted to study the feasibility of moving the Synagogue to a new location nearby. He called attention to the moving of a similar large church in Salem by Lebeck and Son, and that the move had been made satisfactorily. It was his thought that moving the Synagogue could be accomplished at a somewhat lesser cost than if it is necessary to acquire and demolish it. The Commission granted the authority as requested.

Consideration of the 1961-63 biennial budget was deferred to the following day.

The Engineer reported completion of a number of location surveys for the improvement or relocation of existing sections of State highways. These surveys, he stated, have been given very careful engineering consideration in order to provide the most adequate facilities for the traveling public commensurate with the costs of construction.

Upon his favorable recommendation, the Commission approved the following surveys by adopting resolutions, marked Exhibits "M-1" through "M-4", which resolutions by this reference are made a part thereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960":

(1) Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County. Public hearing held in Lebanon June 28, 1960. (See Exhibit "M-1")

(2) Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County. Public hearing held in Salem May 3, 1960. (See Exhibit "M-2")

(3) Hobsonville-Bay City Section of the Oregon Coast Highway in Tillamook County. Public hearing held in Bay City April 28, 1960. (See Exhibit "M-2")

(4) Pine Street-Stephens Street Couplet (Roseburg) of the Oakland-Shady Highway in Douglas County. Public hearing held in Roseburg August 4, 1960. (See Exhibit "M-3")

(5) Big Eddy-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties. Public hearing held in Moro May 5, 1959. (See Exhibit "M-4")

(6) Boardman Junction-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties. Public hearing held in Irrigon July 26, 1960. (See Exhibit "M-2")

An increase in project authorization on State Highway Contract No. 5110 in the amount of $153,000 was requested by the Engineer. He explained that the overrun on this project, which is on the Lowell Street-21st Avenue Unit of the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, was caused principally by slides and slope stabilization work. The increase, he added, amounts to 10.36 per cent of the project authorization. The Commission approved the increase.

The Engineer recommended approval of an expenditure of $3,777 to be paid to the Highway Research Board Correlation Service for the fiscal year July 1, 1960 to June 30, 1961. He explained briefly that valuable reports are furnished to the Highway Department by the Research Board in engineering and legal matters. The Commission approved the expenditure and authorized the Engineer to execute the subscription blank.

Attention was given to a proposed extension of the Wapinitia Road, FAS 712, in Wasco County. The Engineer commented briefly that this is a County road on the FAS system, and the County wishes to improve it southerly from Wapinitia to the Warm Springs Indian

Reservation. The proposed extension will add 5.7 miles to the County road mileage on the Federal-Aid System, and he recommended that it be approved. The Commission accepted his recommendation.

The Commission considered a list presented by the Engineer showing projects in Clatsop, Coos, Lincoln, Linn, Umatilla, Union, and Wasco Counties involving the expenditure of County Federal-Aid Secondary Highway funds. The Engineer stated that the projects have all been investigated and are eligible. The Commission approved the following projects:

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Clatsop	607 (spur)	Neawanna Creek (12th Street) Bridge Supplemental Funds	$ 25,000	1962
Coos	251	Stringtown Road-Coquille Grading and Structure Supplemental Funds	60,000	1962
Lincoln	832	Siletz River Bridge Structure only	80,000	1961 & 1962
Linn	771	Calapooya Bridge Supplemental Funds	20,000	1962
Umatilla	760	Umatilla Ranch-Meadows Junction Grade, Surface and Oil	155,000	1961 & 1962
Union	481	Iowa School-N. Fork Indian Trail Canyon Surface and Oil	115,000	1961 & 1962
Wasco	712	Reservation Boundary-Wapmitia Grading	105,000	1961 & 1962
		TOTAL	$560,000	

SUMMARY BY FISCAL YEARS:	1961	1962	Total
Available Funds	$3,600,000	*$2,643,000	$6,243,000
Previously Approved	2,797,000	---	2,797,000
Unprogrammed Balance	**803,000	$2,643,000	$3,446,000
Projects Proposed 8/16/60	94,000	466,000	560,000
** Unprogrammed Balance	$ 709,000	$2,177,000	$2,886,000

*Represents 75-per cent of total 1962 FAS funds presently available for expenditure.
**Adjusted to conform to latest available costs for those projects which have been contracted.

The Engineer presented for approval a supplemental Agreement with the City of Portland covering maintenance and the furnishing of electrical energy for illumination and a signing installation at the Highlands Interchange on the Sunset Highway in the City of Portland. Under the terms of the agreement, he explained, the State is to maintain the project and the City is to furnish electrical energy for the portion within the City limits and the State is to furnish energy for the portion outside of the City limits. The Commission approved the Agreement.

Attention was given to an Agreement with Lake County concerning improvement of remote radio communication facilities on Black Cap Mountain near Lakeview. The Engineer explained briefly that for some time the State, Lake County, United States Forest Service, and several lumber companies have jointly occupied this site. To provide more dependable and consistent service, the Agreement provides that Lake County construct a new building to house radio transmitting equipment, purchase and install an emergency power plant, and construct a new access road to the building. For the use of these facilities the State is to pay $500 as its share of the cost of the new road. Upon the Engineer's favorable recommendation, the Commission approved the Agreement.

The Engineer reported that contracts numbered 5198, 5205, 5368, 5409, 5428, 5433, 5458, 5467, 5493, 5508, 5509, 5520, 5540, 5554, 5555. 5563, 5581, 5595, 5607, 5611, 5613, 5619, 5620, 5623, 5638, 5640, 5641, 5647, 5648, 5650, 5651, 5652, 5653, 5654, 5671, 5672,5679, 5684, 5686, 5687, 5688, 5692, 5722, and 5755 for highway construction had been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

An Agreement with the U. S. Corps of Engineers was considered for development of viewpoints on US 730, east of Umatilla in Umatilla County. The Engineer commented briefly that several requests had been made for such development, and an investigation had disclosed four suitable areas approximately ten miles east of Umatilla which could be developed at a nominal cost. The section of highway on which these viewpoints are located was reconstructed by the Corps of Engineers and they still control the right of way on the river side of the highway. They have indicated that a perpetual easement would be given to the State for construction and maintenance of viewpoints in three areas, and in the fourth area would provide the State a fee title. The Corps of Engineers, he continued, have also indicated that they would perform riprapping to protect the viewpoints and would construct a bullrail along the edges of the viewpoints. Grading and surfacing, estimated to cost $8,000, would be performed by the State. He recommended that an Agreement covering these points be entered into with the Corps of Engineers and that the grading and surfacing work be done in 1961. The Commission approved his recommendation.

The Commission also considered an Agreement with Jackson County for improvement of the Daisy Creek Channel on the Medford-Provolt Highway, near Medford in Jackson County. This Agreement, the Engineer explained, involves replacement of a pipe culvert, installed by Jackson County, to carry Arnold Lane over Daisy Creek. The County has agreed to pay 75 per cent of the cost of building the new box culvert. Upon his favorable recommendation, the Commission approved the Agreement.

Attention was given to the need for semi-actuated traffic signals at the intersection of Winchester Avenue (Oregon Coast Highway) and 19th Street in the City of Reedsport. The Engineer reported that an investigation had disclosed the volume of traffic and other conditions warrant the installation of semi-actuated traffic signals at this location. The project is estimated to cost $5,400, and he recommended that the work be done with the understanding that the City is to pay one-half the cost of installation and provide all future maintenance and power needs. The Commission approved the project.

The establishment of speed zones on portions of State highways was presented by the Engineer. In each instance, he pointed out, traffic engineering investigation has been made and, based on the facts disclosed by these investigations, he recommended that the Commission approve the following speed zones:

(1) 45 miles per hour on the John Day Highway through the community of Ironside in Malheur County, between Mile Point 230.53 and and Mile Point 231.17, except that the indicated speed shall be 20 miles per hour between Mile Point 230.59 and Mile Point 230.83 during hours of school crossings. (See Exhibit "H-1")

(2) 70 miles per hour on the Pacific Highway, on the southerly side of Sexton Mountain in Josephine County, from a point 0.20 mile south of Sexton Mountain Loop Road to a point 0.80 mile north of the North Grants Pass Interchange, a distance of 8.74 miles. (See Exhibit "H-2")

(3) 70 miles per hour on the Columbia River Highway, between the westerly end of the Rooster Rock Park Interchange, Mile Point 22.57, and the Dodson Overcrossing, Mile Point 33.26, in Multnomah County, and that ramp speeds be established as follows:

Benson State Park:
Eastbound off ramp - 30 MPH

Multnomah Falls:
Eastbound off ramp - 25 MPH
Westbound off ramp - 25 MPH

Dodson Interchange:
Eastbound off ramp - 25 MPH
Westbound off ramp - 35 MPH

(See Exhibit "H-3")

(4) 70 miles per hour on the Pacific Highway between a point south of the Murder Creek Interchange, Mile Point 66.44, and the Willamette River Bridge at Eugene, Mile Point 108.89, in Linn and Lane Counties, when construction is completed and the highway is opened for public travel. Ramp speeds are to be established as follows:

North Albany Interchange:
Southbound off ramp - 45 MPH
Northbound off ramp - 50 MPH
Knox Butte Road
off ramp - 25 MPH

South Santiam Interchange:
Southbound off ramp - 25 MPH
Northbound off ramp - 25 MPH

Lebanon Road Interchange:
Southbound off ramp - 45 MPH
Northbound off ramp - 45 MPH

Halsey-Sweet Home Highway Interchange:
Southbound off ramp - 45 MPH
Northbound off ramp - 45 MPH

Diamond Hill Road Interchange:
Southbound off ramp - 45 MPH
Northbound off ramp - 45 MPH

Oak Grove Rest Area:
Southbound off ramp - 30 MPH
Northbound off ramp - 30 MPH

Coburg Road Interchange:
Southbound off ramp - 45 MPH
Northbound off ramp - 45 MPH

"Q" Street Interchange:
Southbound off ramp - 40 MPH
Northbound off ramp - 50 MPH

(See Exhibit "H-4")

(5) 45 miles per hour on the Clackamas Highway No. 171 in Clackamas County, from a point 0.23 mile north of River Mill Road, Mile Point 21.72, to a point 200 feet north of the irrigation ditch, Mile Point 22.58, north of Estacada. (See Exhibit "H-5")

(6) 35 miles per hour on the John Day Highway in the community of Unity, in Baker County, between a point 0.17 mile north of the County Road to Elk Creek Guard Station, Mile Point 212.26, and a point 0.10 mile east of the County Road to Job Creek, Mile Point 212.97, except that an indicated speed of 20 miles per hour shall be shown between Mile Point 212.78 and Mile Point 212.90 during the hours of school crossings. (See Exhibit "H-6")

The Commission approved the speed zones as presented by the Engineer and adopted resolutions pertaining thereto, marked Exhibits "H-1" through "H-6", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

Confirmation of an Agreement with Southern Pacific Company concerning construction on the Curry Street-Russell Street Section of the Pacific Highway in Multnomah County was requested by the Engineer. He explained that in order to expedite construction on this section, the Agreement had been sent to the Commission for signature prior to the Commission meeting, and had been signed by them. The Commission confirmed the Agreement.

Confirmation was also requested of an Encroachment Agreement with the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, the State Highway Commission, and Union County on the Perry-Hilgard Section of the Old Oregon Trail Highway in Union County. Because of urgency in getting the Agreement executed, the Engineer explained that it had been sent to the Commission for approval prior to the meeting, and had been signed by them. The Commission confirmed the Agreement.

The Engineer also requested confirmation of an Agreement with Southern Pacific Company concerning an easement for highway construction on Railroad Company property on the Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County. In order not to delay contracting operations, the Agreement had been sent to the Commission for approval prior to the Commission meeting, and had been signed by them. The Commission confirmed the Agreement.

The Engineer presented for approval a resolution covering abandonment of certain sections of The Dalles-California Highway, between Bend and Lapine in Deschutes County. He explained that these sections had been replaced by new alignment constructed a few years ago, and the old right of way is of no further value to the State. The Commission approved the abandonment by adopting a resolution pertaining thereto, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

Authority was requested by the Engineer for out-of-state travel for Highway personnel. The Commission granted authority as follows:

(1) J. Al Head, Assistant Traffic Engineer, to attend meeting of Institute of Traffic Engineers in Chicago, Illinois, September 9-15, 1960, at an estimated cost of $310.

(2) W. C. Williams, State Highway Engineer, to attend joint meeting of AASHO Transport Committee and AASHO Road Test Committee, September 7 and 8, 1960, at LaSalle, Illinois; and a meeting of the AASHO Executive Committee in Washington, D. C., September 12 and 13, 1960, at an estimated cost of $450.

(3) Forrest Cooper, Deputy State Highway Engineer, to attend the regional meeting of AASHO Operating Committee on Design, Salt Lake City, Utah, October 4 and 5, 1960; and a meeting of the Interim Pavement Design Committee of AASHO, also in Salt Lake City, on October 3, 1960, at an estimated cost of $185.

(4) R. L. Porter, Office Engineer, to attend the Management Conference of National Highway Users in Santa Fe, New Mexico, October 2-8, 1960, at an estimated cost of $330.

(5) The Commission confirmed previous telephonic authority authorizing Carl Jordan, Director of Travel Information, and Victor D. Wolfe, Administrative Assistant, to attend a conference called by Governor Albert D. Rosellini, Washington, regarding the Pacific Trail, in Seattle, Washington, July 19-21, 1960, at a total cost of $80.

Shoulder parking which is being practiced on The Dalles-California Highway in Klamath Falls is creating a hazard to the traveling public, the Engineer reported. The Maintenance Superintendent in that area, he stated, has reported there is a certain amount of shoulder parking on the easterly side of the highway at the junction of the Westside By-pass and the Business Route through the City. These cars create a hazard to traffic and interfere with maintenance operations. He recommended that shoulder parking be prohibited between the east side of Quarry Street, Mile Point 272.55, and the north line of "E" Street, Mile Point 272.80. The Commission approved his recommendation by adopting a resolution pertaining thereto, marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

The Engineer presented a request made by the United States Corps of Engineers for permission to place a sign on the westerly side of the Oregon Coast Highway, at Mile Point 326.78 near Gold Beach in Curry County. The sign message, which directs attention

to construction of Rogue River Harbor, and the location of the sign have been approved and he recommended that a permit be issued to cover the sign. The Commission accepted his recommendation.

Consideration was also given to another request made by the United States Corps of Engineers for permission to place a temporary sign on the right of way of the Albany-Corvallis Highway, in Benton County, at the location of its Dixon Creek Bank Protection Project on the Willamette River. The sign message indicates location of the work and has been approved, as well as the location of the sign. It is contemplated the sign will be removed about December 1, 1960, or as soon as the work is completed. Upon the Engineer's favorable recommendation, the Commission approved a permit covering the sign.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period July 1, 1960 through August 12, 1960.

The date for the next regular Commission meeting was confirmed for September 29 and 30,1960, in the Conference Room of the State Highway Building, Salem. Tentative dates for following meetings were set for November 3 and 4, 1960, and December 12 and 13, 1960.

Revision of Loads and Hauling Resolution No. 25, adopted July 2, 1959, was brought up by the Engineer. This resolution, he stated, combines in one resolution authority for issuance of all types of transportation permits, including permits for continuous operations of overweight, overlength and overheight vehicles, and single-trip permits for oversize and overweight loads. The purpose of the change, he continued, is to expedite issuance of the permits by reducing the number of telephone calls from field offices to the Salem Permit Office. It will no longer be necessary for field offices to secure prior telephonic approval for the issuance of permits for continuous operations of overheight vehicles. Also materially revised is the policy relating to authority of field offices in issuing special, single-trip permits Field offices are now authorized to issue such permits for the movement of loads up to a maximum weight of 96,000 pounds on any Group I or Group II highway, except where structures will not permit this weight, and for load widths up to 11 feet 6 inches over any Special Group I highway on a Statewide basis without calling the Salem Permit Office for approval. The special permit policy has also been revised to provide that for load widths in excess of 11 feet 6 inches, after approval has first been secured from the Salem Permit Office, field offices may issue permits for the same load width over the same route under the same or more favorable weather, road or traffic conditions. These, he stated, are the major changes which have been approved by the Chief Counsel, and he recommended that the revisions be approved. The Commission accepted his recommendation and adopted a resolution pertaining thereto, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960".

The Commission discussed with the Engineer a supplemental Agreement with Union Pacific Railroad Company covering reconstruction of the north end of the Tillamook Street Partial Viaduct on the Pacific Highway in Portland. The Agreement, the Engineer stated, has been examined and he recommended that it be approved. The Commission approved the Agreement.

A change in "Through Stop Highway" Resolution, adopted September 21, 1949, as it pertains to the Three Mile Lane Highway in McMinnville, was brought up by the Engineer. This Resolution, he explained, provides that traffic entering State highways stop before entering, with certain exceptions. One such exception on the Three Mile Lane Highway provided that traffic northbound on the old route of the Three Mile Lane Highway (Irvine Street in McMinnville) shall stop before entering its intersection with Third Street in McMinnville. Because of a change in routing and in traffic conditions, it is now desirable that traffic flow through the intersection without stopping, and he recommended that the exception mentioned above be rescinded. The Commission accepted his recommendation and adopted a resolution pertaining thereto, marked Exhibit "L", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of August 18 and 19, 1960."

The Engineer reported that at a meeting of the chief administrative officials of the various states of the American Association of State Highway Officials (AASHO) at LaSalle, Illinois, the matter of extending operations on the AASHO test road from June 30 to November 30, 1960 had been considered. It was the majority opinion that the pavements, particularly Portland Cement concrete pavement, had not been subjected to a sufficient number of axle-load repetitions to provide an adequate analysis. All forty-five of the states represented voted to extend the test, which will result in an additional cost of $1,500,000. Oregon's share of the additional cost has been set at $24,399. This money, he pointed out, comes from planning funds, does not need to be matched, and is paid directly by the Bureau of Public Roads to the Highway Research Board which is in charge of the test. Based upon his favorable recommendation, the Commission approved the additional payment.

Commissioner Fridley inquired as to what action has been taken concerning requested construction of an interchange on Three Mile Lane Highway which will serve as a by-pass route to the south of McMinnville. The Engineer replied that an interchange is being studied, but it was not under consideration when the hearing was held in McMinnville on April 13, 1960.

The Commission discussed with the Engineer bids received on August 16, 1960. The Engineer pointed out for each project the amount of the estimated cost and the low bid, and gave his recommendations as to award or other disposal of bids received. The Commission approved the recommendations made by the Engineer and authorized him to announce the awards of contracts at 2:00 p.m.

The meeting was adjourned at 12:00 noon. At 2:00 p.m. Mr. Forrest Cooper, Deputy State Highway Engineer, announced awards of contracts as follows:

BIDS RECEIVED IN SALEM ON AUGUST 16, 1960

"Grading and paving on the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to low bidder, Keystone Construction Company, Inc., Prineville, at $1,153,851.

"Construction of the Clackamas River Bridge on the Cascade Highway in Clackamas County. The Commission awarded the contract to low bidder, C. M. Corkum Company, Inc., Portland, at $460,322.

"Construction of the Neawanna Creek Bridge on 12th Avenue at the east City limits of Seaside in Clatsop County. The Commission elected to accept the low bid of Beebe Construction Company, Portland, in the sum of $47,790.32 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of $10,800 is deposited by the County.

"Lone Ranch Creek Culvert Reconstruction, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County. The Commission awarded the contract to low bidder, R & M Construction Company, Central Point, at $63,777.

"Construction of the Pilot Butte Canal Bridge (Redmond) on the Ochoco Highway in Deschutes County. The Commission awarded the contract to low bidder, R. L. Coats, Bend, at $33,993.

"Roadside improvement on the Redwood Highway Junction Section of the Pacific Highway in Josephine County. The Commission awarded the contract to low bidder, Ernest Ferrante and Company, Portland, at $22,412.40.

"Construction of the Butte Creek and Calapooya River Bridges on the Brownsville-Morgan School Road in Linn County. The Commission elected to accept the low bid of H. G. Carl Construction Company, Salem, in the sum of $32,187, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of Linn County is received and the sum of $7,250 is deposited by the County.

"Project on the Antelope Reservoir Road-Crooked Creek Section of the I.O.N. Highway in Malheur County. The Commission awarded the contract to low bidder, C. C. Meisel, McMinnville, at $28,768.25.

"Administration and Accounting Division Air Conditioning System in the State Highway Building, Salem, Marion County. The Commission awarded the contract to low bidder, Bowen Brothers Plumbing and Heating, Inc., Salem, at $18,855.

"Widening of four structures, grading and paving on the Amity-Rickreall Section of the Pacific Highway West in Polk and Yamhill Counties. The Commission rejected all bids as being too high.

"Construction of the Tillamook River Bridge Section of the Netarts Highway in Tillamook County. The Commission elected to accept the low bid of A. L. Harding, Inc., Stayton, in the sum of $83,340, and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties. The Commission awarded the contract to low bidder, Snook Brothers, Corvallis, at $39,950.70.

"Traffic signal installation in the City of Pendleton, S.W. 10th-S.E. 3rd Street Section of the Old Oregon Trail Highway in Umatilla County. The Commission elected to accept the low bid of Zephyr Electric, Inc., Pendleton, in the sum of $31,863.20, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the City of Pendleton is received and the sum of $20,100 is deposited by the City.

"Enterprise (W. Third Street) Grading and Paving Project in Wallowa County. The Commission awarded the contract to low bidder, Arthur Simonsen and Company, Baker, at $7,404.

"Construction of the Powder River Bridge (Baker) on the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to low bidder, Bechtel Brothers, LaGrande, at $30,684.

"Grading, and construction of three RCDG bridges on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corporation, Salem, in the sum of $320,720 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received."

The meeting was adjourned at 2:10 p.m. to be reconvened at 10:00 a.m. on the following day.

Salem, Oregon
August 19, 1960

The Oregon State Highway Commission reconvened at 9:45 a.m. in Room 419, State Highway Building, Salem. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The adoption of the 1961-63 biennial budget for the State Highway Department, totaling $191,311,000, which had been presented to the Commission on the previous day, was brought up by Chairman McIver. The Engineer explained that the budget provides no level-of-service increase, contains an overall reduction of one and one-quarter million dollars from the 1959-61 estimate, and has been prepared to conform to anticipated revenue limitations and to remain within the "target-budget" as established by the Department of Finance and Administration. He pointed out the necessity for the budget to reach the Department of Finance and Administration prior to September 1. After careful study, the Commission approved the budget and authorized that it be submitted through the Governor to the Department of Finance and Administration. (For details of the budget as approved, see copy in the General Files.)

Representatives from the City of Klamath Falls appeared before the Commission regarding further improvement of the Westside By-Pass Section of US 97 in the City of Klamath Falls. L. E. Slater, Mayor, introduced the following members of his delegation: Floyd Winne, City Councilman, and Jerry Vergeer, City Manager. Mayor Slater presented a brochure containing letters from the Klamath County Chamber of Commerce and the Klamath County Court supporting the southerly extension of the Westside By-Pass. Although they would like to see the By-Pass completed to a connection with ORE 66, he continued, they are particularly concerned with extension across Link River, the present terminal point. The 6 per cent highway grade at this location, he added, is hazardous, particularly during the snow season when the City finds it necessary to employ an adult guard at that intersection to protect children from skidding

automobiles. He told of a recent fatal accident at the southerly termini of the By-Pass where an automobile plunged into the River when the brakes failed. He pointed out the danger to the people using the park area below the bridge and urged the Commission to include in its next fiscal budget the construction of the section across the River. Messrs. Vergeer and Winne endorsed the remarks made by Mayor Slater in his request for the continuation of the Westside By-Pass. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention and advised them that the Commission is cognizant of their needs and hopes to have money available in 1961 for work on this By-Pass.

Mr. William Tugman, Reedsport, headed a group which appeared before the Commission regarding improvement of the Elkton-Sutherlin Secondary Highway. He introduced the following members of his group: V. E. Jackson, Douglas County Judge, Huron Clough and Elmer Metsger, Douglas County Commissioners, all from Roseburg; and R. G. McBride, Sutherlin Chamber of Commerce. Mr. Tugman requested programming in the next two years of the final unit of the Elkton-Sutherlin Secondary Highway (ORE 225), which is the approximate five-mile section from Kellogg Bridge to Yellow Creek. This highway, he pointed out, is a very important link between the central part of Douglas County and the Coast Highway at Reedsport, and eventually when the North Umpqua Road is completed, a large amount of tourists and other traffic will use this road in their travels from US 97 in central Oregon, through Diamond Lake, down the Umpqua Road to Roseburg, and over ORE 225 to the Ocean at Reedsport. All of the organizations in Roseburg and Reedsport, as well as all of Douglas County, he added, support this request. Judge Jackson pointed out that ORE 225 connects Reedsport and the lower Umpqua country with the County Seat at Roseburg, and is part of the overall plan of a highway from Diamond Lake to the Ocean. The County, he commented, has spent considerable money on this Diamond Lake Road and the five-mile section is one of the last links in the connection. Chairman McIver thanked the delegation for presenting this matter and advised them that the Commission is considering the inclusion of this section in the early part of the next five-year program which is now being formulated.

Mr. Carl Butler, Roads and Highways Committee, Newberg, introduced the following members of the Newberg Chamber of Commerce who appeared regarding the Rex Hill-Newberg Section of US 99W: Dick Krohn, John Wanner, Kenneth Johnson, and Martin Redding, all from Newberg; and C. N. Windsor, Chairman of the Roads and Highways Committee, Newberg. Mr. Krohn thanked the Commission for the work that has been accomplished in their area. He requested the programming in 1961 to a four-lane facility of the section of US 99W from the top of Rex Hill to Newberg. Several factors, he stated, have caused traffic to increase steadily on US 99W, namely the accelerated construction activities and proposed plans for new residential and apartment dwellings on Springbrook Road and Villa Road, which roads intersect US 99W; the large use being made of the hospital in Newberg from people who live in the surrounding area; the expanded use by Portland residents of Champoeg Park; the great

number of people traveling US 99W from Portland to the Coast; and the many persons living in Newberg who drive over this highway each day to their jobs in Portland. There is a great accident potential, he pointed out, at the crest of Rex Hill where the highway narrows from four lanes to two lanes. He concluded his presentation by urging that consideration be given to the construction of this highway section. Chairman McIver thanked the delegation for their presentation and advised them that in the five-year program now being formulated, it is planned to complete the section from the top of Rex Hill to Newberg with construction of the project to begin possibly in 1961.

A delegation from the Highway 20 Association appeared before the Commission regarding improvements on US Route 20, particularly west of the Cascade Mountains. Mr. Frank Gilkey, Newport, Director of the Association, acted as spokesman and introduced the following members of his group: Andrew Natterlin, State Senator; Harvey Curry, Chamber of Commerce Roads Committee; James Howes, Secretary of the Assocation; and Frank Woodson, President of the Association--all from Newport; Tom McClellan, State Representative, Neotsu; Mr. and Mrs. Dale C. Hollingsworth, Director of the Association, Philomath; Roy Eams, City Manager; Dan Ashton; Dave Cooper, President of Junior Chamber of Commerce; Hobart McQueary and Harold Eishaw, Chamber of Commerce; and Reese Esgar, Director of the Association--all from Sweet Home; Mel Hammerhess, Elmer Price, and Mrs. Frank Updike--all from Toledo and the Highway 20 Association; Clay Cochran, Lebanon, Chamber of Commerce; William Bowman, City Manager; and Tom Palmer and John Brennan, both from Chamber of Commerce, Albany. Mr. Gilkey presented a brief containing the recommendations of the Highway 20 Association. He expressed appreciation for the money that has been expended on Highway 20, which totals $11,271,100, and summarized the specific amounts spent within each county. The project selected by the Association for Number One priority, Mr. Eams stated, and which is the most serious bottleneck on Highway 20, is the relocation of the ten-mile slide area between Upper Soda and Tombstone Summit, and he requested the Commission to urge the Forest Service and the Bureau of Public Roads to allocate to this project at least $1,000,000 of forest highway funds during the next fiscal year. Not only the Linn County Chamber of Commerce, he added, but other interested organizations in Linn County endorse this project. He explained that at the present time on the annual cut of forest products that are hauled over this slide area, which is in excess of 150 million board feet, the excess transportation cost is about $9,000 per mile per year. If the slide area is not reconstructed at an early date, it was his belief that both highway improvement and construction of the Foster and Green Peter Dams would create a serious problem as construction of the Dams will require rerouting of a portion of Highway 20 east of Foster. The Number Two priority recommended by the Association, he continued, is the replacement of the narrow bridge across Wiley Creek, between Sweet Home and Foster. Mr. Gilkey presented the Association's Number Three priority--construction of a new road over the

Coast Range Summit, the Little Elk Mountain, which is about midway between Corvallis and Newport. Although the Pioneer Mountain Section will be completed soon, he added, the hauling of timber products will be hampered since the highway will still be a Group II highway until the bottleneck on Little Elk Mountain is corrected. He told of the Army Engineers' plans to improve the Yaquina Bay Harbor and expressed the hope that this section will be completed by the time the Harbor is completed. He also mentioned a hazardous curve east of Newport where a recent fatality occurred. Their Number Four project, he continued, is the realignment and improvement of Gellately Canyon, which is a short section west of Wren and east of Blodgett. This section, he added, is on the original alignment of US 20, is hazardous, has many curves, is subject to ice and fog, and he urged the Commission to give consideration to the project. Senator Natterlin spoke in behalf of improvement over the Coast Range Summit between Corvallis and Newport, pointing out that when the Army Engineers have completed their twenty million dollar harbor development in Yaquina Bay, there will be a large amount of commercial traffic between the harbor and the valley points. Under present conditions, he stated, large truck transports cannot haul long loads over the highway, and he requested the Commission to give serious consideration to early improvement, including widening and elimination of curves. Chairman McIver thanked the delegation for bringing these matters to the Commission's attention.

Mr. Robert B. Rogers, Troutdale, President of the Northeast Multnomah County Community Association, was spokesman for a delegation which appeared before the Commission regarding improvement of the access to the Columbia River Highway at Bridal Veil. He introduced the following members of this group: M. James Gleason, Multnomah County Commissioner, Portland; Ray Holtgrieve, Bridal Veil, Chairman Committee of the Association; M. L. Bonta, Cascade Locks, representing the City of Cascade Locks; and Frank Mackamess, Troutdale, Secretary of the Association. Mr. Rogers stated that during the past twelve years the ramps at Bridal Veil have been used for both east and west access to the Columbia River Highway; however, since completion of the Freeway, the access to and from the east has been cut off. On a map which he displayed, he pointed out that the only access to the Freeway between Corbett Station and Dalton is at Bridal Veil. Mr. Holtgrieve who fishes commercially at Dalton Point spoke in behalf of the fishermen in the area, pointing out that since the completion of the Freeway he must travel at least twenty-two miles round trip to reach Dalton Point, while prior to the highway completion it was only a one-and-one-half mile trip. Mr. Gleason expressed the wholehearted support of the Board of County Commissioners of Multnomah County for an interchange at Bridal Veil. The following reasons prompted this endorsement: (1) Much of the industrial use of that area is tied in with the mill at Bridal Veil, and most of the timber is transported into the mill from the east; (2) During the winter months the stretch of the old Columbia River Highway between Corbett and Bridal Veil is very difficult

to maintain, which leaves the area from Crown Point east practically without access to any highway and Bridal Veil with access only to the west; (3) The State stockpile on the south side of the highway has no east access, which will probably result in extra maintenance cost. He expressed the fear that the people using the Bridal Veil Access will create a hazard by disregarding the one-way ramp and using it also for eastbound access, and he requested the Commission to give serious consideration to an east access at this location. On behalf of the City of Cascade Locks, Mr. Bonta endorsed the request for revision of the access at Bridal Veil. The facilities of the City Light Company, he added, must be serviced from the scenic route as well as from the Freeway, which not only creates a problem during adverse weather, but, because of the lack of access, necessitates additional traveling. He told of the decrease in tourist traffic since the closure of the access, and he urged the Commission to give favorable consideration to this request. Chairman McIver pointed out that this highway is on the Interstate System, and advised the delegation that every consideration will be given to their request. He thanked the group for presenting the matter to the Commission.

Mr. Paul Ail, President of the P and A Enterprises, Inc., Portland, appeared before the Commission regarding renewal of his agreement for concession privileges at Rooster Rock Park. Mr. Ail referred to a letter which he recently sent to the Commission regarding this matter, and explained the necessity for the employment of a night watchman to combat the recent outburst of vandalism. He pointed out that his Company now furnishes the clean-up service and all the facilities for the restrooms, including the hot water and lights, and requested the Commission to provide some relief from these expenses. If the Commission takes over the clean-up operation, he added, the P and A Enterprises will pay the taxes and assessments on the building. Because of the necessary expenses incurred, he estimated that his business pays to the Commission over 30 per cent of the gross income rather than the 20 per cent shown in the agreement. Chairman McIver thanked Mr. Ail for his presentation.

The Parks Superintendent brought up the matter of construction of a telephone line by the West Coast Telephone Company to service the Shore Acres State Park. The Telephone Company, he added, plans to construct this one-mile section of line on the Power Company's poles from the end of the Telephone Company's present service connection to the Shore Acres Park, at an estimated cost to the State of $1,000, and the Telephone Company has agreed to maintain the line after installation. If the State undertakes construction of this line, he estimated it would cost $1,500. During the past eight years, he explained, the State has operated under an agreement with the United States Coast Guard whereby our telephone line to the Park was attached to the Coast Guard's poles; however, the Coast Guard has now installed a line on these poles and the Telephone Company refuses to climb the poles to service the State's facility.

Since this is a necessary service for the Park and for the public, he recommended that the Commission approve this arrangement with the Telephone Company. The Commission accepted his recommendation.

The Assistant Chief Counsel presented proposed settlements of two cases: William C. Rodgers, et al. vs. State of Oregon, L-3212A; and S. P. Matheny vs. State of Oregon, L-2867A. Both of these cases, he stated, are inverse condemnation actions filed by the plaintiffs, as owners of property adjacent to the Portland-Salem Freeway, for damages to their properties caused by alleged flooding due to improper drainage of the highway. Verdicts returned by the jury in both cases, he explained, were in favor of the plaintiffs--Matheny in the amount of $12,500 and Rodgers in the amount of $7,000. At the conclusion of the Matheny trial the State presented a motion for a new trial, whereupon the plaintiff voluntarily moved to remit $2,500 of the verdict. The trial judge granted a remittitur of $2,500 and entered a judgment of $10,000. Appeals in both cases are presently pending before the Supreme Court. A settlement, he continued, has now been proposed which would cover full satisfaction of the judgments upon payment of 40 per cent of the judgments, or $4,000 in the Matheny case and $2,800 in the Rodgers case, conditioned upon the provision that there will be no allowance of costs, attorneys' fees, or interest and that the State would be granted an overflow easement over the plaintiffs' property to the extent that such overflow was due to the construction of the existing highway. Upon his favorable recommendation, the Commission approved both settlements as presented.

The Commission signed agreements, deeds and other papers.

Among the papers signed was a Throughway Agreement with the City of Medford pertaining to the establishment, construction and maintenance of the Medford Unit, Seven Oaks-Ashland Section of the Pacific Highway. The Engineer pointed out that this Agreement has been approved by the City officials and supersedes two previously approved agreements, both dated January 16, 1958, covering the same matter.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:20 a.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Salem, Oregon
September 29, 1960

The Oregon State Highway Commission met in regular session at 10:00 a. m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Auditor
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information Division
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on August 18 and 19, 1960.

The Parks Superintendent reported on the following park matters:

Proposed cooperation of the State in establishment of a park area at the reservoir on Crooked River, south of Prineville in Crook County: The Parks Superintendent stated that the dam being constructed by the U S. Bureau of Land Reclamation will soon be completed, and they have inquired by letter if the State will accept administration of the public use of the reservoir. It is anticipated that the reservoir will be filled by run-off waters in the Spring of 1961. The area, he continued, has excellent recreational possibilities, including boating, fishing, hunting, camping, picnicking, and is also a favorite area for those interested in geological formations. Crook County has indicated that they plan to build an access road to the reservoir area, there being no adequate road at this time. He pointed out that the proposal has not been considered by the State Parks Advisory Committee and that a delegation is scheduled to appear before the Commission on the following day on this matter. Commissioner Jackson inquired if the proposed site would fit in well with the over-all scheme for state parks. The Parks Superintendent replied that it would. Action was deferred at this time pending word from the State Parks Advisory Committee and the appearance of the delegation.

Status of negotiations to acquire Sea Lion Caves in Lane County: The Parks Superintendent stated that on September 9, 1960 an option was sent to the owners of the Sea Lion Caves offering them the sum of $500,000 with annual payments of $30,000 over a period of 30 years. This payment is to include principal and interest. Among conditions stipulated in the option, is the provision that the elevator is to be completed and in operating condition; otherwise, the cost of completion of the elevator is to be deducted from the last payment or payments under the contract. On September 14 a letter was received from Mr. J. C. Jacobson, one of the owners, acknowledging receipt of the option, but to date no word has been received as to whether they will accept or reject it.

Request of City of Roseburg for a three-year extension from May, 1961 for development of Gaddis Park: The Parks Superintendent commented that in transferring this land from the Veterans Administration property in Roseburg, the State was required to file a report after a period of two years setting forth use of the property during the preceding two-year period. The property, he added, was subsequently turned over to the City of Roseburg which agreed to make park improvements. The December 1958 report showed that no park developments had been made pending approval of an application by the City to construct a grade crossing of the Southern Pacific Company tracks to provide access to the park. Since then the City has installed two pit toilets and the area has been used for day camps by Campfire Girl groups. Because of the dynamite explosion in Roseburg in August, 1959, the City has requested the three-year extension within which to make the required developments. The Commission authorized the Parks Superintendent to request the National Parks Service to allow the delay as requested because of the financial condition of the City of Roseburg.

Request of P & A Enterprises, Inc., for changes in their contract to operate a concession at Rooster Rock State Park in Multnomah County: The Parks Superintendent recalled that a representative of P & A Enterprises had appeared before the Commission at its August meeting and had requested certain modifications in the existing contract. Their request, he continued, has been carefully studied, and he recommended that no change be made in the existing agreement, that P & A Enterprises be so advised, and if they do not choose to extend the existing agreement, as provided in the agreement, that the concession privileges be re-advertised for bids. The Commission approved his recommendation.

Request of Roger and Duane Wiggins, operators of the boat concession at Wallowa Lake State Park, Wallowa County for installation of gasoline tanks and electrical facilities at the dock area: The State Fire Marshall, the Parks Superintendent stated, has demanded that the gasoline storage tank be contained within a concrete pit to avoid recurrence of a situation which happened recently when the gasoline pipe was maliciously cut and approximately 800 gallons of gasoline ran into the lake. He recommended that the

concrete gasoline pit be constructed and that electric power be extended to the dock area, at an estimated cost of $1,970, which is to include a new 500 gallon gasoline tank. He also pointed out that the income from the sale of the gasoline from this tank is to be one of the items from which the State is to receive a rental percentage. In response to Commissioner Fridley's inquiry if the construction of this pit will set a precedent, the Parks Superintendent replied he did not believe it would; however, in the future when there is a concession of this type in a state park, it was his opinion that there should be included in the concession agreement provision for the construction of a similar enclosure for the gasoline tank. The Commission approved his recommendation.

Annual membership in the National Conference on State Parks: The Commission approved the Parks Superintendent's recommendation that the annual membership in this organization, from July 1, 1960 to July 30, 1961, be paid in the amount of $50.

Relocation of Cove Palisades Park in Jefferson County: The Parks Superintendent commented that a representative of the Portland General Electric Company will come before the Commission on September 30 to present an offer for re-establishment of the park because of construction of Round Butte Dam. It is expected that he will offer $355,000 for the movement of the facilities; however, such amount does not include preliminary studies or work that the State has conducted. There is a certain amount of urgency in the Portland General Electric Company's proposal as the Federal Power Commission will not allow any dam construction until an agreement has been executed between the State Highway Commission and the Portland General Electric Company. Chairman McIver inquired about water for the new park. The Parks Superintendent replied that the slide test holes are now dry but are expected to fill when the reservoir is filled. In response to an inquiry as to who owns the land on which to relocate the park, the Parks Superintendent replied that it is owned by the U. S. Bureau of Land Management who have indicated that they will deed it to the State. No action was taken.

The Right of Way Engineer presented for consideration options (Pages 1 through 66) secured for acquisition of real property that is needed for state highway right of way or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Property Manager's report, covering sales of miscellaneous properties and rentals since the last Commission meeting, was presented by the Right of Way Engineer. Miscellaneous

sales during that period amounted to $23,416 and rentals paid during the month of August, 1960, totaled $5,555. The Commission accepted the report.

Indentures of access involving changes in points of access to state highways were presented by the Right of Way Engineer. He explained that all of the indentures have been carefully investigated in the field and have been approved by Highway Engineers. These changes, he continued, have been made for the convenience of the property owners and for the safety of the traveling public. The Commission approved the following indentures of access:

(1) West, Spanke and Omar property, File 18556, on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

(2) Wilson property, File 25649, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County.

(3) Moller and Aplet property, File 22338, on the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

(4) Beall property, File 25499, on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

(5) Barnet property, File 25648, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County.

(6) Reter and Premium Oil Company property, Files 18418 and 19129, on the Medford-Ashland Section of the Pacific Highway in Jackson County.

(7) Bolz property, File 18396, on the Medford-County Farm Section of the Pacific Highway in Jackson County.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property which are no longer required for highway purposes. These parcels, he stated, have been appraised to determine their current value and access has been allowed or denied in accord with departmental procedure prevailing in the area in which the property is located. Also, advertising restrictions have been imposed on some of them where such restrictions are indicated by Commission policy. The Commission authorized public sale of the following parcels of property and thereupon adopted resolutions, marked Exhibit "B-1" through "B-5", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

(1) 0.21 acre from the former Docherty property, File 17472, on the Rowena-The Dalles Section of the Columbia

River Highway in Wasco County for a minimum consideration of $400, without access to the Columbia River Highway and with an advertising sign restriction.

(2) 1.75 acres, File 3080, on the Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County for a minimum consideration of $150 and without access to the Warm Springs Highway.

(3) 115 acres, File 5027, on the Hamlet Junction Section of the Necanicum Highway in Clatsop County for a minimum consideration of $52,500. Under terms of the sale the successful bidder will be required to deposit $10,000 to guarantee fulfillment of the contract. Intermediate payments are to be made in advance of the removal of the timber, based upon a cruise of the area, and final payment is to be no later than August 1, 1961. (See Exhibit "B-1")

(4) 2.59 acres from the former Olson and Nelson properties, Files 20946 and 20948 on the Willamette River-Hayesville Section of the Pacific Highway in Marion County for a minimum consideration of $850 without access to the county road or the Pacific Highway and containing an advertising sign restriction.

(5) 3,250 square feet of land from the former Anderson property, File 15811, on the Willamette River-42nd Avenue Section of the Columbia River Highway in Multnomah County for a minimum consideration of $1,340 without access to the Columbia River Highway and containing an advertising sign restriction. (See Exhibit "B-2")

(6) 0.2 acre from the former Stokes property, File 22347, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County for a minimum consideration of $1,000 with one 25-foot point of access to the Tualatin Valley Highway, unrestricted as to use. An advertising sign restriction is to be imposed. (See Exhibit "B-3")

(7) 4,950 square feet of land from the former Hill property, File 20120, on the Linn County Line-Judkins Point Section of the Pacific Highway in Lane County for a minimum consideration of $2,500 without access to the Pacific Highway and with an advertising sign restriction to be imposed. (See Exhibit "B-4")

(8) 7.85 acres from the former Minden property, File 22611, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County for a minimum consideration of $12,000 without access to the relocated North Santiam Highway. (See Exhibit "B-5")

Direct sale of several parcels of excess property was recommended by the Right of Way Engineer. He explained that in each instance the parcel to be sold has been carefully appraised and the selling price represents its current value. These parcels, he continued, are not suitable for public sale as they are surrounded, or nearly surrounded, by adjoining, privately-owned properties. The Commission authorized direct sale of the following properties:

(1) 3,809 square feet of land from the former Johnson property, File 29109, on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, for a minimum amount of $100, to Mr. Charles E. Jensen. The parcel is to be sold without access to the Sunset Highway and with an advertising sign restriction.

(2) 0.2 acre from the former Elliott property, File 25357, on the Albany-Judkins Point Section of the Pacific Highway in Lane County, to Mr. Roy A. Elliott for not less than $400, without access to the Pacific Highway and with the imposition of an advertising sign restriction.

(3) 2.9 acres, File 3077, on the Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County, to Mr. A. B. Carlson for not less than $300 and without access to the Warm Springs Highway.

(4) 3.3 acres from the former Miller property, File 22632, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County, to Mr. Henry E. Miller for not less than $450, without access to the North Santiam Highway. The State is to retain the channel easement, and purchaser is to fence the right of way.

(5) 2,750 square feet of land from the former Meaney property, File 15810, on the Banfield Expressway Section of the Columbia River Highway in Multnomah County, to Hilda Markstaller for not less than $840, without access to the Columbia River Highway and with an advertising sign restriction.

The Right of Way Engineer recommended, and the Commission approved, a "Grant of Access" to the Ashford property on the Reedsport-Coos County Line Section of the Oregon Coast Highway in Douglas County.

Consideration was given to a request from Pacific Power and Light Company for a four-year extension of a lease held by them on a parcel of property on the McKenzie Highway in Springfield, Lane County. The Right of Way Engineer explained that the land is not needed for highway purposes and has been leased to the

Power Company as a storage site for poles and materials. Under the existing lease the Power Company pays the sum of $400 annually for use of the property. Under the proposed lease they have agreed to pay $600 annually. Upon his favorable recommendation, the Commission approved a four-year extension of the lease, beginning November 1, 1960.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "C-1" through "C-19", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 28 and 29, 1960".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation", dated September 28 and 29, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of condemnation cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He commented briefly on some of the cases. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

August 22, 1960 to September 30, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3433 William J. Dobbin, et al	Baker	Haines-Anthony Secondary	Forest Boundary-Haines	$ 1,088 (Including fencing)	$ 1,088	$ 300 (State construct fence)
L-3113 Daisy Teevin, et al	Clatsop	Oregon Coast	Roosevelt Drive	$ 325	$ 1,750	$ 1,250

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3277 Jane Doe Bishop, et al	Columbia	Columbia River	Goble	$ 25	None	$ 25
L-3135 Dora A. Lewis, et al	Coos	Oregon Coast	Davis Slough-Bandon	$ 150	None	$ 150
L-3468 William Hugh Henry, et al	Curry	Oregon Coast	Hunter Creek-Myers Creek	$ 6,100	$49,780	$28,000
L-3461 B. A. Martin, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	$10,999.75 (less a $138 credit)	Same as offer	$10,999.75 (less a $138 credit)
L-3276 S. H. & W. Lumber Co.	Josephine	Redwood	Wilderville-Grants Pass	$ 1,340	$ 7,000 (Answer)	$ 2,500

(For additional details, see the Chief Counsel's letter entitled "Report of Cases Tried", September 23, 1960, in the General Files, Salem.)

The Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Commission meeting. He commented briefly on some of the settlements and recommended that they be approved, as it was his opinion that the differences involved between the appraised value and the amount of proposed settlement would not warrant taking the cases to court. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30763 William F. Deems, et al	Baker	Sumpter Valley	Sumpter-McEwen	$ 85	$ 85

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29691 Frank W. Milliken, et al	Clackamas	Cascade	Hilda Street-Beaver Creek Road (Oregon City)	$8,850	$16,500
R-30844 Nellie J. Betters, et al	Clackamas	Pacific East	New Era-Canby	$ 690	$ 865
R-28922 Mary Conder estate, et al	Tillamook	Little Nestucca Secondary	Meda Loop	$ 910	$ 910
R-30523 Odell W. Brandaw, et al	Washington	Tualatin Valley	Hillsboro-Reedville	$ 35	$ 100
R-30757 Chester D. McConnell and Ward Wolfe	Washington	Tualatin Valley	Hillsboro-Reedville	$ 270	$ 450
R-26746 Joseph Quaale, et al	Jefferson	The Dalles-California	Willowdale-Madras	$ 750 (plus State to fence)	$ 1,634 (includes fencing allowance)
R-30397 Alice S. Getty, et al	Lane	Pacific West	Ferry Street Southbound Off-Ramp	$12,500	$12,500
R-31360 Tracy A. Stocker et al	Lane	Pacific	Goshen-Divide	$ 6,150	$ 6,300
R-26139 R-26140 Hayden Island Co., Inc.	Multnomah	Pacific	Interstate Bridge	$ 2,300	$ 2,500

September 29, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-23605 Hayden Island Amusement Co.	Multnomah	Pacific	Interstate Bridge	$72,966	$82,500
R-30446 U.S. Nat'l. Bank of Portland, et al	Union	Old Oregon Trail	Hilgard-La Grande	$ 225	$ 530
R-30939 Bonita Riley, et al	Wallowa	Enterprise-Lewiston	Enterprise-Snowhollow Hill	$ 360	$ 500

REPORT OF OTHER CASES SETTLED

Case	Plaintiff	Defendants	County	Cause of Action	Demand of Plaintiff	Settlement
L-2867A	S. P. Matheny, et al	State of Oregon by and through State Highway Commission	Marion	Inverse Condemnation-damage caused by alleged improper drainage on Portland-Salem Freeway	$12,500 Jury verdict, $2,500 remitted by Court	$4,000
L-3212A	William C. Rodgers, et al	State of Oregon by and through State Highway Commission	Marion	Inverse Condemnation-damage caused by alleged improper drainage on Portland-Salem Freeway	$ 7,000 Jury verdict	$2,800

(For additional details see the Chief Counsel's letters dated September 23 and 28, 1960, entitled "Report of Cases Settled" and "Supplemental Report of Cases Settled", in the General Files, Salem)

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with the resolution adopted December 20, 1951. The Commission confirmed the following offers:

Albany-Pacific Highway Interchange Section of the Santiam Highway

R-30970 - Marion W. Young, et al. Parcel No. 1: 325 square feet for right of way purposes; and Parcel No. 2: 1,020 square feet

for permanent easement. Offer of $1,150 approved by Mr. McIver, August 26, 1960.

R-30974 - Elizabeth L. Heider, et al. Parcel No. 1: 3,320 square feet for right of way purposes; Parcel No. 2: 645 square feet for right of way purposes; and Parcel No. 3: 1,330 square feet for permanent easement. Offer of $3,100 approved by Mr. McIver, August 26, 1960.

R-30976 - John T. Babcock, et al. Parcel No. 1: 3,080 square feet for right of way purposes; and Parcel No. 2: 771 square feet for permanent easement. Offer of $2,800 approved by Mr. McIver, August 26, 1960.

R-30977 - Andrew Kelly, et al. Parcel No. 1: 2,800 square feet for right of way purposes; and Parcel No. 2: 750 square feet for permanent easement. Offer of $2,540 approved by Mr. McIver, August 25, 1960.

R-30979 - Helen B. Taylor, et al. Parcel No. 1: 1,710 square feet for right of way purposes; and Parcel No. 2: 1,300 square feet for permanent easement. Offer of $2,120 approved by Mr. McIver, August 25, 1960.

R-30983 - Eric C. Mennis, et al. Parcel No. 1: 850 square feet for right of way purposes; Parcel No 2: 290 square feet for right of way purposes; and Parcel No. 3: 630 square feet for permanent easement. Offer of $5,250 approved by Mr. McIver, August 29, 1960.

R-30987 - Leander K. Burkhart, et al. Parcel No. 1: 4,795 square feet for right of way purposes; Parcel No. 3: 2,175 square feet for permanent easement; and Parcel No. 2: 240 square feet for right of way purposes. Offer of $2,150 approved by Mr. McIver, August 25, 1960.

R-30991 - Clarence Faulkner, et al. Parcel No. 1: 3,300 square feet for right of way purposes; and Parcel No. 2: 880 square feet for permanent easement. Offer of $2,780 approved by Mr. McIver, August 25, 1960.

R-30992 - The Oregon Christian Missionary Society, et al. Parcel No. 1: 2,000 square feet for right of way purposes; and Parcel No. 2: 1,000 square feet for permanent easement. Offer of $920 approved by Mr. McIver, August 25, 1960.

R-30993 - Rodney W. Tripp, et al. Parcel No. 1: 2,000 square feet for right of way purposes; and Parcel No. 2: 250 square feet for permanent easement. Offer of $7,445 approved by Mr. McIver, August 29, 1960.

R-30994 - Milton R. Martin, et al. Parcel No. 1: 1,000 square feet for right of way purposes; and Parcel No. 2: 500 square feet for permanent easement. Offer of $500 approved by Mr. McIver, August 25, 1960

R-30995 - W. C. Donahue, et al. Parcel No. 1: 1,000 square feet for right of way purposes; and Parcel No. 2: 500 square feet for permanent easement. Offer of $700 approved by Mr. McIver, August 25, 1960.

R-30997 - Howard Carey, et al. Parcel No. 1: 800 square feet for right of way purposes; and Parcel No. 2: 400 square feet for permanent easement. Offer of $1,040 approved by Mr. McIver, August 25, 1960.

R-30998 - George F. Halliwell, et ux. Parcel No. 1: 1,000 square feet for right of way purposes; and Parcel No. 2: 310 square feet for permanent easement. Offer of $535 approved by Mr. McIver, August 24, 1960.

R-31000 - Rodney W. Tripp, et al. Parcel No. 1: 900 square feet for right of way purposes; and Parcel No. 2: 500 square feet for permanent easement. Offer of $820 approved by Mr. McIver, August 25, 1960.

R-31001 - Lester Foss, et ux. Parcel No. 1: 975 square feet for right of way purposes; Parcel No. 2: 312 square feet for right of way purposes; and Parcel No. 3: 267 square feet for permanent easement. Offer of $3,600 approved by Mr. McIver, August 29, 1960.

R-31002 - Assembly of God, Pentecostal, of Albany, et al. Parcel No. 1: 3,612 square feet for right of way purposes; and Parcel No. 2: 1,535 square feet for permanent easement. Offer of $2,375 approved by Mr. McIver, August 24, 1960.

R-31003 - Floyd M. Carter, et al. Parcel No. 1: 1,012 square feet for right of way purposes; and Parcel No. 2: 237 square feet for permanent easement. Offer of $860 approved by Mr. McIver, August 25, 1960.

R-31005 - Stanley Martin, et al. Parcel No. 1: 1,378 square feet for right of way purposes; and Parcel No. 2: 689 square feet for permanent easement. Offer of $1,525 approved by Mr. McIver, August 25, 1960.

R-31010 - Marion E. Platt, et al. 2,580 square feet for right of way purposes. Offer of $1,490 approved by Mr. McIver, August 25, 1960.

R-31011 - Charles A. Cleland, et ux. 1,600 square feet for right of way purposes. Offer of $1,805 approved by Mr. McIver, August 25, 1960.

R-31012 - John A. Cude, et al. 60 square feet for right of way purposes. Offer of $50 approved by Mr. McIver, August 26, 1960.

Tillamook River Bridge Section of the Netarts Highway

R-27570 - James E. Pallin, et al. 3.9 acres for right of way purposes. Offer of $4,350 approved by Mr. McIver, August 24, 1960.

R-29554 - Gottfried Josi, et al. 1.95 acres for right of way purposes. Offer of $1,625 approved by Mr. McIver, August 31, 1960.

R-29555 - Tillamook Broadcasting Company, Inc. 0.05 acre for right of way purposes. Offer of $800 approved by Mr. McIver, August 30, 1960.

Wilderville-Grants Pass Section of the Redwood Highway

R-28640 - L. T. Howard, et al. Parcel No. 1: 0.78 acre for right of way purposes; Parcel No. 2: 200 square feet for temporary easement; Parcel No. 3: 210 square feet for temporary easement; and Parcel No. 4: 0.11 acre for temporary easement. Offer of $5,285 approved by Mr. Jackson, August 30, 1960.

R-30804 - George F. Fowler, et ux. 1.36 acres for right of way purposes. Offer of $310 approved by Mr. Jackson, September 2, 1960.

Smith Point-Camp Rilea Section of the Oregon Coast Highway

R-30941 - Jacob F. Von Barm, et al. 5,500 square feet for right of way purposes. Offer of $600 approved by Mr. McIver, September 23, 1960.

R-30963 - Robert L. Williamson, et al. Parcel No. 1: 3,850 square feet for right of way purposes; and Parcel No. 2: 1,800 square feet for right of way purposes. Offer of $250 approved by Mr. McIver, September 27, 1960.

Wrights Point-The Narrows Section of the Frenchglen Highway

R-31079 - Irene Church, et al. 15.91 acres for material source. Offer of $250 approved by Mr. Fridley, September 13, 1960.

R-31346 & R-31452 - Mary Kejr, et vir. Parcel No. 1: 1.0 acre for material source; Parcel No. 2: 7.22 acres for material source; and Parcel No. 3: 0.7 acre for permanent easement. Offer of $150 approved by Mr. Fridley, September 16, 1960.

R-31349 - Francis E. Griffin, et ux. Parcel No. 1: 3.1 acres for material source; Parcel No. 2: 3.0 acres for material

source; and Parcel No. 3: 4.5 acres for material source. Offer of $160 approved by Mr. Fridley, August 31, 1960.

Neskowin-Salmon River Section of the Oregon Coast Highway

R-30909 - Gus Russell, et ux. 1.43 acres for right of way purposes. Offer of $450 approved by Mr. McIver, September 21, 1960.

North Portland Harbor-North Russell Street Section of the Pacific Highway

R-29648 - Tenet Mortgage Co., et al. 5,000 square feet for right of way purposes. Offer of $3,200 approved by Mr. McIver, September 13, 1960.

Lake Road-Oregon City Section of the Cascade Secondary Highway

R-28654 - Joe Bookshnis, Inc., et al. 0.53 acre for right of way purposes. Offer of $2,000 approved by Mr. McIver, September 13, 1960.

Goshen-Divide Section of the Pacific Highway

R-31360 - Tracy A. Stocker, et al. 15.0 acres for right of way purposes. Offer of $6,150 approved by Mr. McIver, August 26, 1960.

Academy Street-Coast Junction Section of the Dallas-Rickreall Highway

R-31327 - Anne Plett George, et al. 200 square feet for right of way purposes. Offer of $50 approved by Mr. McIver, September 6, 1960.

Rhinehart-Elgin Section of the Wallowa Lake Highway

R-30750 - Robert B. Lee, et al. Parcel No. 1: 11.7 acres for right of way purposes; and Parcel No. 2: 0.3 acre for material source. Offer of $7,450 approved by Mr. Fridley, September 2, 1960.

Seven Oaks-Neil Creek Section of the Pacific Highway

R-28880 - Marie G. Vorbeck, et al. 0.87 acre for right of way purposes. Offer of $10,820 approved by Mr. Jackson, September 2, 1960.

R-30581 - J. S. Lydiard, et ux. Parcel No. 1: 0.25 acre for right of way purposes; and Parcel No. 2: 1,500 square feet for right of way purposes. Offer of $3,825 approved by Mr. Jackson, September 27, 1960.

R-31069 - Joseph E. Lester, et ux. 0.12 acre for right of way purposes. Offer of $2,060 approved by Mr. Jackson, September 23, 1960.

A written report was presented by the Chief Counsel concerning orders issued by the Public Utility Commissioner in which the

State Highway Commission has been a party. The Commission accepted his report, which is summarized as follows:

PUX 328: Barnett Road Grade Crossing. This matter arose upon the application of the City of Medford and was primarily for the extension of Barnett Road across the tracks of the Southern Pacific Company. The final order authorized the installation of the Barnett Road crossing with the signalization thereof, and the closing of a crossing at Eleventh Street. Neither of these crossings involved a road or street under the jurisdiction of the Highway Commission.

PUX 340: Train Speeds - Condon, Kinzua and Southern Railroad Company. Matter arose on Public Utility Commissioner's motion and involved the fixing of train speeds on the railroad at the intersection thereof with the route of the John Day Highway in Condon. No particular representations were made on behalf of the Highway Commission, and the maximum permissible speed for train operations was fixed at 15 miles per hour.

PUX 385: Pearl Street Grade Crossing in Eugene. This matter arose upon the application of the Southern Pacific Company for authority to construct a spur track across Pearl Street in the city limits of Eugene. The city street is not under the jurisdiction of the Highway Commission, and an answer was filed in which no objection was made to the issuance of a proper order.

PUX 390: Fielder Lane Grade Crossing. This matter arose upon the application of Jackson County and involves the widening of an existing crossing of Fielder Lane across the tracks of the Southern Pacific Company, located on the northerly side of the Rogue River west of Gold Hill. This crossing is under the jurisdiction of Jackson County, and an answer was filed on behalf of the State Highway Commission making no objection to the issuance of a proper order.

The Chief Counsel reported on an action filed by Loren H. and Carolyn Russell against The Travelers Insurance Company, involving damages to their house caused by a slide in the course of construction of the Barbur Boulevard Section of the Pacific Highway (Interstate Highway No. 5). He explained that the State required a portion of the property owned by the Russells for right of way purposes. Subsequent to negotiations for this partial taking, a slide occurred, apparently damaging the remaining property. As a result, the State acquired the entire Russell property at a fair cash market value at the time of the taking, which was immediately prior to the slide. Previous to this, the Russells sued The Travelers Insurance Company for additional money, claiming that the State purchased the property at a figure indicating its damaged value rather than its fair cash market value prior to the slide. The Travelers Insurance Company is now attempting to make the State and Henry and Ralph Hannan,

contractors, Third Party Defendants, alleging that if any money is due and owing the Russells, it would be from the State rather than from the insurance company. The Chief Counsel stated that the State paid a fair cash market value for this property, as indicated by appraisals, and it was his opinion that the Russells cannot collect from the insurance company nor can the insurance company successfully make the State a Third Party Defendant. This matter has been turned over to the Trial Section and steps will be taken to protect the interests of the State and the contractor. The Commission accepted the report.

The Commission gave consideration to Mr. Masaomi Kibe's claim in the amount of $58.40. The Chief Counsel stated that on April 17, 1960, Mr. Kibe's truck and trailer were damaged at the south end of the Interstate Bridge due to a faulty cable barrier. This matter was discussed with the Washington Toll Bridge Authority. Upon his favorable recommendation, the Commission approved payment of the claim.

Consideration was also given to a compromise settlement of the Highway Department's claim CAO-60-110 for damages in the amount of $69.55 to a guardrail at Mile Point 269.00 on the Old Oregon Trail Highway No. 6, caused by a Garrett Freight Lines truck. The Chief Counsel stated that subsequent correspondence with Garrett Freight Lines has resulted in denial of the claim. However, as a result of the State's insistence, the Garrett Freight Lines' insurance company offered to settle for $34.83. He recommended the acceptance of this amount as it would not be advisable to file an action. The Commission approved the settlement.

The Chief Counsel recommended for abandonment sixteen claims against others for damages to highway property. He stated that these claims have been filed over the past years and are noncollectible because of the defendant's absence, death, lack of funds or no liability. Further attempts to collect would only result in more expenditures by the State. The Commission approved abandonment of the following claims:

CAO No.	Name	Explanation	Claim
60-242	Fred Joe Padillo	Unable to locate. Light sign damage.	$70.73
60-159	M. C. Foster	Vehicle damage. Windshield damage.	57.01
60-160	Roy L. Houck & Sons	Vehicle damage. Windshield damage.	54.53
60-164	Eversole Motors	Vehicle damage. Our insurance company paid other party.	74.28
60-172	Mary Roa	Union Ave. Viaduct damage. Hopeless-no insurance-no money.	83.77

(Cont.)

CAO No.	Name	Explanation	Claim
59-16	Ralph H. Haynes	Guard rail damage. Unexpected slick spot-no liability.	$327.87
59-318	Del E. Gaines	Wire fence damage. Deceased.	142.97
60-86	Dean S. Wheeler	Wire fence damage. Unknown. 3rd car liability instead of Mr. Wheeler	79.53
60-226	Vao Ralston	Guard rail damage. No liability-flat tire was cause. Insurance company denies liability.	221.15
60-178	James Lanegan	Bridge damage. Damage to drawbridge. Investigation by maintenance dept. reveals damage was our fault.	22.39
60-251	Dorothy Ross	Guard rail damage. Accident. No liability. Flat tire.	73.96
57-251	Irene Franks	Bridge damage. Accident. Unexpected slippery spot. No liability for recent case.	186.23
60-167	Mabel Konkler	Guard rail damage. Hopeless, unable to locate.	69.93
59-42	Alvin J. Henry	Bridge damage. In Veteran's hospital. Personal investigation reveals poor financial situation. Hopeless.	75.25
59-257	Dale Lantto	Guard fence damage In jail. Has no money. His future looks very bleak and will no doubt take bankruptcy.	78.69
58-152	Jack McCoy	Vehicle damage. Wrong person has been contacted in Oregon. The McCoy actually involved is from out of state and previous letters sent to him result in no response.	521.86

Consideration was given to a request by Keith Johnson, District Attorney of Wallowa County, stating that a delegation of people who use the Joseph-Imnaha Highway have conferred with him concerning

the possibility of prohibiting livestock from running at large on the Little Sheep Creek Highway No. 350, from the top of Sheep Creek Hill, east of Joseph, to the town of Imnaha. The Chief Counsel stated that there are several statutes in which the legislature has prohibited the running of livestock at large on approximately ten highways within the State. Mr. Johnson asked in his letter if the Commission would have any objection if they tried to get such a law passed relative to this particular highway. The Commission indicated that it would offer no objection to such a bill in the next legislature.

The resignation of John C. McLean, Trial Attorney with the Legal Division, effective October 1, 1960, was reported by the Chief Counsel. He stated that Mr. McLean is going into private practice with a law firm in Portland. He requested authority to hire a replacement, upon the approval of the Attorney General, at a salary commensurate with experience and ability. The Commission accepted the resignation and authorized the employment of a replacement.

Authority was requested by the Chief Counsel to re-employ Robert Holland, Chief Counsel of the Department of Motor Vehicles, at his present salary of $745 per month. He explained that Mr. Holland is a very capable attorney and had been with the Highway Department's Legal Division several years prior to accepting his present position. The Commission approved the re-employment of Mr. Holland, subject to the approval of the Attorney General.

The Chief Counsel reported on 42 Vanport flood cases in Multnomah County which have been pending for a number of years. These cases have now been tried by the Supreme Court. The Supreme Court, he said, has ruled that there is no liability on the part of the State Highway Commission for the breaking of the Denver Avenue Dike. The Supreme Court held that Denver Avenue was built as a road and not as a dike. The Commission accepted the report and asked the Chief Counsel to compliment Mr. Charles Peterson and his staff for the excellent job which they have done in connection with these cases.

The Chief Counsel presented to the Commission a resolution authorizing the State Highway Engineer or, in his absence, a lawfully authorized representative, to issue pole line permits. He stated that prior to this time these permits have been signed by the Secretary. Several years ago the legislature delegated to the Highway Engineer certain duties, and in order to bring this in line with this delegation of authority he recommended that the resolution be adopted. The Commission adopted the resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Engineer stated that he had made awards of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he continued, have been fulfilled and the Commission confirmed his award of the following contracts:

(1) Traffic Signal Installation in City of Pendleton, S. W. 10th Street-S. E. 3rd Street Section of Old Oregon Trail Highway, Umatilla County. Bids received August 16, 1960. Contract awarded August 19, 1960 to Zephyr Electric, Inc., Pendleton, low bidder.

(2) Construction of Neawanna Creek Bridge on 12th Avenue near Seaside, Clatsop County. Bids received August 16, 1960. Contract awarded August 19, 1960 to Beebe Construction Company, Portland, low bidder.

(3) Construction of Butte Creek and Calapooya River Bridges, Linn County. Bids received August 16, 1960. Contract awarded August 19, 1960 to H. G. Carl Construction Company, Salem, low bidder.

(4) Grading and paving Milwaukie-Harmony Point Section of King Road, Clackamas County. Bids received July 28, 1960. Contract awarded August 19, 1960 to Logan, Taylor & Company, Portland, low bidder.

(5) Construction of the K.I.D. "A" Canal Bridge at south city limits of Klamath Falls, Klamath County. Bids received July 28, 1960. Contract awarded August 19, 1960 to Pacific Concrete Co. & Otis P. Jordan, Jr., Portland, low bidder.

(6) Grading, surfacing and oiling the Powers Junction-Sugarloaf Mountain Section of Coos Bay-Roseburg Highway, Coos County. Bids received July 28, 1960. Contract awarded August 25, 1960 to Miller & Hutchins Contractors, Inc., Roseburg, low bidder.

(7) Grading and oiling North Unit, Lyle Gap-Madras Section of The Dalles-California Highway, Jefferson County. Bids received July 28, 1960. Contract awarded August 25, 1960 to Earl L. McNutt Company, Eugene, low bidder.

(8) Grading and paving New Era-Canby Section of Pacific Highway East, Clackamas County. Bids received July 28, 1960. Contract awarded August 26, 1960 to Warren Northwest, Inc., Portland, low bidder.

(9) Grading, paving, structure and signing on The Dalles-Big Eddy Section of Columbia River Highway, Wasco County. Bids received July 28, 1960. Contract awarded August 26, 1960 to Vernie Jarl, Gresham, low bidder.

(Cont.)

(10) Grading and construction of three R.C.D.G. bridges on Goshen-Coast Fork Willamette River Section of Pacific Highway, Lane County. Bids received August 16, 1960. Contract awarded August 30, 1960 to Roy L. Houck Sons' Corporation, Salem, low bidder.

(11) Grading Tillamook River Bridge Section of Netarts Highway, Tillamook County. Bids received August 16, 1960. Contract awarded September 9, 1960 to A. L. Harding, Inc., Stayton, low bidder.

The establishment of temporary construction speed zones was reported by the Engineer who explained that, under authority previously granted by the Commission, these construction speed zones had been established on contract projects for the protection of the traveling public. The Commission confirmed establishment of construction speed zones as follows:

(1) 35 miles per hour on the Silver Creek Falls Highway, No. 163, from M.P. 3.47 to M.P. 3.92, effective 8:00 a.m., August 19, 1960.

35 miles per hour on the North Santiam Highway, No. 162, from M.P. 1.57 to M.P. 1.91, effective 8:00 a.m., August 19, 1960.

(2) 35 miles per hour on The Dalles-Big Eddy Section of the Columbia River Highway between M.P. 85.90 and M.P. 87.80, effective 2:00 p.m., August 16, 1960.

(3) 35 miles per hour on the Ca[illegible]o Adair-Lewisburg Section of the Pacific Highway Wes[illegible]om M.P. 73.8 to M.P. 76.2 and from M.P. 77.8 t[illegible]M.P. 78.0, effective 1:00 p.m., August 26, 196[illegible]

(4) 35 miles per hour on the N[illegible]w Era-Canby Section of the Pacific Highway East, bet[illegible]en M.P. 18.37 and M.P. 21 4, effective 8:00 a.m., Sept[illegible]ber 7, 1960.

The Commission discuss[illegible] with the Engineer bids received September 27, 1960. The Engineer r[illegible]wed the bids briefly, pointing out the low bidder, the estimated co[illegible]each project and his recommendation as to award or rejection. [illegible]n was deferred until 2:00 p.m.

Increases in project a[illegible]ization were requested by the Engineer for two contracts. On Con[illegible] No. 5608, for work on the Homestead-Rock Point Section of th[illegible]ific Highway, he requested an

increase of $100,000, due mainly to the development of a large slide in the Rock Point cut. On Contract No. 5477, for painting the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, he requested an additional authorization of $32,300, caused by the necessity of chipping rust from the interior of the bridge columns. The Commission approved the increases as requested.

Attention was given to a request from Robert A. Finlayson, City Manager of Eugene, for the installation of traffic signals at the intersections of Sixth Avenue (Pacific Highway northbound) with Washington and Monroe Streets, and for signals at the intersection of Seventh Avenue (Pacific Highway southbound) with Washington Street. The Traffic Engineering investigation which was conducted, the Engineer stated, indicated that the installation of signals at these intersections is warranted according to national standards and would improve the over-all control of Pacific Highway traffic. Cost of signals at the three intersections he estimated at $12,000 and recommended that they be installed provided the City of Eugene would pay one half the cost of the installation and provide all future maintenance and power consumption. The Commission approved the installation as presented.

The Commission also gave attention to a request made by Mr. J. R. Kalinoski, Klamath County Engineer, concerning traffic control signals at the intersections of Summers Lane and Altamont Drive with South Sixth Street, route of Klamath Falls-Lakeview Highway and Klamath Falls-Malin Highway. The Engineer reported that these two intersections have developed exceptionally heavy traffic primarily because of the Air Base nearby. Installation of signals, he stated, is warranted by national standards and he recommended that they be installed at these two intersections at an estimated cost of $24,300. As the locations are outside the city limits of Klamath Falls the cost will be borne by the State. Upon his favorable recommendation the Commission approved installation of the signals.

A request from the City of Salem for installation of a traffic signal at the intersection of South Commercial Street (Pacific Highway East-U.S. 99 Business) and Alice Avenue was also considered. The Engineer reported that an investigation had disclosed that conditions at the intersection meet the standard warrants for installation of traffic signals, and he recommended that a fixed-time traffic signal be installed at an estimated cost of $5,000. As this signal is within the City of Salem, it is understood, he continued, that the City of Salem is to pay one half the cost of the installation and provide all future maintenance and power needs. The Commission approved the installation.

Attention was given to luminaire agreement with the City of Portland concerning the maintenance and operation of highway lighting at the Holladay Street off-ramp and the Sixteenth Avenue on-ramp to the Banfield Freeway (Columbia River Highway) in Portland. This agreement, he continued, supplements and modifies an agreement, dated May 8, 1958, and provides among other things that the

City at its own expense will provide electrical energy for operating the lights and the State will maintain them. The Commission approved the agreement.

The Engineer presented for consideration an agreement with the City of Woodburn whereby the State will install flashing advance-warning signals for the traffic signal at the intersection of Young Street with the Pacific Highway East. He commented briefly that considerable difficulty has been encountered in that vehicles run through the red light. He recommended that the signal be installed at an estimated cost of $500 with the understanding that the City is to contribute one half the cost of installation and provide all future maintenance and power needs. The Commission approved the installation.

The Commission discussed a letter from the Jackson County Court requesting improvement within the next five years on:

(1) Sams Valley Highway from Gold Hill Junction to John Day Drive.

(2) Lake of the Woods Highway from Crater Lake Highway to McAllister Springs construction.

(3) Improving alignment, widening and additional surfacing on the Medford-Provolt Highway, No. 238.

In discussing these projects it was generally agreed that they are meritorious projects but improvements cannot be undertaken at the present time due to lack of funds.

The Engineer also called attention to the County's request that Lake of the Woods Secondary Highway, No. 270 be transferred from Secondary to Primary Highway Classification. He explained that no additional funds would be available if the highway could be designated as a Primary Highway and that no higher standard of construction would be used; in other words, nothing would be gained by changing the status of the road. The Commission instructed that the Jackson County Court be advised of these facts.

The Commission also considered a letter from the Josephine County Court requesting that the Highway Commission include in its next five year construction program improvement of:

(1) The Redwood Highway; and

(2) The Williams and the Medford-Provolt Secondary Highways between Grants Pass and Medford.

After some discussion of these projects with the Engineer, the Commission instructed that the Josephine County Court be advised that the Commission recognizes the need for improving the Redwood

Highway and careful consideration will be given in formulating the next construction program. Concerning improvement of the Williams and the Medford-Provolt Secondary Highways, it was pointed out that although improvement is desirable no funds are available at this time.

The Commission gave attention to a letter signed by the Klamath County Court, Mayor of Klamath Falls and the Acting President of the Klamath County Chamber of Commerce recommending projects for a program of road improvements in the Klamath County area. The 18 projects requested, the Engineer stated, are estimated roughly to cost near $14,000,000. He recalled that when a Klamath Falls delegation had appeared before the Highway Commission at its August meeting, the delegation had been advised that the Commission planned to complete the West Side Bypass at an early date. The Engineer also pointed out that the letter had recommended that several highways be changed from Secondary to Primary classification. The shifting of highways from one classification to another, he continued, would not provide additional funds for these highways, and he could not recommend that changes in classification be made. Funds for construction of all of the projects requested are not available, although some of the projects have considerable merit. After some further discussion the Commission instructed that the senders of the letter be advised that funds are not available for all of the projects requested, but they will be considered in preparing the next five-year construction program.

In discussing projects in and near Klamath Falls, Commissioner Fridley inquired as to the priority status of completion of the West Side Bypass in Klamath Falls in comparison with reconstruction of The Dalles-California Highway along Third Street in the City of Bend. The Engineer replied that, inasmuch as the West Side Bypass has been partially constructed, it should be completed at an early date. It was his opinion that the Bend project might be completed in the next five-year program, if funds are available. The Commission accepted the Engineer's report.

The Engineer reported that yesterday a letter had been received from the Klamath County Court, signed by two Commissioners but not signed by the County Judge, offering to construct the East Side Bypass in and near Klamath Falls, using county Federal-aid Secondary funds and county equipment, provided the State would take over and maintain the section as a state highway after construction is completed. The County's letter indicated that the cost of construction would be approximately $300,000 and that the highway would be built to standard specifications. The Engineer recalled that several years ago the State had started construction of the East Side Bypass and had constructed the Esplanade Section. The County proposal would extend the constructed section southerly as a Federal Secondary Highway. He recommended that the State Highway Commission take over the section as a state

highway when it has been constructed by the County to standard specifications. The Commission approved the recommendation.

To correct an inconsistency in Survey Resolution No. 213 the Engineer presented an amended resolution changing the name of the highway from Beaverton-Tualatin Highway to Beaverton-Tigard Secondary Highway No. 144. This action, he continued, has to do with adoption of the survey for reconstruction of the highway as mentioned in the survey resolution. The Commission approved the amendatory action and thereupon adopted a resolution pertaining thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

A list of county Federal-aid Secondary Highway projects in Clackamas, Crook, Deschutes, Douglas, Grant, Malheur, Polk, Tillamook and Yamhill Counties was presented by the Engineer. He explained that all projects were recommended by the respective County Courts, have been investigated, and are eligible projects. Upon his favorable recommendation the Commission approved the following county Federal-aid Secondary projects:

County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Clackamas	134	Sunnyside Road. Grade, surface, paving & structures.	$ 170,000	'62
Crook	831	Howard School-Quants Cabins. Grade, surface & oil	$ 142,000	'61 & '62
Deschutes	891	Hamby Road Oiling 2.7 mi.		
	894	Davidson Road " 1.6 "		
	895	Cornelius Road " 2.5 "		
	897	Johnson Road " 4.7 "		
	900	Peters Road " 2.6 "		
	901	Harper Road " 2.1 "		
		16.2 mi.	$ 61,000	'62
Douglas	253	Briggs Camp-Cascade Lakes Junction. Paving.	$ 318,000	'62
Grant	453	Snowshoe Camp-Star Creek. Oiling.	$ 120,000	'61 & '62
Malheur	515	Malheur River Bridge. Supplemental funds.	$ 50,000	'62
	525	North Unit, Harper-Westfall. Grade, surface & oil.	$ 156,000	'62

(Cont.) County	FAS Hwy. No.	Section and Description	Programed Amount	FAS Fund
Polk	743	Spring Valley Creek Bridge Section. Culvert.	$ 10,000	'62
	746	Salt Creek Bridge Section. Culvert	$ 9,000	'62
Tillamook	617	Cape Lookout Section. Grading.	$ 100,000	'61 & '62
Yamhill	111 & 889	Bernard Corner-Purdy's Corner. Surface & oil	$ 145,000	'62
		TOTAL	$1,281,000	

SUMMARY BY FISCAL YEARS	1961 & 1962 (Estimated)	1963 (Estimated)	Total
Available Funds	$4,062,000	$3,500,000	$7,562,000
Previously Approved	560,000	- -	560,000
Unprogrammed Balance	$3,502,000	$3,500,000	$7,002,000
Projects Proposed 9/28/60	1,281,000	- -	1,281,000
Unprogrammed Balance	$2,221,000	$3,500,000	$5,721,000

A tabulation showing partial allocation of 1962 county Federal-aid Secondary funds was presented by the Engineer. This allocation, he stated, has been made in accord with procedure approved by the Highway Commission using a formula developed by the Association of Oregon Counties. A final allocation of 1962 funds to counties will be made when the 1960 federal census is tabulated and the balance of approximately 25 percent has been made available. The Commission approved the following allocation of FAS funds to the counties:

County	Gross Federal Funds	Less "L" Funds	Net Federal Funds	September, 1960 Total Funds Including State & County Match Money (Rounded to Thousands)
Baker	$ 25,530	$ 1,800	$ 23,730	$ 40,000
Benton	31,871	2,200	29,671	50,000
Clackamas	104,077	8,400	95,677	159,000
Clatsop	27,643	2,200	25,443	42,000
Columbia	36,095	2,300	33,795	56,000
Coos	57,111	3,400	53,711	90,000
Crook	24,913	1,700	23,213	39,000
Curry	25,609	1,350	24,259	40,000

(Cont.)

County	Gross Federal Funds	Less "L" Funds	Net Federal Funds	September, 1960 Total Funds Including State & County Match Money (Rounded to Thousands)
Deschutes	$ 28,414	$ 2,300	$ 26,114	$ 44,000
Douglas	72,696	6,900	65,796	110,000
Gilliam	17,966	1,400	16,566	28,000
Grant	22,429	1,500	20,929	35,000
Harney	25,329	- -	25,329	42,000
Hood River	25,157	1,550	23,607	39,000
Jackson	56,509	4,100	52,409	87,000
Jefferson	22,578	1,550	21,028	35,000
Josephine	32,739	1,900	30,839	51,000
Klamath	46,413	2,900	43,513	73,000
Lake	24,678	- -	24,678	41,000
Lane	107,835	7,500	100,335	167,000
Lincoln	31,799	2,500	29,299	49,000
Linn	58,094	3,850	54,244	91,000
Malheur	46,441	3,650	42,791	71,000
Marion	90,932	5,700	85,232	142,000
Morrow	24,388	2,250	22,138	37,000
Multnomah	156,160	9,000	147,160	245,000
Polk	35,446	3,050	32,396	54,000
Sherman	17,428	2,800	14,628	24,000
Tillamook	31,164	2,350	28,814	48,000
Umatilla	51,126	3,950	47,176	79,000
Union	24,562	1,650	22,912	38,000
Wallowa	23,276	2,250	21,026	35,000
Wasco	26,740	2,450	24,290	41,000
Washington	87,047	5,750	81,297	135,000
Wheeler	15,751	1,250	14,501	24,000
Yamhill	40,450	2,750	37,700	63,000
	$1,576,396	$110,150	$1,466,246	$2,444,000

SUMMARY, ENTIRE STATE - FISCAL YEAR 1962 COUNTY FAS FUNDS:

Federal Funds (50% of Ore.'s Apportionment of $3,200,805)		$1,600,402
Less Planning Survey Funds		24,006
Gross Total Federal Funds for Construction		$1,576,396
Less 50% of "L" Funds Advanced for County "D" (Crash) Projects		110,150*
Net Total Federal Funds for Construction		$1,466,246
Plus Estimated Required Match Money . . State Funds)		488,877
. . County Funds)		488,877
TOTAL COUNTY FAS FUND.		$2,444,000

September 29, 1960

(Cont.)

*Includes $6,900 "L" funds for Garden Valley Road Section in Douglas County programmed as an urban (DU) project on the urban extension of county FAS 800.

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with state and county funds estimated to be approximately 20% each.

Consideration was given to a request from the City of Newport in Lincoln County for a co-operative project on the Oregon Coast Highway, from Boundary Street north to Holly Avenue. The Engineer explained that this project is an extension of the existing 64-foot street section and is bordered by a highly developed business area. The estimated cost of the improvement is $175,000, and the City of Newport has offered to pay $43,750. He recommended that the project be performed, provided the City will pay 25 per cent of the cost. The Commission approved the project as presented.

The Commission also considered a request from the City of Rogue River in Jackson County for permission to develop as a city park a small area of State right of way between the Interstate Pacific Highway and the Rogue River. The Engineer commented that in acquiring right of way for the highway the State had purchased the entire city park. A portion of this is not required for highway purposes, and he recommended that the City be allowed to use this portion as a city park, subject to certain conditions to be outlined in a permit, such permit to be revocable at any time. The Commission approved the recommendation.

A request was considered from the U.S. Bureau of Public Roads for assistance in constructing the Neskowin-Otis Junction Section of the Oregon Coast Highway by seeding and mulching of the slopes. The estimated cost of the work, the Engineer stated, is $3,300 and under terms of an agreement with the Bureau of Public Roads the State is to be reimbursed for its expense in the seeding and mulching project. Following his favorable recommendation the Commission approved the project.

Requests for extensions of time and increases in the number of working days within which to complete State Highway contracts were presented by the Engineer. He outlined briefly the reasons for granting or denying the extensions of time and made his recommendation for each request. The Commission took action on the requests for extensions of time as follows:

(see next page)

(1) Miller & Hutchins Contractors, Inc., Contract No. 5541 for grading the East Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Highway in Lake County, requested an increase of 30 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request. A letter was presented from the Bureau of Public Roads concurring in the denial.

(2) Don Greene Construction Company, Contract No. 5230 for grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County, requested an increase in the number of workdays from 100 days to 120 days within which to complete the contract without assessment of liquidated damages. The Commission denied the request. A letter was presented from the Bureau of Public Roads concurring in the denial.

(3) F. E. Wilburn, Contract No. 5409 for grading and oiling on the Meda Section of the Little Nestucca Highway in Tillamook County, requested an increase in the number of workdays from 90 days to 99 days within which to complete the contract without assessment of liquidated damages. The Commission approved the request and a letter was presented from the Bureau of Public Roads concurring in the extension.

(4) M. J. Brassfield Company, George E. Blaisdell and Son Construction, and Shirley G. Stone Company, Contract No. 5492 for grading and paving the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road, requested an increase in the number of workdays from 85 days to 115 days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase in workdays allowed from 85 days to 107 days. A letter from the Bureau of Public Roads was presented concurring in the increase.

(5) General Construction Company, Contract No. 5205 for bridge reconstruction on the Portland-Vancouver Section of the Pacific Highway in Multnomah County, requested an extension of 13 days time, from July 31 to August 13, 1960, within which to complete the contract without assessment of liquidated damages. The Commission granted an extension to and including August 4, 1960, the date of completion of the contract without assessment of liquidated damages. A letter from the State of Washington was presented concurring in the extension of time as granted.

(6) Kuckenberg Construction Company, Contract No. 5110 for grading on the Lowell Street-21st Avenue Unit of the Pacific Highway in Multnomah County, requested an increase in the number of workdays from 180 days to 210 days within which to complete the contract without assessment of liquidated damages. The Commission granted 20 additional workdays without payment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in this action.

(7) A. L. Harding, Inc., Contract No. 5525 for grading and paving on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County, requested an increase in the number of workdays from 140 days to 160 days within which to complete the contract without assessment of liquidated damages. The Commission granted five additional workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in this action.

(8) C. M. Corkum Company, Inc., Contract No. 5459 for grading, paving and trestles on the Harbor Drive Section of the Pacific Highway in Multnomah County, requested an increase in the number of workdays from 165 days to 190 days within which to complete the contract without assessment of liquidated damages. The Commission granted the request. A letter from the Bureau of Public Roads concurring in this action was presented.

(9) F. H. McEwen, Contract No. 5516 for stone base and paving on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road in Deschutes County, requested an increase in the number of workdays from 140 days to 150 days within which to complete the contract without assessment of liquidated damages. The Commission granted an increase of three workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in this recommendation.

The Engineer reported that Contract Nos. 5115, 5293, 5334, 5339, 5345, 5347, 5351, 5363, 5388, 5471, 5495, 5513, 5529, 5541, 5557, 5606, 5624, 5625, 5631, 5633, 5642, 5657, 5658, 5659, 5663, 5664, 5668, 5676, 5677, 5682, 5685, 5691, 5694, 5695, 5697, 5699, 5701, 5705, 5711, 5712, 5717, 5719, 5721, 5726, 5727, 5733, 5742, 5749, 5776 for highway construction have been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "F", which resolution by this reference is made a part hereof and filed in the

Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Engineer reported that at the present time about twenty highway construction projects on the Interstate System are being delayed because agreements with the Union Pacific Railroad Company have not been prepared. Because of construction of the Interstate Highway System the Union Pacific work load has increased to such an extent that they are unable to speed preparation of the essential agreements. The Company has now advised that their engineering budget has been reduced which will mean that longer delays can be anticipated before railroad personnel can prepare the necessary agreements. To expedite the highway construction program the Engineer recommended that an agreement be entered into with Union Pacific Railroad Company whereby an engineer will be employed by the Railroad Company to work exclusively on Oregon Highway projects that involve cooperation by the Union Pacific, and that this engineer's salary and expenses of approximately $725 per month be reimbursed by the State to the Railroad Company on monthly billings. The Commission approved the arrangement as outlined by the Engineer.

Items of unfinished business appearing on the Secretary's summary, dated August 19, 1960, were considered as follows:

(1) Appointment of a person to replace Robert B. Frazier, resigned, on the State Parks and Recreation Advisory Committee: The Parks Superintendent stated that Mr. Loren "Stub" Stewart of Cottage Grove had been recommended as a member of this Advisory Committee by the Commission and his appointment approved by the Governor effective September 26, 1960. This item is to be removed from the list of unfinished business.

(2) Proposed extension of an agreement with P & A Enterprises to operate concession at Rooster Rock State Park: A report was made earlier in the day by the Parks Superintendent and Commission ordered the item deleted from the list of unfinished business.

The Engineer reported that the survey had been completed on the Swalley Canal-East Franklin Avenue Section of The Dalles-California Highway in and near the City of Bend. He recalled that a public hearing had been held in Bend on September 8, 1960, and the Commission and others had been furnished a transcript of the hearing. All speakers at the hearing, he stated, favored the project. He recommended that the survey be approved and that authority be granted to purchase necessary right of way. The Commission approved the survey and thereupon adopted a resolution, marked Exhibit "N", which resolution

by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

A report was presented by the Engineer concerning the relocation of State Highway maintenance shops in order to more adequately and economically serve state-owned equipment. He exhibited maps, one of which showed the proposed future location of State Highway shops and which would eliminate the shops at Coquille and Klamath Falls and provide a new shop at Roseburg. This, he added, is an ultimate plan, possibly five to ten years in the future. He called attention to the fact that the shops at Coquille and Klamath Falls are near the perimeter of the State and can receive equipment from three directions only. He also presented a plan showing certain revisions of territory to be served by the existing shops; however, such a revision cannot be made, although it is economically advantageous, because the Bend shop does not have adequate facilities. He suggested that an item of $150,000 be placed in the 1961 budget to increase the facilities of the equipment shop at Bend by providing an extension to the existing shop and a bay for steel storage, both to be equipped with overhead cranes and to include heat, ventilation, et cetera. It was his opinion that by increasing the size of the Bend shop the work load could be reduced at the Salem, LaGrande, and Klamath Falls shops so that additional manpower would not be needed at those shops for some time. The Commission approved the addition to the Bend shop and the rearrangement of territories to be served by the Bend shop after the enlargement program has been completed.

The Engineer brought up the matter of establishing reduced speed zones on various sections of state highways as a result of requests from interested persons and because of action taken by the State Speed Control Board within cities. These locations, he stated, have all been carefully investigated, and from the amount of traffic, roadside culture, geographic features and other conditions, it has been determined advisable, for the safety of the traveling public, to establish reduced speed zones. Following his favorable recommendation, the Commission approved the following speed zones and adopted resolutions pertaining thereto, marked Exhibit "G-1" through "G-5", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of Highway Commission Meeting of September 29 and 30, 1960":

(1) 40 miles per hour on the Lake of the Woods Secondary Highway No. 270 between a point 2.77 miles west of the west city limits of Klamath Falls and the west city limits of Klamath Falls. (See Exhibit "G-1")

(2) 40 miles per hour on the Culver Secondary Highway No. 361 between a point 350 feet north of Dover Lane and Dover Lane at the north city limits of Metolius;

40 miles per hour between Ninth Street and a point 250 feet south of Ninth Street near the town of Metolius;

40 miles per hour between Washington Avenue at the south city limits of Metolius and a point 0.18 mile south of Washington Avenue. (See Exhibit "G-2")

(3) Reduced speed zones on the Old Oregon Trail Highway No. 6 were established as follows:

70 miles per hour between M.P. 238.18 and M.P.249.65;

60 miles per hour between M.P. 249.65 and M.P. 258.43;

Kamela Interchange: Eastbound off ramp, 45 miles per hour; Westbound off ramp, 45 miles per hour;

Glover Interchange: Eastbound off ramp, 45 miles per hour; Westbound off ramp, 35 miles per hour;

Hilgard Interchange: Eastbound off ramp, 45 miles per hour; Westbound off ramp, 45 miles per hour;

Upper Perry Interchange: Eastbound off ramp, 30 miles per hour;

Lower Perry Interchange: Westbound off ramp, 35 miles per hour.

These speed zones are to become effective when the highway is opened to public travel and the signs have been installed. (See Exhibit "G-3")

(4) 30 miles per hour on the Joseph-Wallowa Lake Highway No. 351 between a point 0.13 mile north of the road to Wallowa Lake State Park and the end of the Joseph-Wallowa Lake Highway at the turn around. (See Exhibit "G-4")

(5) 30 miles per hour speed zone on the State maintained road to Wallowa Lake State Park between the junction with the Joseph-Wallowa Lake Highway and the entrance to the Wallowa Lake State Park. (See Exhibit "G-5")

The meeting was recessed at 11:50 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present.

The Engineer reported that several months ago a channelization and access control design was developed for the Eastport Plaza Shopping Center on the Cascade Secondary Highway No. 160. This project is now nearing completion and an engineering investigation has revealed that curb parking should be prohibited in order to insure proper operation of the highway design. The City of Portland has been consulted and is in agreement with the prohibition of curb parking. He recommended that curb parking be prohibited on both sides of S. E. 82nd Avenue (Cascade Highway No. 160) between M.P. 4.93 and M.P 5.24. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "H-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Commission considered a request from Lt. Commander Callies, of the Naval Training Center located on the Airport Road Section of the North Santiam Highway east of Salem, regarding traffic conditions in that vicinity. The Engineer reported that at the present time there is considerable angle parking in front of the Training Center, and vehicles in parking and unparking obstruct and interfere with the flow of traffic on the highway. It was his recommendation that "Parallel Parking Only" signs be installed on the westerly side of the North Santiam Highway No. 162 between the southerly end of the Shelton Ditch Bridge and the U.S. Naval Training Center driveway. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

Consideration was given to a request from Charles H. Harbin, owner of the Charles Harbin Trading Post in the community of Clackamas, for an investigation of traffic hazards caused by truck parking on the shoulders of the Cascade Secondary Highway No. 160 in the vicinity of his establishment. The Engineer stated that an investigation disclosed that Mr. Harbin has provided an off-street parking space for customers of his business. Vehicles, particularly trucks, have been parking in front of his business, which parking restricts sight distance for vehicles entering the highway from Jannsen Road and from Harbin's parking lot. He recommended that shoulder parking be prohibited on the westerly side of the Cascade Secondary Highway between Jannsen Road and a point 250 feet south of Jannsen Road. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "H-3", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Commission also considered a request from Mr. A. H. Colby, City Manager of the City of Nyssa, for investigation of shoulder parking conditions on the Old Oregon Trail Highway just east of the city limits of Nyssa. The Engineer stated

that an investigation had disclosed that an organization transporting house trailers uses the shoulders of the highway at this location as a point of transferring trailers from one power unit to another. As a result house trailers have been parked on the highway shoulders for periods of time up to three days. The long-time parking of these house trailers causes an interference with highway traffic and also results in the use of State Highway right of way for business purposes. He recommended that signs bearing the message "Overnight Parking Prohibited" be erected along the southerly side of the Old Oregon Trail Highway between East First Street and East Fourth Street just east of Nyssa. The Commission approved his recommendation by adopting a resolution relative thereto, marked Exhibit "H-4", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

Out of State travel expenses were requested for State Highway personnel and approved by the Commission as follows:

(1) R. C. Dunlap, Planning Supervisor in the Parks Division, to Sacramento, California, September 6 through 8, 1960, regarding planning, at an estimated cost of $100. This is for confirmation of prior telephonic approval.

(2) J. F. Hagemann and C. M. Collins to attend the Office of Civil Defense Mobilization Radiological Meters Instructors School at the Western Training Center in Alameda, California, October 10 through 14, 1960, at an estimated cost of $140.90 for each. The Civil Defense Mobilization is to reimburse the State in the amount of $51.70 for each of the two men.

(3) W. C. Williams, State Highway Engineer, to attend AASHO Transport Committee in Chicago, Illinois, on October 25 and 26, 1960, at an estimated cost of $300.

(4) Carl Jordan, Director of Travel Information Division, to attend a meeting of Pacific Trail Association in Victoria, B. C. on October 11 through 13, 1960, at an estimated cost of $75.

(5) W. C. Williams, State Highway Engineer, Forrest Cooper, Deputy State Highway Engineer, G. S. Paxson and P. M. Stephenson, Assistant State Highway Engineers and L. I. Lindas, Chief Counsel, to attend Annual Conference of AASHO in Detroit, Michigan, November 28 through December 2, 1960, at an estimated cost for engineering personnel in the total amount of $1,505 and an estimated cost for Mr. Lindas of $370.

The Commission considered and adopted a resolution authorizing the State Highway Engineer to issue permits for the construction and maintenance of painted grill cattle guards on State Highway surfaces, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

A Termination Rider Form with the Union Pacific Railroad Company was presented by the Engineer. He explained that on December 16, 1959, the Railroad Company had granted the State a permit for a private crossing over which material from the Coopey quarry on the Columbia River Highway in Multnomah County was hauled. All hauling from the quarry has been completed and he recommended that the "Rider" terminating the private crossing be approved. The Commission approved the "Rider".

Three agreements with Mr. L. D. Haughton for fencing of right of way along the Central Oregon Highway west of Brothers in Deschutes County were presented by the Engineer. These agreements, he stated, are in line with agreements which have been approved in the past, whereby the State stakes the location of the fence and furnishes the steel fence posts, and the property owner provides the wire, fastenings and labor to erect the fence. The estimated cost to the State for these three agreements is $1,200. The Commission approved the agreements.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period of August 15 through September 23, 1960.

The next Commission meeting date was confirmed for November 3 and 4, 1960, in the Conference Room of the State Highway Building, Salem. A tentative date for the following meeting was set for Monday and Tuesday, December 12 and 13, 1960.

The Engineer stated that the next bid opening for highway construction will be in Salem on November 1, 1960. Commissioner Fridley stated that he planned to attend.

The Commission discussed a proposed meeting with members of the Travel Advisory and the Parks Advisory and Recreation Committees the afternoon of December 13, 1960. The Secretary was instructed to schedule all delegations prior to 11:00 a.m. on December 13.

A resolution was presented to the Commission by the Engineer extending the Fulton Canyon-Wasco Secondary Highway No. 301 in Sherman County from its present terminal point, 1.5 miles south of the Columbia River Highway, to a connection with the Sherman Highway No. 42 at Wasco, an extension of 9.31 miles. This resolution, the Engineer explained, completes the terms of an agreement entered into

with Sherman County on May 4, 1959, whereby the State agreed to extend the Secondary Highway, and the County agreed to take over as a county road the old Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway. The Commission approved the resolution which is marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960"

The Engineer also presented to the Commission a resolution redesignating a portion of the old route of the Old Oregon Trail Highway No. 6 near Ontario in Malheur County. He stated that completion of a new section of the Old Oregon Trail from Ontario to the Idaho state line makes it advisable to redesignate certain highways in that area Under the resolution as presented, the route of the Interstate Highway (Old Oregon Trail) will be the new section through Ontario to the Idaho line. That portion of the Old Oregon Trail from Ontario to Cairo Junction, including the Ontario Spur from Ontario to the Idaho line on the old route of the highway, will be designated as an extension of the Olds Ferry-Ontario Highway No. 455. A portion of the Old Oregon Trail from Cairo Junction to Nyssa is redesignated as an extension to the Central Oregon Highway, which will now extend from Bend to Nyssa. The Commission approved the redesignations by adopting a resolution relative thereto, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

The Engineer presented to the Commission three resolutions abandoning to the counties sections of state highways where these sections have been replaced by new construction. He explained briefly that the resolutions have been preceded by agreements with the various counties in which the counties agreed to take over the old sections of highway when the new sections have been completed and opened to public travel. The Commission approved the abandonment action by adopting resolutions relative thereto, marked Exhibit "L-1" to "L-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960" as follows:

(1) North Unit of the Weston-Milton Freewater Section of the Oregon-Washington Highway No. 8 in Umatilla County. (See Exhibit "L-1")

(2) The Elkton-Smith Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County. (See Exhibit "L-2")

(3) The Wasco-Hay Canyon Section of the Wasco-Heppner Highway No. 300 in Sherman County. (See Exhibit "L-3")

Attention was given by the Commission to an agreement for "Relinquishment of Title" to the City of Albany covering Waverly Lake and adjoining property at the north edge of the City. The Engineer explained briefly that some months ago the City had agreed to take over Waverly Lake as a city park area and the agreement is to consummate the earlier understanding. The Commission approved the agreement.

In discussing transfer of the Waverly Lake property to the City of Albany, the Engineer pointed out that the City wishes to extend the city limits to include the Waverly Lake area and a small tract which is being retained by the State Highway Commission. As extension of the city limits will in no way be detrimental to the interest of the State Highway Department, he recommended that no objection be offered to extension of the city limits. The Commission approved his recommendation.

A resolution was presented by the Engineer which would designate a portion of the Cascade Secondary Highway No. 160 as a throughway. The section to be designated, he stated, extends from the Clackamas Overcrossing to the Oregon City city limits in Clackamas County. Designation of this section as a throughway is deemed advisable because of the amount of traffic that the highway carries and to facilitate legal matters, including control of access, and the handling of intersecting county roads and city streets. The Commission adopted the resolution, marked Exhibit "M", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960".

Based on the Engineer's favorable recommendation, the Commission approved an agreement with Union Pacific Railroad Company granting the State permission to enter upon the Company's right of way at the site of the Hood River Railroad Crossing of the Columbia River Highway in Hood River County in order to perform exploratory foundation drilling. This agreement, the Engineer commented, is in the form of a letter and is needed in connection with Interstate Highway construction in the area.

At 2:00 p.m. the Commission announced award of contracts on which bids had been received on September 27, 1960, as follows:

BIDS RECEIVED IN SALEM ON SEPTEMBER 27, 1960

"Roadway and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County. The Commission awarded the contract to the low bidder, L. H. Morris Electric Company, Eugene, at $15,629.

"Isthmus Slough Bridge, structure, grading and stone base on the Coos River Highway in Coos County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $67,650.

"Grading and oiling on the Coquille Junction-Rhoda Creek Section of the Powers Highway in Coos County. The Commission awarded the contract to the low bidder, Access Construction, Ore. Ltd., Roseburg, at $166,497.

"Grading and oiling on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at $1,222,159.

"Grading and oiling on the Wrights Point-Narrows Section of the Frenchglen Highway in Harney County. The Commission awarded the contract to the low bidder, Earl L. McNutt Company, Eugene, at $234,178.

"Grading and structures on the Coast Fork, Willamette River-Cottage Grove Section of the Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $671,071.25.

"Roadside improvement on the North Albany Junction-Santiam Interchange Section of the Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, Knight Pearcy Nursery, Salem, at $29,739.50.

"Santiam River Overflow Trestle No. 2 on Jefferson-Albany Secondary Highway in Linn County. The Commission awarded the contract to the low bidder, H. G. Carl Construction Company, Salem, at $47,895.75.

"Roadside improvement on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Knight Pearcy Nursery, Salem, at $8,228.10.

"Roadside improvement on the Holladay Street and 82nd Avenue connections to the Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $7,925.

"Roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County. The Commission awarded the contract to the low bidder, Benedict Nursery Company, Portland, at $5,288.

"Rickreall Creek (Dallas) Bridge, structure, grading and paving, in Polk County. The Commission elected to accept the low bid of Ross Bros. Construction Company, Salem, in the sum of $36,674.56, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Dallas is received and the sum of $10,600 is deposited by the City.

"Grading, paving and structure in the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County. The Commission awarded the contract to the low bidder, Salem Road and Driveway Company, Salem, at $201,504.60.

"Widening of four structures, grading and paving on the Amity-Rickreall Section of the Pacific Highway West in Polk and Yamhill Counties. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $173,623.44.

"Grading and oiling on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway in Wallowa County. The Commission awarded the contract to the low bidder, J. F. Konen Construction Company, Inc., Lewiston, Idaho, at $221,100.35.

Commissioner Fridley inquired as to how soon work could be started on relocation of the Columbia River Highway through the City of The Dalles. The Engineer replied that it is expected that right of way acquisition can be started in about a month, and that bids for construction could be received in 1961.

The Engineer stated that many requests have been received for improvement of the Service Creek-Mitchell Secondary Highway in Wheeler County. Studies have been made as to the cost of improvement indicating that construction to modern standards would require an expenditure of approximately $3,750,000. However, the amount of traffic which the highway carries does not warrant improvement of this magnitude. He recommended that improvement be made as a State project, on about six miles of the Donnelly Grade Section by widening the grade, making minor line changes and surfacing with approximately four inches of native materials covered by a light oil treatment, at a total estimated cost of $135,000. It was his opinion that it would probably be necessary to acquire some additional right of way as the records do not indicate any formal right of way acquisition. This road, he added, was secured from Wheeler County many years ago. The Commission approved the improvement as presented.

A letter was presented by the Engineer from the Oregon Mobile Home Owners, Inc., concerning the illegal movement of 10-foot-wide house trailers over state highways. Presently, these trailers are permitted to move only over Special Group I Highways. As there is evidence that some of these house trailers have been moved without adequate insurance coverage and not in conformance with other requirements, he recommended that a change be made in the Commission's policy to the extent of authorizing issuance of permits for 10-foot-wide mobile homes over any state highway other than a Special Group I Highway subject to the present requirements as to towing vehicle, insurance, flagman-escorts, et cetera, and the further requirement that such movements be permitted only on weekdays, Monday through Friday, between the hours of 9:00 a.m. and 3:00 p.m., or during the summer months between daylight and 7:00 a.m. He also recommended that the Commission

authorize removal of the present prohibition on movements of 8-foot trailer coaches up to 45 feet in length, or 60 feet over all length in combination, during the hours of darkness and on Saturday afternoons, Sundays, or holidays. He pointed out that such movements during darkness would be subject to the usual statutory requirements with respect to lighting, and that removal of the restriction is recommended because these trailer coaches are comparable in their highway tracking ability with conventional 65-foot truck-trailer combinations which are authorized to move over the same highways twenty-four hours a day. The Commission approved the changes as presented. (For additional details see the Engineer's letter of September 28, 1960, in the General Files in Salem.)

The Engineer reported that several years ago a maximum load limit of 54,000 pounds was posted on four bridges in the State. Since that time the statutory limit has been increased to 60,000 pounds. An examination of these bridges has indicated that they are able to carry the statutory load. Upon his favorable recommendation the Commission approved the increase in load limit, from 54,000 pounds to 60,000 pounds, on the following bridges, and thereupon adopted a resolution, marked Exhibit "O", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of September 29 and 30, 1960":

Bridge Number	Mile Point	
4271	210-09.16 (Revised M.P. 09.18)	Corvallis-Eastside Secondary Highway Calapooya River
1592	260-13.37 (Reconstructed at M.P. 12.91)	Rogue River Loop Secondary Highway Rogue River
5010	291-23.80 (Reconstructed at M.P. 23.07)	Shaniko-Fossil Secondary Highway John Day River
4412	452-00.21	Adrian-Parma Secondary Highway Snake River (Adrian)

An agreement with Southern Pacific Company was presented by the Engineer and approved by the Commission granting the State access to railroad right of way to install a catch basin on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

September 29, 1960

The Commission discussed with the Engineer matters to be presented by delegations which are scheduled to appear before the Commission the following day. No action was taken on these matters pending appearance of the delegations.

The Commission also discussed with the Engineer the status of highway construction projects on which bids are to be received November 1, 1960.

At Chairman McIver's request Mr. C. H. Maison, Auditor, explained briefly the financial condition of the State Highway Department at the present time. He pointed out that it is expected there will be a balance of about $22,000,000 on hand at the end of 1960. However, large obligations are committed in contracts not yet completed so that the amount on hand is not excessive. The Engineer also pointed out that whereas expenditure in 1960 for right of way had been relatively small, it is anticipated that right of way expenditures in 1961 will be much larger.

Mr. Carl Jordan, Director of the Travel Information Division, requested that the Commission approve a part of the proposed 1961 budget for his division to cover advertising which should be undertaken immediately to meet publication deadlines. Specifically, he requested approval of the expenditure of $200,000 for printing and advertising. The Commission approved the expenditure.

Chairman McIver inquired if information is available on the number of tourists in Oregon during 1960. The Travel Information Director replied that information at this time indicates that the tourist volume will be very near what it was in 1959, the Centennial year, and will probably be larger than 1958 which would be considered as a normal year. He also commented that the annual report of the Travel Information Division would be ready within a few weeks time.

For the Commission's information, the State Parks Superintendent displayed samples of signs that will be placed on the roads approaching the state park entrances and at the park entrances.

The Commission signed agreements and other papers.

The meeting was adjourned at 2:45 p.m., to be reconvened on the following day at 10:00 a.m.

Salem, Oregon
September 30, 1960

The Oregon State Highway Commission reconvened at 10:15 a.m. in Room 419, State Highway Building, Salem. The following persons were present:

(see next page)

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

Members of the West Side Highway Association appeared before the Commission regarding improvements on US 99 W, particularly the widening of bridges, improvement between Rickreall and Amity and changing of signs at Junction City to give better directions. Judge R. E. Renne, Yamhill County, Newberg, who was spokesman for the group, introduced the following members of his delegation: James Stanard, Norris E. Johnson, Gale V. Vinton, John F. Voll, Neil Macaulay, F. C. Bachman, Leonard Gillam, Charles Teegarden, all from McMinnville Chamber of Commerce, Guy Shumley, Yamhill County Commissioner, and Joe W. Dancer, City Administration Assistant, all from McMinnville; M. E. Dunston, President of Newberg Chamber of Commerce, Carl H. Butler, K. W. Johnson, John Wanner, Chester Windson, all from Chamber of Commerce, Newberg; Floyd B. Willert, Chamber of Commerce, and R. Nelson McCollum, "Dayton Tribune" Newspaper, both from Dayton; Fred Voigt, Planning Commission (Roadside), Independence; H. W. Torbet, President of the West Side Highway Association, Salem; Judge C. M. Barnhart, Polk County, Allen Dunn and Frank Crawford, Polk County Commissioners, and A. H. Friesen, Mayor, all from Dallas; W. G. Wilmot, City Superintendent, Mrs. Lester L. Colgan, "Monmouth Herald", W. A. Martin, George Cooper, Oscar Groves, all from Chamber of Commerce, and John Dickinson, President of Chamber of Commerce, Monmouth; R. J. Ostrom, Mayor, Ivan Shields, Recorder, P E. Meeker and Ray Colton, Chamber of Commerce, Art Brown, Commercial Club, all from Amity; and L. H. Kirtley and Chuck Hammond, Chamber of Commerce, William G. Harley, and C. H. Slater, Motel Owners, all from Junction City. Judge Renne expressed appreciation for the work that has been done on US 99 W during the past few years, particularly in Yamhill County. Because of the large population and economic growth that Yamhill County is experiencing, he continued, this highway, on the section southwest of McMinnville and through the Whiteson-Amity area, is antiquated and no longer adequate. With the improvements that have been completed on US 99 W, he added, the only bottleneck remaining is the hazardous section between McMinnville and Rickreall, and he requested that consideration be given to this improvement. He expressed the fear that a serious hazard will exist when the narrow bridge has been widened near Whiteson where traffic will be traveling from a 20-foot to a 35-foot highway. He cited the traffic count at several points on Highway 99 W and pointed out the increase at the

Rickreall Junction since completion of the new highway to the Coast. Because US 99 W is a very important highway and there has been no major construction on this section within the past 30 years, he urged the Commission to give consideration to their request. In response to his question if there are any funds programmed for the section from McMinnville south through Whiteson, Amity and to Rickreall, the Engineer answered that yesterday the Commission let contracts in the amount of $300,000 for the reconstruction of the Rickreall-Orr Corner Section and to widen and straighten the narrow bridges between Amity and Rickreall. Judge Renne called attention to a four or five mile section between Holmes Gap and Rickreall where there is poor horizontal visibility. Chairman McIver stated that the Commission is considering in the next year's program construction of four lanes to Newberg and in the next two years improvement of the Newberg-McMinnville Section. Judge Renne also spoke of the hazardous condition on the section of old concrete pavement south of McMinnville caused by fog, ice and rain. Mr. Stanard expressed appreciation for the by-pass immediately south of McMinnville and for the contemplated improvement on the Amity-Rickreall Section. He called the Commission's attention to the one-mile section of US 99 W between two four-lane sections within the McMinnville city limits where there is traffic congestion. Chairman McIver advised the delegation that this one-mile section is being considered in the Commission's next two-year program. Judge Renne requested that there be added to the US 99 W sign at Junction City the word "Portland" so that tourists will be apprised of the fact that they can reach Portland via US 99 W. Chairman McIver thanked the delegation for their presentation and advised them that the Commission is looking forward to seeing US 99 W modernized to Junction City as soon as there are sufficient funds.

Mr. John Silvertooth, Antelope, acted as spokesman for a group who appeared before the Commission regarding improvement of the Shaniko-Fossil Secondary Highway (ORE 218) between Antelope and Clarno. Appearing with Mr. Silvertooth were Mr. and Mrs. Art McGreer, farmers, Antelope, and Bill Hanks, Service Station operator, Shaniko. Mr. Silvertooth told of the difficulties tourists have experienced because of the rough condition of the grade on the Antelope-Clarno Section of the Shaniko-Fossil Highway and pointed out the heavy maintenance required to keep the highway in usable condition. He requested the Commission to schedule improvement of the section in the spring of 1961 and presented a letter from Mr. Frank C. Dillard, a large cattle grower and land owner in the area, endorsing improvement of the highway section. Mr. McGreer stated that many of the people of the Fossil area are interested in giving first priority to the oiling of ORE 218 from Antelope to the John Day River. Most of the gravel, he stated, is gone from the roadbed and it is very rough. He expressed the hope that the road could be oiled soon. Chairman McIver thanked the delegation for presenting this matter to the Commission and advised them that the Commission has been unable to improve this highway because of the lack of funds.

A delegation from Crook County appeared before the Commission regarding the possibility of State cooperation in developing recreational facilities at Prineville Reservoir on Crooked River. Crook County Judge Harry C. Fowler, Prineville, headed the group, and introduced the following members: Bob Lakin and Russell Vernon, County Commissioners; Dick McRae, Mayor; Ivan Chappell, Manager of Chamber of Commerce; Mike Miksche, Chamber of Commerce; Joe Bottero and Irvin Grimes, Crook County Judge Candidates; and Cecil Sly, Isaac Walton League, all from Prineville. Judge Fowler spoke of the contemplated development of the reservoir behind the Crooked River Dam. He pointed out that Crook County plans to construct a paved 22-foot road, with 4-foot graveled shoulders, to the lake area, a distance of $12\frac{1}{2}$ miles, at a cost of between $180,000 and $200,000, and that such road will permit tourists to reach the lake in 20 minutes from Prineville. Mr. Lakin, who spoke in behalf of the Crook County Park and Recreation Committee, stated that the Committee's wish is for the State Parks Department to develop and maintain the major park and picnic area on the south side near Antelope Creek and to administer the entire area if the Parks Department will develop it on a multiple-use basis, including facilities for fishing, hunting and boating. If such an arrangement cannot be worked out satisfactorily, it is the Committee's recommendation that the Parks Department and Crook County Court join together and enter into an agreement covering the full development of the area. Mr. Sly stated that the Prineville Chapter of the Isaac Walton League believes that the Crooked River Reservoir can be developed into one of the most popular recreational areas in the Pacific Northwest, and offers the following suggestions to accomplish this goal: (1) establish a state park on a suitable site; (2) request the State Game Commission to make a study of the east end of the lake for wildlife potential; (3) set aside areas for the building of homes; (4) make provisions for private boat rentals; and (5) award management of the lake to the State Parks Department. He also brought up the possibility of joint jurisdiction of the entire area between the Parks Department and Crook County Court. Mr. Miksche too expressed the hope that an agreement could be reached for the multiple use of the Reservoir. In discussing this matter with the State Parks Superintendent this morning, Judge Fowler stated, he was informed that hunting cannot legally be permitted in any area that is under the jurisdiction of the State Parks Department. Because of this disclosure, he continued, the County will turn over to the State any area the State may wish to develop for camping and picnicking, and the County, after entering into an agreement with other interested agencies, will develop the remainder of the area and administer it. He urged that basic facilities be provided in time for next year's fishing season. One advantage, he pointed out , for the County administering a portion of the area is that the County will have legal authority to build needed roads in the area. In answer to Chairman McIver's inquiry if the distance into the area from the road near Post is the same as via the County's contemplated road, Judge Fowler stated that both roads would cost about the same. In the County's long-range plans, he added, there

is a proposal for building an improved loop road around Combs Flat. Chairman McIver advised the delegation that their request will be considered, and they will be advised shortly of the Commission's decision. Judge Fowler concluded his presentation by requesting that consideration be given to changing the designation of the Crooked River Highway (ORE 27) from a primary to a secondary highway so that it will be eligible for federal matching funds.

The Woodburn Chamber of Commerce and Clackamas County Associated Chambers of Commerce appeared before the Commission regarding the widening of US 99 E. From the Woodburn Chamber of Commerce, Woodburn, were Del Garner, Walt Scarborough, Claude H. Fryer, and Charles Cornwell. Mr. Irwin S. Adams, Milwaukie, President of the Clackamas County Associated Chambers of Commerce, introduced the members of the delegation from Clackamas County, as follows: Peyton Barnett, Palmer Larson, and Ted Loder, all from the North Clackamas Chamber of Commerce, Milwaukie; T. H. Reaves, Clackamas Chamber of Commerce; R. T. Doyke, Dale L. Dunn, H. W. Lenz, and A. Lewis, Oregon City Chamber of Commerce, Oregon City; John Rasmussen, Chamber of Commerce, Canby; and B. W. Wilson, Roads and Highway Committee of Chamber of Commerce, Portland. Mr. Garner stated that the Woodburn delegation was appearing to support the Clackamas area group in their proposal for the widening of US 99 E and to ascertain the Commission's plans in detail for this highway. In 1955, he continued, a delegation appeared before the Commission and requested a change in the route of ORE 214 (Hillsboro-Silverton Highway), between the Baldock Freeway connection west of Woodburn and the Woodburn interchange; however, the Commission decided to defer the matter until the freeway was completed and normal traffic conditions had resumed. He mentioned the senior citizens project in the Woodburn vicinity, which is expected to have a population of about 2,000. Large trucks, he pointed out, are denied use of this highway from the Baldock Freeway because the highway is narrow and the curves are sharp. He presented a fact sheet regarding this highway, a map outlining a proposed route, and requested that a survey be conducted to realign the highway from Woodburn to the Baldock Freeway access at Woodburn, either through the City of Woodburn or by-passing it. Chairman McIver advised the delegation that the Commission has already made a survey of this route and if the delegation will contact the Engineer they will be furnished the data. Mr. Adams expressed appreciation for the construction now in progress along US 99 E and stated that they wished to demonstrate their continued interest in the four-laning of US 99 E south to Hayesville. He told of the recent acquisition of 250 acres east of Clackamas by Commonwealth for an unidentified industrial development. The necessity for the four-laning of the highway, he continued, has been fully covered in previous presentations, and he read aloud a letter from the General Manager of Waldhams & Company, Portland, endorsing the request for widening of US 99 E between Oregon City and points south, and advising that a large amount of their tonnage is required to move southward over US 99 E destined for numerous communities in the Willamette Valley.

Mr. Barnett, who has a house trailer business on US 99 E nine miles south of Portland, pointed out that while most of the trailer parks and trailer dealers are on the east side of the Willamette River, the Highway Department at the present time prefers to have these trailers travel over the Baldock Freeway to Portland and back track on US 99 E nine or ten miles south of Portland to their destination. If the 21-mile section of US 99 E was widened, he continued, trailer traffic crossing the bridges from the east side to the west side of Portland would be almost eliminated.

Mr. Ralph Milsap, Vice President of Portland General Electric Company, Portland, appeared before the Commission regarding the proposed park development to replace Cove Palisades Park which will be destroyed by construction of the Round Butte Dam. Mr. Milsap stated that he has a three-fold purpose in bringing this matter before the Commission: (1) to apprise the Commission of the status of the Portland General Electric Company's plans for construction of the Round Butte Hydro-Electric Project, including the Company's construction timetable; (2) to ask for the help of the Commission and its staff in meeting that schedule; and (3) to suggest a form of agreement covering replacement of the Cove Palisades Park facilities. The Portland General Electric Company, he continued, now has a license from the Federal Power Commission and expects to secure a companion license from the State of Oregon so that they can begin preliminary construction work in the early Spring of 1961. Their target date for the filling of the reservoir, he added, is July 1, 1963, with the start of the filling commencing a half year to a year prior to that date. Since the present park facilities are in the canyon they will be affected by the early filling schedule. Testimony given at a hearing on construction of the dam indicated that State Park facilities were valued at $350,000, and Portland General Electric is willing to make a settlement on that figure. In addition, he continued, the Company will assume the cost of all prior investigative and planning work above the $350,000 valuation and the remaining planning work that will be necessary to complete final plans for letting the contract for the replacement of the park facilities. He pointed out that presently the Company is conducting negotiations with Jefferson County covering construction of a five-mile highway section and two bridges to replace existing facilities in the canyon. If the settlement as outlined is acceptable to the Commission, he suggested that the Commission's legal staff meet with the Company's lawyers to draw up an appropriate agreement. In response to Commissioner Jackson's inquiry if the Company is willing to assume any cost above normal in obtaining a satisfactory water supply for the new park, Mr. Milsap answered in the affirmative. Chairman McIver thanked Mr. Milsap for apprising the Commission of this matter and stated that the Commission's legal staff would work with the Portland General Electric in the preparation of a tentative form of agreement to be considered by the Commission at a later date.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:25 a. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
November 3, 1960

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information Division
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on September 29 and 30, 1960.

The Parks Superintendent reported on the following park matters:

Supplemental Agreement with Taft-Nelscott-Delake Water District for furnishing water to Devils Lake State Park-Day Use Area: The Parks Superintendent explained that in the original agreement dated June 29, 1959 a surcharge of 50 percent had been made for serving areas outside the corporate limits of the city. Inasmuch as the State paid for extending the water line to the park area and as the park provides a service to the community, the Water District has agreed to charge for water at the regular rate. The Commission approved the agreement.

Request of Robert and Duane Wiggins for a five-year extension of their agreement to operate the boat concession at Wallowa Lake State Park: This boat concession, the Parks Superintendent stated, has been operated by the Wigginses for the last 13 years. They have provided adequate service to the public, and have paid to the State the sum of $5,503.69 during the last five years for the privilege of operating the concession. Their request has been made at this early date to allow them time to make plans. He recommended that the existing agreement which expires January 1, 1962 be extended for a period of five years. The Commission approved the extension.

In connection with the Wiggins' concession, Chairman McIver inquired as to where and how the new gas tank is to be installed.

The Parks Superintendent stated that it would be located farther up the hill than the old one, and would be enclosed in a concrete box.

Request of Publishers' Paper Company for lease of river frontage for log moorage in Champoeg State Park: The location of the river bank area, the Parks Superintendent stated, is on the easterly side of the river downstream from the developed park. There are no plans at present for park developments in the area requested, and he recommended that the Paper Company be allowed to use the river bank for log storage under terms similar to those under which they had leased the area from Marion County. The Company has been paying an annual rate of two cents per lineal foot of frontage, which would amount to approximately $100 per year for the frontage requested. The lease, if approved, is to cover a period of five years with the right of cancellation by either party upon giving of six months notice. The Commission approved the lease arrangement as outlined.

Supplement to Agreement No. 2 with the Corps of Engineers to include additional inventory items in Hat Rock State Park: During the current year, the Parks Superintendent stated, the Corps of Engineers added to the park, boat launching facilities, a car parking area and considerable grading and seeding of lawn. They also provided picnic tables, fireplaces and garbage cans. The existing lease from the Corps does not include facilities of this nature, and to clear their records they are asking that the Commission accept the supplemental agreement listing the items mentioned. The Commission approved the agreement.

Report on relocation of Cove Palisades State Park because of construction of Round Butte Dam in Jefferson County: The Parks Superintendent recalled that at the September meeting a representative of the Portland General Electric Company had offered the sum of $350,000 to relocate the park plus the cost of exploratory and preliminary studies. Several holes have been drilled in an area which may be used for the relocated park, but the geologist has not yet made a definite recommendation as to suitability of the area for park purposes. One of the principal reasons for drilling the holes is to determine whether the area will be subject to slides. The holes drilled so far, he continued, are all dry but have been cased as it is anticipated that they will fill with water when the reservoir is filled. In response to Chairman McIver's inquiry if the matter of the water supply for the park will be settled before the park is established or if it is anticipated to settle with the Company subject to the Company's securing water for the park, the Parks Superintendent replied that he did not believe there will be any difficulty in getting an adequate supply of water because if the seepage in the holes drilled is not suitable, then water can be acquired from the lake. Commissioner Jackson stated that it was his understanding that the Electric Company had indicated a willingness to pay extra

for the securing of water if unusual difficulties are encountered. The Parks Superintendent commented that conferences with Company officials had indicated that they would pay for out of the ordinary costs. Commissioner Fridley also commented that the agreement when it is prepared should contain provisions assuring the furnishing of an adequate water supply by the Electric Company. The Commission accepted the Parks Superintendent's report but took no action pending receipt of the geologist's final report.

Report on negotiations for acquisition of Sea Lion Caves on the Oregon Coast Highway in Lane County: The Parks Superintendent reported that negotiations had been underway for over a year and that several offers had been made to the owners of the Caves, none of which had been acceptable to them. It was his recommendation that negotiations be abandoned and that a report be made to the Legislature advising them of the negotiations which had been undertaken. It was pointed out that although the Sea Lion Caves might be a desirable feature of the park system of the State, they are at present being operated in a satisfactory manner under private ownership. The owners appear to realize the necessity of preserving the natural elements of the caves, and the viewing of them is available to the general public at a reasonable cost. The Commission approved the abandonment of negotiations to acquire the Sea Lion Caves and instructed that a letter be drafted for signature of Chairman McIver directed to the President of the State Senate advising him of the Commission's action and the reasons therefor.

Request of Mr. & Mrs. J. L. Campbell for extension of their concession lease at Silver Falls State Park Lodge for the year 1961: The present lease, the Parks Superintendent stated, expires December 31, 1960, and they wish it extended for a year on the same terms and conditions. The service provided by the Campbells, he continued, has been satisfactory, and while the income from the concession is not large, it does serve the public needs. Upon his favorable recommendation, the Commission approved a one-year extension of the lease.

A brief oral report was presented by the Parks Superintendent concerning a proposed public park area at Prineville Reservoir, on the Crooked River south of Prineville. The U. S. Bureau of Reclamation who has control of the reservoir area, he stated, is anxious to enter into an agreement with some responsible agency to administer the area. The State Parks Advisory Committee has indicated that park development at this reservoir would be a good thing. The Bureau of Reclamation has expressed a willingness to lease the easterly half to the State Game Commission and the westerly half to Crook County. The County advised they are willing to lease the area if the State will construct a park at the reservoir. Crook County has stated that the County will construct a road to the park. He recommended that the Commission approve the establishment of a State Park in the Prineville Reservoir area with the understanding that the County will enter into an agreement to construct a

road into the park area, and with the further understanding that the Bureau of Reclamation will provide safeguards for any investment that the State makes in park facilities. The Engineer pointed out that it might be wise to require that the road be constructed prior to construction of park facilities. The Commission approved the proposed park development providing the County will give assurance that the road will be built.

The budget for the Travel Information Division for the year 1961 was presented by Mr. Carl Jordan, Director. He explained briefly that the total amount of the budget is $400,000, which is $50,000 more than was approved for the year 1960. Income from tourist traffic in Oregon during 1960, he pointed out, was the second highest in the history of the State, being exceeded only by 1959, the year of the Oregon Centennial. Actually more cars and people visited Oregon in 1960 than in 1959 but spent a somewhat smaller amount of money. He introduced Mr. William Tugman, a member of the Travel Information Division's Advisory Committee, who explained details of the budget. He commented that space rates in newspapers and magazines and time rates on radio and television have increased from a year ago, and additional funds are needed to maintain the same level of advertising. He also called attention to a study which had been made, indicating that the Midwestern and Eastern areas of the United States have been somewhat neglected in the advertising of Oregon tourist attractions, and that it is planned to correct this during 1961. In contrast with the $350,000 budgeted for the Travel Information Division for 1960, he pointed out that tourists during that year had spent a total of $170,000,000 in the State, and of this amount $3,500,000 had been paid for gas tax. It is the plan of the Travel Information Division's Advisory Committee, he continued, not only to concentrate its advertising campaign on the West Coast and Western Canada but to give additional emphasis to advertising in the Midwest and the East. Commissioner Jackson inquired if the amount requested in the budget had been determined on what the traffic would bear or was it on a basis of competition with other states for tourist traffic. Mr. Tugman replied that fundamentally it is determined on the competitive level. It was his opinion that Oregon is considerably ahead of other states in the results obtained from expenditure of funds for attracting the tourists, and that an excellent advertising program has been carried on. Commissioner Jackson also inquired if any effort has been made to encourage counties and cities to correlate their tourist advertising programs with the program conducted by the State. Mr. Tugman replied that such efforts have been made. He also pointed out that the State program does not include advertising within the State, principally to avoid political implications, and that the in-State promotion is left up to the cities and counties. Commissioner Fridley inquired if it appeared that the advertising program is approaching the point of diminishing returns, and if by adding a few more dollars

to the program it would be feasible to branch out into areas other than regional in order to pull in more tourists. Mr. Tugman stated that advertising studies show that most tourists come from a radius of 600 miles and that few tourists come from a distance of more than 1,200 miles. He also pointed out that very valuable advertising has been secured without charge from radio and television stations by providing them with material for fill-in spots. In response to Commissioner Jackson's inquiry if the film that is being made by the Department of Industrial Planning and Development is being coordinated with certain material available from the Travel Information Division, the Director of that Division answered that he had no knowledge of such a film but that he would be happy to furnish whatever material they desire. He pointed out that in the booklet furnished in response to inquiries for travel information from ads in several national publications, a card will be enclosed on which can be inserted a request for business or industrial information. Such inquiries will be forwarded to the Department of Industrial Planning to determine the relationship of travel advertising with business and industrial operations. Commissioner Fridley also commented that there is a definite relationship between the easy accessibility of beautiful scenery, streams, lakes and other recreational features and the location of industrial plants. Industry is taking these factors into greater account because of the more desirable living conditions which can be provided.

Mr. Tugman speaking as Chairman of the State Parks and Recreation Advisory Committee, commented on the Parks Conference being held in Salem today. It is the purpose of this conference, he continued, to enlist the cooperation of the cities, counties and other agencies in developing adequate park facilities, and to determine the recreational functions which each agency is best equipped to handle.

Chairman McIver thanked Mr. Tugman for his and the Travel Advisory Committee's efforts. He pointed out that 25 years ago when the Travel Information Division was started tourists spent $35,000,000 in Oregon and in 1960 they have spent $170,000,000. The Commission, he stated, is proud of this accomplishment, and he complimented Mr. Carl Jordan, Director of the Travel Information Division, on his work, and asked Mr. Tugman to convey the Commission's thanks to the other members of the Travel Advisory Committee. The Commission approved the budget as presented.

The Right of Way Engineer presented for consideration options (pages 1 through 48) secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked

Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of November 3 and 4, 1960".

Concerning property to be acquired from S. N. and Nell Mayhew, File No. 20068, on 82nd Avenue-Hassalo Connection Section of the Columbia River Highway, shown on page 8 of the options presented, the Commission instructed that this item be deleted from the options approved and that condemnation proceedings be undertaken. It was pointed out that Mr. Mayhew is an employee of the Commission in the Legal and Right of Way Division, and although the price offered to him for the property appears to be fair, it was the Commission's thought that public criticism might be avoided if the value of the property is determined by the court.

In connection with parts of properties which may be considered as excess, Commissioner Fridley suggested that any excess property in The Dalles be regarded as possible trading stock in establishing a new maintenance headquarters site in The Dalles.

The Property Manager's report was presented by the Right of Way Engineer covering sales of miscellaneous properties and changes in rental status since the last Commission meeting. Miscellaneous sales during that period totaled $16,975, and rental receipts for the month of September 1960 totaled $5,349. The Commission accepted the report.

"Indentures of Access" were presented by the Right of Way Engineer covering changes in existing points of access for the safety of the traveling public and the convenience of the property owners. Concerning the access to the Hayes property he explained that condemnation proceedings were undertaken. The judgment handed down eliminated the access and $1,200 was paid for the eliminated access. The owner has now requested that the restrictions be lifted northerly of Station A 51+20 on Oakway Road, and has agreed to repay the sum of $1,200. The Commission approved the following "Indentures of Access":

(1) McCoy property, File No. 22329, on the Ochoco Dam-Mill Creek Section of the Ochoco Highway, Crook County.

(2) Humble Oil & Refining Company, File No. 22677, on the S.E. Flavel Street-S.P. Company Overcrossing Section of the Cascade Highway, Clackamas County.

(3) Lawson property, File No. 18722, on the Tigard-Newberg Section of the Pacific Highway West, Washington County.

(4) Doran property, File No. 29459, and Harding property, File No. 29460, on the Elkton-Kellogg Section of the Elkton-Sutherlin Highway, Douglas County.

(5) Hayes property, File No. 28863, on the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway, Lane County.

Public sale of several parcels of excess property was recommended by the Right of Way Engineer who explained that in each instance the value of the property has been fixed by careful appraisal and that the property has been determined excess by the Engineer. The Commission authorized public sale of the following parcels and thereupon adopted resolutions, marked Exhibits "B-1" through "B-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of November 3 and 4, 1960":

(1) 2.05 acres from the former Wallace property, File No. 26215, and the Longview, Portland & Northern Railroad Company, File No. 26216, on the Valley Junction-Sheridan Section of the Salmon River Highway, Polk County, for not less than $300 and without access to the relocated Salmon River Highway.

(2) 4,100 square feet of land from the former City of Marshfield (Coos Bay), File No. 8061, on the North Bend-Marshfield Section of the Oregon Coast Highway, Coos County, for not less than $2,000 and without access to the Oregon Coast Highway. (See Exhibit "B-1")

(3) 1,570 square feet of land from the former Martin Candy Company property, File No. 8089, on the North Bend-Marshfield Section of the Oregon Coast Highway, Coos County, for not less than $900 and without access to the Oregon Coast Highway.

(4) 15,000 square feet of land from the former Miller property, File No. 1784, a stockpile site, on the Willamina Section of the Willamina-Sheridan Highway, Yamhill County, for not less than $500.

(5) 3.52 acres from the former Denny property, File No. 13936, on the Willamette-Hayesville Section of the Pacific Highway, Marion County, for not less than $5,500 without access to the Pacific Highway, and subject to an advertising sign restriction. (See Exhibit "B-2")

(6) 4,650 square feet of land from the former Gillmouthe property, File No. 24999, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, for not less than $600, without access to the Pacific Highway, and subject to an advertising sign restriction.

(7) 0.37 acre from the former Saucy property, File No. 25933, on the Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County, for not less than $3,500, without access to the relocated Columbia River Highway, and subject to an advertising sign restriction. (See Exhibit "B-3")

The proposed cancellation of a permit granting the State the right to waste excavated materials upon the lands of Mr. and Mrs. C. C. Campbell on the Nelscott Section of the Oregon Coast Highway, Lincoln County, was presented by the Right of Way Engineer. He explained that the State no longer has need for the area involved and the owners have requested that the permit be cancelled. He also pointed out that an 18-inch culvert pipe has been installed for drainage and the release is given subject to the State's right to keep and operate the culvert pipe. Upon his favorable recommendation the Commission approved cancellation of the permit.

Direct sale of a parcel of excess property to Mr. M. F. Metzger was brought up by the Right of Way Engineer. This piece of land, he continued, consists of 0.08 acre located on the Redwood Interchange Section of the Redwood Highway, Josephine County. The property has been appraised at $570 and is a part of South 7th Street in Grants Pass which was vacated by City Ordinance No. 2784 dated October 7, 1959. No access is to be permitted to the Redwood Highway. Mr. Metzger has offered to pay $975 for the property, and he recommended that it be sold to him. The Commission approved the sale.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "C-1" through "C-18", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of November 3 and 4, 1960"

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated November 3 and 4, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of condemnation cases which have been
3b tried in court since the last Commission meeting was presented by

the Chief Counsel. He commented briefly on some of the cases which have been tried in Curry County, pointing out that the verdicts rendered were usually very close to what the defendants had asked. Concerning the Hewitt case in Curry County, he stated that a motion has been made for a new trial because of what is considered as a reversible error made in the original trial. The Commission authorized appeal of this case in the event the court does not grant a new trial. He also called attention to an award of $5,650 in attorney fees on a court verdict of $34,500 in the Oleta A. Walker case, File L-3471. In the case in which the City of Portland is suing the State for alleged damages caused by highway construction on the Sunset Highway at the city zoo, he said that an answer has been filed stating that the work which was performed by the Highway Department had been done at the request of the City and that the plans for the work had been approved by the City. He also called attention to 37 long-pending suits in which the plaintiffs were seeking remuneration from the State for damages suffered during the Vanport flood. A verdict has been rendered by the court in favor of the State and no damages have been allowed. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

October 1, 1960 to November 3, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3503 Robert DeGross et al	Curry	Oregon Coast	Gold Beach-Cape Sebastian	$ 590	$	$ 590
L-3502 Glen Dexter, et ux	Curry	Oregon Coast	Buena Vista Wayside-Cape Sebastian	$ 2,100	$ 4,500	$ 3,000
L-3474 Ben Gardner, et ux	Curry	Oregon Coast	Gold Beach-Cape Sebastian	$ 2,750	$ 7,000	$ 5,900
L-3469 John Hewitt, Jr. et al	Curry	Oregon Coast	Hunter Creek-Myers Creek	$ 2,030	$14,200	$ 9,000
L-3497 Asa R. Renner, et ux	Curry	Oregon Coast	Buena Vista Wayside-Cape Sebastian	$ 510	$ 2,250	$ 1,450

November 3, 1960

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3471 Oleta A. Walker	Curry	Oregon Coast	Hunter Creek-Myers Creek	$12,200	$50,000	$34,500
L-3481 Fred Wimer, et ux	Curry	Oregon Coast	Hunter Creek-Myers Creek	$ 1,525	$ 3,000	$ 2,250
L-3440 Fort-land General Electric Co., et al	Mult-nomah	Sunset	Washington County line-Highlands Interchange	$10,300	$14,788	$12,000

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2246A Kernan Livestock Farm, Inc.	State of Ore.	Mult-nomah	Damages arising out of Vanport Flood alleged to have been a result of State failing to maintain Denver Avenue Highway fill as a dike.	$100,000	None
L-2238 Daniel E. Helder & Margaret Thake	" " "	"	" " "	$ 20,185.90	None
L-2239 George R. Brooks, et ux	" " "	"	" " "	$ 6,180.50	None
L-2240 John M. Krieger, et ux	" " "	"	" " "	$ 14,000	None

November 3, 1960

(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2241 Donovan C. Byers, et ux	State of Ore.	Multnomah	Damages arising out of Vanport Flood alleged to have been a result of State failing to maintain Denver Avenue Highway fill as a dike.	$ 12,500	None
L-2242 Charles M. Keen, et ux	" " "	"	" " "	$ 6,959	None
L-2243 Oregon Sportservice, Inc.	" " "	"	" " "	$ 30,000	None
L-2244 Walter Theodore Liles	" " "	"	" " "	$ 7,500	None
L-2245 Gerald Castro, et ux	" " "	"	" " "	$ 27,000	None
L-2247 Columbia River Land Co.	" " "	"	" " "	$100,000	None
L-2248 Robert R. Bailey, et ux	" " "	"	" " "	$ 35,390.85	None
L-2249 Warren Packing Co., et al	" " "	"	" " "	$ 16,200	None
L-2250 Hal Hansen	" " "	"	" " "	$ 11,297	None
L-2251 K. P. Gustin, et ux	" " "	"	" " "	$ 35,000	None

November 3, 1960

(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2252 Elma Boyce	State of Ore.	Multnomah	Damages arising out of Vanport Flood alleged to have been a result of State failing to maintain Denver Avenue Highway fill as a dike.	$ 15,000	None
L-2253 Matheny & Bacon, Inc.	" " "	"	" " "	$ 66,605	None
L-2254 A.W. Matheny & George Matheny	" " "	"	" " "	$ 15,850	None
L-2255 Frank J. Powers	" " "	"	" " "	$ 8,617	None
L-2256 Lenora Mae Bucher	" " "	"	" " "	$ 15,000	None
L-2257 James A. Plunkett, et ux	" " "	"	" " "	$ 9,000	None
L-2258 Northwest Sports, Inc.	" " "	"	" " "	$ 55,000	None
L-2259 Portland Meadows	" " "	"	" " "	$150,000	None
L-2260 C. C. Schlesser	" " "	"	" " "	$ 58,724	None
L-2261 Westley Grant	" " "	"	" " "	$100,000	None
L-2262 Max W. Weiler, et ux	" " "	"	" " "	$ 23,025	None

November 3, 1960

(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2263 R. H. Seivert, et ux	State of Ore.	Multnomah	Damages arising out of Vanport Flood alleged to have been a result of State failing to maintain Denver Avenue Highway fill as a dike.	$ 15,000	None
L-2264 Amphitheaters, Inc.	" " "	"	" " "	$ 53,142.28	None
L-2265 Herbert B. Krueger, Jr., et ux	" " "	"	" " "	$ 7,687.50	None
L-2266 Nels F. Wickstrom, et ux	" " "	"	" " "	$ 11,309	None
L-2267 W. P. Hudman, et ux	" " "	"	" " "	$ 5,434	None
L-2268 John F. Jenkins, et ux	" " "	"	" " "	$ 5,900	None
L-2269 Elwin C. Peck, et ux	" " "	"	" " "	$ 5,500	None
L-2270 Northwest Properties, Inc.	" " "	"	" " "	$ 85,000	None
L-2271 Charles Trachi	" " "	"	" " "	$ 24,700	None
L-2272 Columbia Way Motel	" " "	"	" " "	$210,000	None
L-2274 Andrew Fazio, et al, dba Columbia Gardening Co.	" " "	"	" " "	$ 50,000	None

November 3, 1960

(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2275 Anna Louise Beaverton	State of Ore.	Multnomah	Damages arising out of Vanport Flood alleged to have been a result of State failing to maintain Denver Avenue Highway fill as a dike.	$ 15,000	None
L-2276 Max Lehmann, et al, dba L & H Farms	" " "	"	" " "	$ 12,706.80	None
L-2277 A. R. Marvel, et ux	" " "	"	" " "	$ 14,028	None
L-2278 Jennings E. Tylden, et ux	" " "	"	" " "	$ 4,510	None
L-2279 Erwin M. Blake, et ux	" " "	"	" " "	$ 8,038.50	None

(For additional details, see the Chief Counsel's letters entitled "Report of Cases Tried", dated October 28, 1960 and November 2, 1960, in the General Files, Salem.)

A written report was also presented by the Chief Counsel showing condemnation cases which have been settled out of court since the last Commission meeting. The property settlements, he stated, are on or very near appraised valuations for the property, and upon his favorable recommendation the Commission accepted the settlements which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29161 Henry Schmidt, et al	Clackamas	Cascade	Lake Road-Oregon City	$ 200	$ 500

November 3, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28534 Hudspeth Land & Livestock Co., et al	Crook	Paulina	Lost Creek-Camp Creek Unit of Post-Paulina	$ 1,000	$ 1,750
R-28271 Edna Benton Porter, et al	Jackson	Pacific	Medford	$ 1,500	$ 2,000
R-28880 Marie G. Vorbeck, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$10,820	$10,820
R-28640 L. T. Howard, et al	Josephine	Redwood	Jerome Prairie-Grants Pass	$ 5,285	$ 5,615
R-30975 R-30976 John T. Babcock, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$ 2,800	$ 2,800
R-31001 Lester Foss, et ux	Linn	Santiam	Albany-Pacific Highway Interchange	$ 3,600	$ 3,600
R-31005 Stanley Martin, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$ 1,525	$ 1,600,
R-20565 Pearl A. Teter, et al	Polk	Pacific West	Rickreall-Orr Corner	$ 150	$ 200
R-28245 M. E. Paget, et al	Multnomah	Pacific	East Bank Freeway	$ 3,500	$ 3,500

November 3, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30502 Valley Memorial Park, Inc. et al	Washington	Tualatin Valley	Hillsboro-Reedville	$14,700	$19,000
R-28718 Marie Leuenberger, et al	Clackamas	Cascade	Lake Road-Oregon City	$ 5,000	$ 5,600
R-28036 Gladys Abercrombie, et al	Columbia	Nehalem Secondary	Nehalem River Bridge	$ 100	$ 100
R-30620 Frances E. White	Jackson	Pacific	Grants Pass-Rock Point	$27,250 (62.1 acres)	$34,418 (67 acres)
R-31626 Lucille E. Bavaro, et al	Lane	Country Club Road	Country Club Road-Coburg Road	$ 675	$ 675
R-24915 D. D. Simpson, et al	Lane	Country Club Road	Country Club Road-Coburg Road	$14,450	$14,500
R-27570 James E. Pallin, et al	Tillamook	Netarts	Tillamook River Bridge	$ 4,350	$ 4,350
R-28945 R. W. Richmond, et al	Umatilla	Columbia River	Umatilla-Washington State Line	$ 650	$ 650 (plus State to pay taxes estimated at $50)
R-30309 Lowell C. Paget, et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 8,900	$ 8,870

November 3, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30464 Hazel L. Seymour	Washington	Tualatin Valley	Hillsboro-Reedville	$ 2,800	$ 3,850
R-31628 D. D. Simpson, Herman Falkenstein, et al	Lane	Country Club Road	Country Club Road-Coburg Road	$ 4,200	$ 7,300
R-30484 Ralph H. Wilson	Washington	Tualatin Valley	Hillsboro-Reedville	$ 2,300	$ 2,650
R-30483 Elton L. Livingston	Washington	Tualatin Valley	Hillsboro-Reedville	$ 1,635	$ 3,000
R-30924 Clement M. Parker (Cal. Ore. Theaters, Inc.)	Jackson	Pacific	Seven Oaks-Neil Creek	$86,750	$100,000
R-28275 Julius O. Selberg	Multnomah	Pacific	East Bank Freeway	$12,250	$16,000
R-29055 R-28887 City of Medford	Jackson	Pacific	Seven Oaks-Ashland	$160,980	$160,980

(For additional details see the Chief Counsel's letters dated October 28, 1960, entitled "Report of Cases Settled", November 2, 1960, entitled "Supplemental Report of Cases Settled" and November 9, 1960, entitled "N.O.A. Items", in the General Files, Salem.)

A list of offers made to property owners prior to the institution of condemnation proceedings was presented by the Chief Counsel in compliance with the resolution adopted December 20, 1951. The Commission confirmed the following offers:

(see next page)

(Cont.)

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-28455 - Peter R. Bateman, et ux. Parcel No. 1: 3.65 acres for right of way purposes; and Parcel No. 2: 0.73 acre for right of way purposes. Offer of $47,625 approved by Mr. Jackson, October 10, 1960.

R-28456 - Chester E. Irish, et al. 5.96 acres for right of way purposes. Offer of $31,000 approved by Mr. Jackson, September 29, 1960

R-28462 - Orrin L. Brown, et al. Parcel No. 1: 0.29 acre for right of way purposes; and Parcel No. 2: 0.04 acre for permanent easement. Offer of $10,500 approved by Mr. Jackson, October 5, 1960.

R-28891 - W. S. Gillette, et ux. Parcel No. 1: 1.12 acres for right of way purposes; and Parcel No. 2: 0.63 acre for permanent easement. Offer of $7,850 approved by Mr. Jackson, October 21, 1960.

R-29057 - Dolph E. Phipps, et al. Parcel No. 1: 1.6 acres for right of way purposes; Parcel No. 2: 0.08 acre for permanent easement; Parcel No. 3: 1.2 acres for permanent easement; and Parcel No. 4: 0.03 acre for permanent easement. Offer of $6,300 approved by Mr. Jackson, October 3, 1960.

R-30579 - Frank J. Cullen, et al. Parcel No. 1: 0.62 acre for right of way purposes; and Parcel No. 2: 0.45 acre for right of way purposes. Offer of $8,065 approved by Mr. Jackson, October 7, 1960.

R-30580 - M. M. Huggins, et al. 2.7 acres for right of way purposes. Offer of $10,800 approved by Mr. Jackson, October 14, 1960.

R-30587 - Southern Oregon Broadcasting Company, et al. Parcel No. 1: 0.01 acre for right of way purposes; and Parcel No. 2: 0.75 acre for permanent easement. Offer of $1,175 approved by Mr. Jackson, September 29, 1960.

R-30924 - Clement M. Parker, et al. Parcel No. 1: 8.86 acres for right of way purposes; and Parcel No. 2: 1.05 acres for right of way purposes. Offer of $86,750 approved by Mr. Jackson, October 10, 1960.

R-31211 - John D. Benson, et ux. 0.83 acre for exchange with the railroad. Offer of $4,460 approved by Mr. Jackson, September 30, 1960.

R-31219 - Charles Z. Boyden, et ux. Parcel No. 1: 0.75 acre for right of way purposes; and Parcel No. 2: 0.53 acre for right of way purposes. Offer of $3,300 approved by Mr. Jackson, October 5, 1960

(Cont.)

COUNTRY CLUB ROAD-COBURG ROAD SECTION OF THE COUNTRY CLUB ROAD

R-24913 - George L. Zellner, et al. Parcel No. 1: 1.45 acres for right of way purposes; and Parcel No. 2: 0.55 acre for excess taking. Offer of $30,500 approved by Mr. McIver, October 5, 1960.

R-24915 - D. D. Simpson, et al. 1.85 acres for right of way purposes. Offer of $14,450 approved by Mr. McIver, October 5, 1960.

R-31626 - Lucille E. Bavaro, et al. Parcel No. 1: 0.07 acre for right of way purposes; and Parcel No. 2: 0.02 acre for temporary easement. Offer of $675 approved by Mr. McIver, October 5, 1960.

R-31627 - Gilbert L. Garett, et al. 0.4 acre for right of way purposes. Offer of $18,000 approved by Mr. McIver, October 5, 1960.

R-31628 - D. D. Simpson, et al. Parcel No. 1: 0.42 acre for right of way purposes; and Parcel No. 2: 0.09 acre for right of way purposes. Offer of $4,200 approved by Mr. McIver, October 5, 1960.

R-31629 - Clarence M. Urey, et al. 0.08 acre for right of way purposes. Offer of $1,200 approved by Mr. McIver, October 5, 1960.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29631 - Tenet Mortgage Company, et al. 5,000 square feet for right of way purposes. Offer of $3,775 approved by Mr. McIver, October 27, 1960.

R-29700 - George J. Aha, et al. 1,450 square feet for right of way purposes. Offer of $3,000 approved by Mr. McIver, October 14, 1960.

R-29701 - Harvey S. Giffin, et al. 5,000 square feet for right of way purposes. Offer of $4,300 approved by Mr. McIver, October 10, 1960.

PARKDALE SECTION OF THE MT. HOOD HIGHWAY

R-31232 - James Davidson, et al. 0.04 acre for right of way purposes. Offer of $10 approved by Mr. Fridley, September 29, 1960.

PINE STREET-STEPHENS STREET COUPLET (ROSEBURG) OF THE OAKLAND-SHADY HIGHWAY

R-31439 - R. O. Johnson, et al. 0.4 acre for right of way purposes. Offer of $27,380 approved by Mr. Jackson, September 30, 1960.

(Cont)

ROCK CREEK SECTION OF THE CLACKAMAS HIGHWAY

R-31365 - Harry W. Larson, et ux. 500 square feet for right of way purposes. Offer of $25 approved by Mr. McIver, October 14, 1960.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY

R-28718 - Marie Leuenberger, et al. 2.11 acres for right of way purposes. Offer of $5,000 approved by Mr. McIver, October 14, 1960.

R-31567 - Llewellyn C. Dauchy, et ux. 0.04 acre for right of way purposes. Offer of $1,000 approved by Mr. McIver, October 20, 1960.

SOUTH NEWPORT STATE PARK

R-30732 - Fred Cosentini, et ux. 5,000 square feet for park purposes. Offer of $200 approved by Mr. McIver, October 14, 1960.

NESKOWIN-SALMON RIVER SECTION OF THE OREGON COAST HIGHWAY

R-30905 - Lola O. Voigtle, et vir. Parcel No. 1: 1.84 acres for right of way purposes; Parcel No. 2: 0.48 acre for right of way purposes; and Parcel No. 3: 0.16 acre for right of way purposes. Offer of $6,200 approved by Mr. McIver, October 3, 1960.

R-30906 - Pearl Fraser, et al. Parcel No. 1: 24.5 acres for right of way purposes; Parcel No. 2: 8.9 acres for right of way purposes; Parcel No. 3: 6.5 acres for right of way purposes; Parcel No. 4: 2.05 acres for right of way purposes; and Parcel No. 5: 1.90 acres for right of way purposes. Offer of $28,900 approved by Mr. McIver, October 18, 1960.

R-31598 - Lola O. Voigtle, et al. Parcel No. 1: 0.47 acre for right of way purposes; and Parcel No. 2: 0.03 acre for right of way purposes. Offer of $4,900 approved by Mr. McIver, September 29, 1960.

CASCADE LOCKS-VIENTO SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31238 - Ray K. Yasui, et al. 5.5 acres for right of way and exchange with the railroad. Offer of $290 approved by Mr. McIver, September 30, 1960.

R-31350 - Mary Jane Lawrence, et vir. 0.5 acre for right of way and exchange with the railroad. Offer of $60 approved by Mr. McIver, September 30, 1960.

(Cont.)

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-31251 - Fred R. Heyer, et al. 0.22 acre for right of way purposes. Offer of $100 approved by Mr. Jackson, October 20, 1960.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31638 - Marion E. Brown, et al. 4.0 acres for right of way purposes. Offer of $2,200 approved by Mr. Jackson, October 31, 1960.

R-31640 - Ernest L. Middagh, et al. 5.7 acres for right of way purposes. Offer of $7,900 approved by Mr. Jackson, November 1, 1960.

THE DALLES BY-PASS SECTION AND THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30557 - Oregon-Washington Railroad & Navigation Company Parcel No. 1: 1.2 acres for right of way purposes; Parcel No. 2: 6.4 acres for right of way purposes; Parcel No. 3: 54.0 acres for right of way purposes; Parcel No. 4: 1.49 acres for right of way purposes; and Parcel No. 5: 1.84 acres for right of way purposes. Offer of $92,625 approved by Mr. Fridley, November 1, 1960.

The Commission gave attention to a written report submitted by the Chief Counsel concerning orders issued by the Public Utility Commissioner in which the State Highway Commission has been a party. The Commission accepted the report which is summarized as follows:

PUX 368: Great Northern Railway grade crossing of Anderson Avenue near Klamath Falls. The Commission has no jurisdiction over the crossing and no objection was made to the issuance of a proper order.

PUX 369: Great Northern Railway grade crossing of Washburn Way near Klamath Falls. An answer was filed to the effect that Washburn Way is not under the jurisdiction of the Highway Commission, and no objection was made to the issuance of a proper order. The order stipulates that Klamath County is to provide $100,000 and the Great Northern Railway Company, $100,000. At the hearing it was specifically understood that the Highway Commission has not approved any allocation of State Highway funds for construction of either two-lane or four-lane overcrossing structure.

PUX 370: Great Northern Railway grade crossing of Midland Road near Klamath Falls. The order authorized the construction of an

additional track across the Midland Road Secondary Highway No. 420. All cost of the work and future maintenance is to be borne by the Great Northern Railway Company.

PUX 383: Grade crossings on three city streets at their intersections with Southern Pacific Railway Company in Hubbard. The Public Utility Commissioner ruled that the proposed changes and improvements do not constitute alteration of the crossings within the meaning of ORS 763.030, and the application was dismissed as being unnecessary.

PUX 389: Impaired clearance on S. E. Water Avenue at the tracks of Portland Traction Company in the City of Portland. This matter arose upon the application of the State Highway Commission in connection with construction of a ramp connection between S. E. Morrison Street and the East Bank Freeway section of the Pacific Highway in Portland. The order authorizes a permanent impaired clearance and provides that the cost of the installation of impaired clearance signs and the lighting thereof shall be borne by the Highway Commission.

The Commission considered and accepted the Chief Counsel's quarterly report of collections made from property damage claims during the period from July 1 through September 30, 1960. He pointed out that during this period a total of $13,829.22 had been collected.

Consideration was given to a request from the Bureau of Land Management to convey back to the Bureau the mineral rights to a stockpile site on the Coos County Line-Pacific Highway Junction Section of the Coos Bay-Roseburg Highway, Coos County. Upon the favorable recommendation of the Chief Counsel the Commission authorized the Secretary to sign a proper document covering this matter.

The Chief Counsel requested authority to take legal action against Lottie Maye Wright to recover the sum of $350.82 in damages caused to a State Highway vehicle in an accident which occurred September 22, 1959. He explained that the Pacific Indemnity Company, surety for Lottie Maye Wright, has offered to settle for 50 percent of the amount of damage. It was his opinion that there is considerable evidence to indicate that Lottie Maye Wright was in the wrong, and that there is a good chance of recovering the full amount. The Commission granted the request.

A report was made by the Chief Counsel concerning an action filed in Circuit Court in Columbia County wherein A. A. and Edithe Anderson seek to enjoin the State from interfering with their access to the Lower Columbia River Highway, near Goble, by reason of the road being a public road connection. The Chief Counsel explained that originally the Andersons did not have direct access to the Lower Columbia River Highway but had egress to it from under a railroad trestle that is adjacent to the highway. The State, he continued, had offered to settle for $650, which is $150 above the appraised value of the property; however, the Andersons demanded $1,500

The Andersons have now offered to settle for $500 if the State will grant them an access to the highway at another location, which location after investigation proved to be unacceptable because of the safety factor. A study, he added, is now underway to determine whether the road in question is a public road. He declined to make a recommendation until the status of the road has been clarified. The Commission accepted his report.

The employment of Mr. Jack Sollis as an Assistant Attorney to fill the vacancy caused by the resignation of Mr. John McLean was requested by the Chief Counsel. Mr. Sollis, if employed, will start at a salary of $500 per month, effective Monday, November 14, 1960. Approval of the Attorney General has been secured. The Commission approved the employment of Mr. Sollis.

Attention was given to a correction deed from Robert E. and Blanch V. Smith, conveying 4.1 acres instead of 4.4 acres originally conveyed by these individuals in a deed dated June 25, 1959 on a stockpile site on the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County. Through an error, conveyance had been made in the amount of 4.4 acres, whereas there was actually only 4.1 acres to be conveyed. The Commonwealth Title Company, who insured the title to the property, will refund to the State the sum of $90, being the proportionate part of the purchase price originally paid for the 0.3 acres. The Commission approved the correction deed.

The Engineer stated that he had awarded a contract which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions have been satisfied and the following contract has been awarded:

> Grading and paving the Rickreall Creek (Dallas) Bridge structure in Polk County. Bids received September 27, 1960. Contract awarded October 7, 1960 to Ross Brothers Construction Company, Salem, low bidder.

The Commission confirmed award of the contract.

The establishment of temporary construction speed zones was reported by the Engineer. These temporary speed zones, he explained, are placed in construction projects for the protection of the traveling public while construction is underway. The Commission confirmed the establishment of the following temporary speed zones:

(1) 35 MPH on Pacific Highway (Baldock Freeway) between Capitol Highway Interchange (M.P. 6.37) and the Haines Road Undercrossing (M.P. 8.11), effective 8:00 a.m September 26, 1960.

(Cont.)

(2) 35 MPH on Glover-Perry Section of Old Oregon Trail between M.P. 252.0 and M.P. 253.5, effective 8:00 a.m. October 6, 1960.

(3) 20 MPH on Buena Vista Wayside-Cape Sebastian Section of Oregon Coast Highway between M.P. 332 and 336, effective 8:00 a.m. October 20, 1960.

(4) 25 MPH on Coos Bay-Roseburg Highway between M.P. 22.8 and M.P. 26.2 (Powers Junction-Sugarloaf Mountain grading project), effective October 27, 1960;

also

35 MPH on Coquille Junction-Rhoda Creek Section of Powers Secondary Highway between M.P. 0.0 and M.P. 1.3, effective October 31, 1960.

An increase in project authorization on Contract No. 5564 for grading and oiling on the East Unit, Forest Boundary-Haines Section of the Haines-Anthony Highway, Baker County, was requested by the Engineer. He attributed the principal cause of the overrun to the fact that the planned eight inches of selected roadbed topping was not sufficient to carry construction traffic; also, earthwork items overran because of a greater amount of shrinkage than had been anticipated. The Commission approved an increase to cover the overrun in the amount of $50,175.41.

The Commission discussed with the Engineer bids for highway construction received November 1, 1960. The Engineer went over the projects individually and mentioned the amount of the estimated cost, the low bidder, and his recommendation as to the award of the contracts. Action on awards was deferred until 2:00 p.m.

Consideration was given to a request made by Mr. H. F. Stearns, of the Stearns Cattle Company, for improvement of the Crooked River Highway southerly from Prineville. The Engineer commented that development of the Paulina Secondary Highway has lessened the importance of the Crooked River Highway. The most recent average daily traffic count shows a maximum of 250 vehicles immediately south of Fairgrounds Avenue in Prineville; at a point approximately eight and one-half miles southerly the traffic had diminished to 60 vehicles per day; and at a point 0.10 mile north of the junction with the Central Oregon Highway the average daily traffic was only 20 vehicles. In view of the fact that improvements to the highway would be expensive and as the traffic is very light, he recommended that no substantial expenditure of construction funds be made at this time. The Commission approved his recommendation.

Attention was given to a letter submitted by the Brookings-Harbor Chamber of Commerce requesting reconstruction of the Chetco River and Winchuck River Bridges on the Oregon Coast Highway, south

of Brookings. The Engineer pointed out that a rough estimate indicated that replacement of the Chetco River Bridge would cost approximately $350,000. Cost of replacing the Winchuck River Bridge, he estimated at near $200,000 for the bridge plus approximately $250,000 for grading and paving a one-mile section of the highway which would have to be realigned if a new bridge were constructed. Both projects, he continued, have merit but as no funds are available unless diverted from other projects in Division 3, he recommended that the projects be deferred. The Commission accepted his recommendation.

The Engineer submitted for the Commission's consideration a proposed budget for the calendar year 1961. He pointed out that the total amount of the budget, $115,603,766, is the largest budget which has ever been presented to the Highway Commission for one year. He called attention to some of the major items of expenditure, including $58,850,000 for construction, $11,000,000 for purchase of right of way, and $12,250,000 for maintenance. Chairman McIver mentioned that the rate of increase in maintenance of highways has been very low. The Engineer stated that some of this low rate of increase can be attributed to the additional mileage of new highways which require less maintenance per mile than the older types and that the Maintenance Division is continually striving to improve its maintenance operations. The Engineer answered several questions directed to him by the Commission concerning details of the budget. After due consideration the Commission approved the budget for 1961, outlined as follows:

RECEIPTS:	Budget 1961
Motor vehicle revenues	$ 63,580,000
Co-operative funds	1,400,000
Interest on loan of bond funds	97,000
Federal funds	48,660,000
Other items of revenue	490,000
Gross receipts	$114,227,000
Less contributions	21,010,000
Net receipts	$ 93,217,000
Year-end balance	22,386,766
Total funds available	$115,603,766

EXPENDITURES:	
Construction	$ 58,850,000
Minor betterments	2,500,000
Purchase of right of way	11,000,000
Purchases of equipment	2,165,000

(Cont. - 1961 Budget)

EXPENDITURES: - Cont.	Budget 1961 - Cont.
Construction and improvements to buildings and areas	$ 2,127,000
Other capital outlays (net)	1,145,000
Maintenance	12,250,000
Operations	7,818,000
Service and Inventory accounts	- -
Debt service	7,355,000
Total expenditures	$105,210,000
Year-end balance	$ 10,393,766

(For additional details see the Engineer's letter to the Commission, dated October 19, 1960, and the copy of the budget filed in the General Files, Salem.)

A list of County Federal-aid Secondary Projects in Baker, Benton, Curry, Gilliam, Lane and Morrow Counties was presented by the Engineer. These projects, he stated, have been selected by the various counties and are eligible for construction. Upon his favorable recommendation, the Commission approved the following projects:

County	FAS	Section and Description	Programmed Amount	FAS Funds
Baker	506	Ebell Park-Pine Corners. Surface and oil.	$ 27,000	'62
	521	Langrell Corners-Halfway. Surface and oil	$ 30,000	'61 & '62
Benton	578	Martins Lake Road. Bundy Bridge.	$ 48,000	'61 & '62
	830	Star Creek Road-Fletcher Creek. Grade and surface.	$ 110,000	'62
Curry	881	Floras Creek. Upper Bridge.	$ 45,000	'61 & '62
Gilliam	714	Rock Creek-Shutler Road. Oiling.	$ 9,000	'62
Lane	228	Drury Creek-Marcola. Grade and surface.	$ 170,000	'62
	231	Row River Rd. Row River Bridge.	$ 90,000	'61 & '62
Morrow	552	Clark Canyon Road-Ruggs. Surface and oil	$ 95,000	'61 & '62
		TOTAL	$ 624,000	

November 3, 1960

(Cont.)

SUMMARY BY FISCAL YEARS	1961 & 1962 (Estimated)	1963 (Estimated)	Total
Available Funds	$4,078,000	$3,500,000	$7,578,000
Previously Approved	1,841,000	- -	1,841,000
Unprogrammed Balance	$2,237,000	$3,500,000	$5,737,000
Projects Proposed 11/3/60	624,000	- -	624,000
Unprogrammed Balance	$1,613,000	$3,500,000	$5,113,000

A program report was presented by the Engineer concerning projects in cities of less than 5,000 population under the Special City Allotment Fund of $250,000 appropriated by ORS 366.805. He pointed out that 47 applications had been submitted by the cities for consideration, and within the funds available it was possible to approve only 15 of them. Many of the projects which could not be approved for 1961, he stated, have considerable merit and may be considered for the following year. All of the projects were very carefully investigated, and allocations have been made to those cities which seem to best qualify. The Commission approved the following city projects which were recommended by the Engineer.

1961 PROGRAM

City	Division	Estimated Cost State	City	Total
Central Point	III	$ 14,000	$ - -	$ 14,000
Chiloquin	IV	19,500	- -	19,500
Estacada	I	13,600	- -	13,600
John Day	V	18,000	- -	18,000
Madras	IV	20,000	10,000	30,000
Milton-Freewater	V	20,000	3,300	23,300
Molalla	I	20,000	9,000	29,000
Nyssa	V	20,000	2,800	22,800
Phoenix	III	20,000	10,500	30,500
Redmond	IV	18,000	- -	18,000
Riddle	III	20,000	8,400	28,400
Saint Helens	I	20,000	3,400	23,400
Silverton	II	7,000	1,500	8,500
Sweet Home	II	20,000	8,900	28,900
Toledo	II	20,000	34,000	54,000
RECOMMENDED FOR APPROVAL (15 Cities)		$270,100	$ 91,800	$361,900

November 3, 1960

Requests for increases in number of working days within which to complete state highway contracts were presented by the Engineer. He outlined briefly the reasons for granting or denying the increases and made his recommendation for each request. The Commission took action on the requests for increase in number of working days as follows:

(1) Tom Lillebo Construction Company, Contract No. 5561, for grading and paving the Depot Slough Section of the Corvallis-Newport Highway, Lincoln County, requested an increase of 30 workdays in which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(2) Snook Brothers, Contract No. 5617, for sign installation on the Hayesville-Battle Creek Section of the Pacific Highway, Marion County, requested an increase of 8 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request. A letter from the Bureau of Public Roads was presented concurring therein.

The Engineer reported that Contract Nos. 5249, 5459, 5477, 5492, 5498, 5516, 5517, 5525, 5537, 5538, 5539, 5542, 5546, 5551, 5556, 5560, 5578, 5593, 5602, 5626, 5635, 5675, 5680, 5681, 5683, 5702, 5706, 5709, 5720, 5723, 5724, 5734, 5736, 5738, 5741, 5745, 5748, 5751, 5766, and 5771, for highway construction have been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of November 3 and 4, 1960".

An agreement with Dames and Moore, Soil Mechanics Engineers, was presented by the Engineer. He explained that plans are being developed for relocation of the Westport-Clatskanie Section of the Columbia River Highway, Clatsop and Columbia Counties. This project will require relocation of approximately 1.25 miles of the Spokane, Portland and Seattle Railroad Company's tracks. The Railroad Company has questioned the foundation support for its tracks in the area considered for relocation, and has requested that a foundation investigation be made by foundation experts before it will enter into an agreement with the State. The Railroad Company has indicated that the firm of Dames and Moore is satisfactory to conduct the investigation, which the Engineer estimated will cost $4,580. Based upon his favorable recommendation, the Commission approved the agreement.

The Engineer reported that a survey for reconstruction of the Viento-Hood River Section of the Columbia River Highway, Hood River County, is now complete. He recalled that a public hearing had

been held in Hood River concerning this project on March 25, 1959 and the main problems brought up at the hearing had been worked out. He recommended that the survey be approved. The Commission approved the survey and thereupon adopted a resolution, marked Exhibit "G" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of November 3 and 4, 1960".

The Commission gave attention to two items of unfinished business appearing on the Secretary's Summary dated September 30, 1960, as follows:

(1) Request of Crook County Judge Harry Fowler that the State cooperate in developing a park area at the dam on Crooked River south of Prineville: A report on this matter was presented by the State Parks Superintendent earlier in the day and the Commission order the item deleted from the list of unfinished business.

(2) Offer of Portland General Electric Company to pay $350,000 for relocation of the Cove Palisades State Park because of construction of Round Butte Dam, Jefferson County: The Parks Superintendent earlier in the day had discussed this matter with the Commission but had deferred making a recommendation until the geologist's findings are complete.

The Commission considered and, upon the favorable recommendation of the Engineer, approved the payment of 1961 WASHO dues in the amount of $50.

Consideration was given to an agreement with the City of Medford in Jackson County covering joint occupancy of Roxy Anne Butte for the installation and maintenance of a base radio station for the radio communication system of the State Highway Department and the State Police. Upon the Engineer's favorable recommendation, the Commission approved the agreement with the City.

The Engineer presented for the Commission's consideration a proposed abandonment agreement with Josephine County concerning the disposition of the old portion of the Redwood Highway (US199) from Grants Pass westerly to Jerome Prairie. He stated that the County has agreed to take over and maintain the old section as a county road when construction of the new section is completed and opened to public travel. The Commission approved the agreement.

Out-of-State travel expenses were requested for State Highway personnel and approved by the Commission, as follows:

(1) Carl Jordan, Director of the Travel Information Division, to attend the Annual Convention of the American Convention and Travel Institute at Scottsdale, Arizona, November 27-30, 1960, at an estimated cost of $242.

(2) G. S. Paxson, Assistant State Highway Engineer, to attend a meeting of the special committee of the Highway Research Board at Washington, D. C., November 9-11, 1960, expenses to be paid by the Highway Research Board.

(3) W. C. Williams, State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer; G. S. Paxson, Assistant State Highway Engineer; and Leonard I. Lindas, Chief Counsel, to attend the annual meeting of the Highway Research Board, in Washington, D. C., January 9-13, 1961, at an estimated cost of $350 each.

(4) The Commission confirmed previous telephonic approval, authorizing R. B. Sipprell, Director of Permits, to attend a meeting of Pacific Logging Congress, in Vancouver, B. C., October 25-27, 1960, at an estimated cost of $75.

The Commission approved the Secretary's report on papers signed on behalf of the Commission during the period from September 26 through October 28, 1960.

The date for the next regular Commission meeting was confirmed for December 12 and 13, 1960, in the Conference Room of the State Highway Building, Salem. A tentative date for the following meeting was set for January 26 and 27, 1961.

The Commission considered a request of the Mid-Willamette Valley Planning Council, on behalf of the Marion County Planning Commission, for concurrence in the naming of several sections of roads in Marion County, as follows:

(1) That portion of the Silver Creek Falls Highway presently known as State Street from the east city limits of Salem to Lancaster Drive be also known as State Street.

(2) That portion of the Silver Creek Falls Highway south of State Street to the new intersection of the North Santiam Highway presently called Lancaster Drive be known as Lancaster Drive.

(3) That portion of the Silver Creek Falls Highway southeast from the intersection of the new North Santiam Highway to the junction of the old North Santiam Highway (west of Shaw) presently an unnamed street also be known as the Aumsville Highway.

(4) That portion of the North Santiam Highway from the junction of the Silver Creek Falls Highway (west of Shaw) southerly to an intersection with Market Road No. 85 (east of Sublimity Gun Club at the new North Santiam Highway) presently an unnamed street be known as the Aumsville Highway.

(5) That portion of an unnamed secondary highway formerly the North Santiam Highway between Sublimity and Stayton presently an unnamed street also be known as the Cascade Highway.

The Engineer recommended approval of this action so that street addresses and post office designations may be correlated with the Marion County Planning Commission. The Commission approved the suggested road names of these five sections.

The Engineer reported that several years ago the State had improved S. W. 87th Avenue between the Tualatin Valley Highway and S. W. Canyon Drive in Washington County to provide an "outrigger" left-turn lane for vehicles wishing to make the left-turn movement from east to south at the intersection of the Tualatin Valley Highway and S. W. 87th Avenue in West Slope. He explained that although signs have been installed, the left-turn movement has not been officially prohibited. This has caused some difficulty to the State Police in law enforcement. He recommended that the left-turn movement from east to south from the Tualatin Valley Highway be prohibited at the intersection of Tualatin Valley Highway No. 29 (ORE 8) and S. W. 87th Avenue at M.P. 1.55 in the community of West Slope. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of November 3 and 4, 1960".

Consideration was given to a request from Mrs. Roy Gayman, of Rufus, concerning protection for school children crossing the Columbia River Highway in the community of Rufus in Sherman County. The Engineer explained that an investigation has been made which has disclosed that, because of the construction of the John Day Dam, a trailer camp has been established on the northerly side of the highway in this community. The school children living in the trailer camp have to cross the highway going to and from school. Investigation also revealed that lowering the present 45-mile-per-hour speed zone would not be reasonable under existing conditions. He recommended that the 45-mile-per-hour speed zone established in this section on August 6, 1953, be amended so as to establish a 45-mile-per-hour speed zone between a point 0.14 mile west of the county road to Wasco and a point 0.18 mile east of the county road to Wasco, except that between a point 450 feet west of the county road to Wasco and a point 0.10 mile east of the county road to Wasco the indicated speed shall be 20 miles per hour during the hours of school crossing. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of November 3 and 4, 1960".

The Commission considered a request from Mrs. Willard Pease, President, Wilbur-Winchester P.T.A., Roseburg, regarding the establishment of a speed zone on the Oakland-Shady Highway in and near the community of Winchester in Douglas County. The Engineer reported that a traffic engineering investigation has been made and, considering the roadside culture, accident rate, and other conditions, he recommended establishment of the following reduced speed zones in this area:

(1) 45 MPH between a point 500 feet south of Page Road (M.P. 12.58) and a point 500 feet north of Housley Avenue (M.P. 14.61).

(2) 40 MPH between a point 250 feet north of the southerly end of the North Umpqua River Bridge (M.P. 12.23) and a point 500 feet south of Page Road (M.P. 12.58).

The Commission accepted his recommendation by adopting a resolution relative thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of November 3 and 4, 1960".

The Engineer reported that on June 2, 1960, a resolution was adopted which abandoned the old route of the Lake of the Woods Secondary Highway through Klamath Falls easterly of the West Side Bypass, which is a portion of FAS 288. This section still remains on the Federal-aid System. He recommended that this abandoned section in Klamath County from the interchange at the intersection of Oregon Avenue and the West Side Bypass to the intersection of 9th Street and Main Street in Klamath Falls be removed from the Federal-aid Highway System. The Commission approved his recommendation.

The Engineer also reported that sometime ago Klamath County officials appeared before the Commission and asked that the section of the East Side Bypass from Esplanada Street southeasterly to the intersection with South Sixth Street be placed on the Federal-aid Secondary System. This route is now on the State Highway Primary System, by resolution dated May 9, 1944, as a portion of the Klamath Falls-Malin Highway, but has not previously been placed on the Federal-aid System. Upon his favorable recommendation the Commission approved this section being placed on the Federal-aid Secondary System as an extension of FAS 419.

The Commission authorized the Engineer to make the awards of the contracts at 2:00 p.m. in accord with the recommendations he made to the Commission earlier in the session.

The meeting was recessed at 12:00 Noon and was reconvened at 2:00 p.m. in the same room.

At 2:00 P.M. the Engineer announced the award of contracts as follows:

BIDS RECEIVED IN SALEM ON NOVEMBER 1, 1960

"Extension of Overnight Camping Area in Humbug Mountain State Park on the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Fairy Creek Rock, Brookings, at $32,987.57.

"Grading and paving on the Douglas Avenue-South City Limits (Roseburg) Section of the Oakland-Shady Highway in Douglas County. No bids were received.

"Grading, paving, structures and signing on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County. The Commission elected to accept the low bid of Peter Kiewit Sons' Co. in the sum of $3,032,472.80 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Klamath Falls Traffic Signal Installation at the two intersections of South Sixth Street-Klamath Falls-Lakeview Highway, and Summers Lane-Altamount Drive in Klamath County. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at $21,500.

"Grading and paving on the "Q" Street-Ferry Street Bridge Section of the Coburg Road in Eugene in Lane County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corporation in the sum of $61,527 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $10,500 is deposited by the County.

"Grading and paving of the Albany-Santiam Interchange Section of the Santiam Highway in Linn County. The Commission awarded the contract to the low bidder, Morse Brothers, Lebanon, at $222,426.85.

"Roadside improvement on the Santiam Interchange-Halsey Interchange Section of the Pacific Highway in Linn County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $45,660.25.

"Mayer State Park shelter latrine and facilities on the Columbia River Highway in Wasco County. All bids rejected as being too high.

"Grading and surfacing on the Service Creek-Richmond Road Section of the Service Creek-Mitchell Highway in Wheeler County. The Commission awarded the contract to the low bidder, Stanley Wilt, Corvallis, at $71,525.

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"Grading and surfacing on the Service Creek-Richmond Road Section of the Service Creek-Mitchell Highway in Wheeler County. The Commission awarded the contract to the low bidder, Stanley Wilt, Corvallis, at $71,525.

The meeting was adjourned at 2:10 p.m. to be reconvened on the following day at 10:00 a.m.

Salem, Oregon
November 4, 1960

The Oregon State Highway Commission reconvened at 10:00 a.m. in Room 419, State Highway Building. The following persons were present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. John F. Porter, Chairman of the Benton County Chamber of Commerce, and Mr. Arthur Johnson, Benton County Chamber of Commerce, both from Corvallis, appeared before the Commission concerning (1) the Alsea Mountain Section of the Alsea Highway, (2) the Philomath Section of the Corvallis-Newport Highway (US20), (3) the scheduling of First Street Project in Corvallis, (4) the resurfacing of Pacific Highway West south of Monroe, and (5) planning for the westerly terminus of the Corvallis-Eastside Highway. Regarding the Alsea Cut (ORE 34), Mr. Porter stated that the completed survey indicates a 7 percent grade and a reduction of a great many curves on the highway. The traffic count on the Alsea Highway near Philomath, he continued, is higher than on US20 at Burnt Woods. He requested that this project be included in the Commission's next five-year program. He also asked that the Commission build as soon as possible the Philomath Section of US20, and if that is not feasible, to advise the City of Philomath of the Commission's plans with reference to the highway at Philomath, particularly as to whether or not a complete by-pass of the town is planned. Concerning the First Street Project at Corvallis, he pointed out that all of the right of way has been purchased for this project, the City having expended approximately $200,000. The City is interested in seeing the project scheduled in the next five-year program. He also pointed out the need for widening, surfacing and some realignment on the eight-mile section of US 99W from the end

of the presently improved section southward to Monroe. The last project, he continued, is the study and preparation of plans for the terminus of State Secondary Highway No. 210. Since completion of the Interstate Highway (US99) traffic has increased on the Corvallis-Lebanon Road because people who live in Corvallis and Lebanon are using it as an access to US 99. In response to Chairman McIver's inquiry if the order in which the projects were presented has been concurred in by the County Court and the Chamber of Commerce, Mr. Porter stated that they feel all the projects are important and they do not wish to place too much emphasis on priority. Chairman McIver advised the delegation that the first four projects mentioned have been given consideration by the Commission in its five-year program and that the planning of the terminus of State Secondary Highway 210 will be considered probably within the next year. He thanked the delegation for bringing these matters to the Commission's attention.

Judge Oscar Peterson, Morrow County, Heppner, was spokesman for a delegation which appeared regarding road problems in the Heppner area. Appearing with Judge Peterson were Milton Biegel, Irrigon, County Commissioner, and Dick Wilkinson, Chairman of the County Planning and Development Commission. Judge Peterson pointed out that the Heppner area has no through completed highways which will bring people and industry into this area. He mentioned as their principal project the proposed cutoff between Willow Creek on the Heppner Highway (ORE 74) and Arlington on the Columbia River Highway (US 30) and asked for its early programming. He requested as their number two project the early completion of the Heppner-Spray Highway (ORE 207),pointing out that since much of this is a forest highway, the Bureau of Public Roads, the U. S. Forest Service and the State Highway Commission must all cooperate in its improvement. Recreational facilities are being developed by the Forest Service and other agencies at Bull Prairie near the Wheeler-Morrow County line, he continued, which further creates a need for improvement of ORE 207. Mr. Biegel emphasized the importance of completing ORE 207 to Spray which would provide a north-south road through Morrow County. Mr. Wilkinson pointed out that through highways are essential to develop the Boardman Bombing Range as an industrial site. Heppner, he added, now is a "dead end" so far as furnishing access to various areas in Morrow County, and he reiterated their desire for improvement of ORE 207 to Spray. Chairman McIver thanked the delegation for their presentation and advised them that their requests will be given consideration.

Mr. John C. Caldwell, Attorney, Oregon City, headed a delegation that appeared before the Commission concerning the closure to vehicular traffic of a portion of the ocean beach from the south city limits of Cannon Beach to Silver Point. He introduced the following owners of beach property in the area: Mrs. Richard Caffall, Mr. and Mrs. E. S. Bouneff, Mrs. Tom Bouneff, Chris Bouneff, Mr. and Mrs. Nathan J. Heath, Mr. and Mrs. Norman Savinar, Mrs. Watson Eastman,

Helen VanBuren, and Mrs. Howard Mason, all from Portland; Mrs. Frank Schumaker, Jr., West Linn; Mrs. John C. Caldwell, Mrs. Howard Blanding, Mrs. Frank Santos, and H. E. Rhomberg, all from Oregon City; and C. C. Caffall and R. C. Caffall, both from Newberg. Mr. Bob Bouneff stated that he represented a group of property owners in Clatsop County in the Tolovana Beach area, south of Cannon Beach, who are requesting the prohibition of automotive traffic on the beach from Haystack Rock south to Silver Point. It is their contention, he continued, that during a portion of the year it is dangerous to allow traffic on the beach except for emergency vehicles or certain residents who may have business in the area. He, therefore, suggested that the beach be open to automotive traffic between October and May in order to allow the residents of the area to obtain wood but that between May and October it be closed to traffic except for emergency vehicles and other necessary vehicles that have been granted permits by the Commission. In support of this request he presented a petition signed by 311 persons. Chairman McIver stated that it is an established policy of the Commission in matters of this kind to accept the recommendation of the incorporated body of the area concerned. Mr. Caldwell pointed out that most of the area in question is not within any incorporated city and that the people he represented and the majority of those who use the beach reside in the Portland Metropolitan area and have no voting rights in Clatsop County, so, therefore, they are requesting the Commission to make this closure on behalf of the citizens of Oregon. In response to Chairman McIver's inquiry if this matter has been discussed with the Clatsop County Court, Mr. Bouneff replied in the affirmative, adding that the County Court suggested that the delegation contact the State Highway Commission. Mr. Caldwell exhibited and explained colored movies showing the traffic situation on the beach, pointing out that even automobiles traveling at the legal speed of 25 miles per hour present a danger to the people who use the beach for recreational purposes. Mrs. Santos told of a narrow escape her child had while playing on the beach. Mrs. Caffall related her experience with automobiles racing along the beach and expressed fear for her children's lives. Mr. E. S. Bouneff, who has been a property owner in the area for 16 years, stated that the beach is a public playground and does not have any definite area set aside for automobile traffic, so that such traffic is a hazard to adults and children alike. Mr. Savinar commented that the beach can be a recreational area or a highway but not both. He also told of the danger created by vehicles "squirreling" on the beach and commented that if people wish to enjoy the scenery and serenity of the beach there are many accesses to it by foot and plenty of parking spaces available for their cars. Mr. Caldwell informed the Commission that they have discussed this matter with many renters who expressed concern for their children's safety and with business people in the area who felt that they are losing business because of the hazards from vehicles driving on the beach. Mrs. Van Buren concurred in the opinions expressed by previous speakers regarding the peril to children on the beach. Chairman McIver thanked the group for apprising the Commission of this matter and told them that the Commission recognizes their problem and will

give their request every consideration. (Later in the meeting the Commission instructed the Engineer to investigate the delegation's request, to contact local officials, including the City of Cannon Beach and Clatsop County Court, and to present a report at the next meeting.)

The Chief Counsel brought to the Commission's attention the matter of a compromise settlement with Jack Bearbower for unintentional timber trespass by State Highway employees. He explained that this past summer while making a survey, the resident engineer was granted permission for a crew to enter upon certain property and remove some trees, such permission having been secured from a person believed to be the landowner; however, it was later discovered that Mr. Bearbower was the owner of the property in question, and Mr. Bearbower has now submitted a claim in the amount of $175 for the felled timber. Since the merchantable timber cut was worth $25, the Chief Counsel recommended settlement for double damages in the amount of $50, which is the amount Mr. Bearbower is entitled to under the statutes, provided that Mr. Bearbower signs a complete release of claim. The Commission accepted the Chief Counsel's recommendation.

The Engineer presented for the Commission's approval a letter addressed to the Murray B. Marsh Company, Inc., Portland, and to the Milwaukee Machinery Co., Portland, concerning the improvement of access conditions into the industrial area bordering S. W. Macadam from Thomas Street to Gibbs Street. He explained this letter is in answer to letters received from these firms complaining of the access to this industrial area since construction of the new freeway (US 99). The Commission approved the letter. (For further details see copy of the Engineer's letter dated November 10, 1960 in the General Files.)

The Commission confirmed prior approval of a widening and surfacing project on the Crater Lake Highway in the vicinity of Elk Creek and Robbers Roost in Jackson County in the amount of $50,000 and authorized the Engineer to call for bids on an equipment rental basis.

The Commission signed agreements and other papers.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 11:00 a.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

November 4, 1960

Salem, Oregon
December 12, 1960

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information Division
Floyd Query, Secretary

Mr. C. H. Maison, Auditor, was excused because of illness.

The Commission approved the minutes of November 3 and 4, 1960.

The Parks Superintendent reported on the following park matters:

Request by City of Oceanlake that the State give to the City 0.16 acre of state-owned land north of Lake Drive: It was explained by the Parks Superintendent that in acquiring land for the Devil's Lake Park overnight camping area 0.16 acre had been purchased for right of way for a sewage pipeline from the park to the Oceanlake City sewage disposal plant, and to provide for a drainage pipe from the sewage disposal system to the Lake. The City wishes to acquire the 0.16 acre for a sewage sludge drying bed. Investigation, he continued, has indicated that the possibility of odors from the drying bed is slight, at least not enough to be disagreeable. He recommended that the 0.16 acre tract be transferred to the City of Oceanlake without charge with the understanding that the City will maintain the sewage disposal line from the Devil's Lake State Park overnight camping area, maintain the disposal line carrying the effluent from the City sewage disposal system to the Lake, and provided further that the City will raise the present drainage culvert under the road to a higher elevation and construct a ditch to the Lake. The Commission approved transfer of the property under the conditions mentioned.

Proposed extension of an agreement with the City of Oceanlake to treat sewage from the Devil's Lake State Park Overnight Camping area: For several years, the Parks Superintendent stated, the City has been

treating sewage from the overnight camping area under an agreement whereby the State pays for the treatment at the rate of 26 cents per thousand gallons, determined by 80 percent of the water metered to the park through the Taft-Delake water system. This arrangement, he stated, has proved very satisfactory, and he recommended that the agreement with the City of Oceanlake be extended to cover the year 1961. The Commission accepted the recommendation.

Proposed condemnation of lots in Pacific View and South Newport areas on the Oregon Coast Highway: The Parks Superintendent reviewed briefly that negotiation for the 1,617 lots in this area has progressed so that there remains approximately 200 still to be acquired. Some of the owners do not wish to sell, others are asking higher prices than appraisals will substantiate, and others who live out of State have failed to make any answers to offers of negotiations. These ownerships are scattered throughout the entire area, and as there is considerable demand for improvement of the area as a park, he recommended that condemnation proceedings be authorized in order to speed up development of the park. He presented a list of properties which are needed. The Commission authorized condemnation of the properties as requested but instructed that negotiations be continued as long as is reasonable. (Approval of this item was made contingent upon approval by the State Parks and Recreation Advisory Committee scheduled to meet in Portland in the afternoon. On the following day the Parks Superintendent reported that the Advisory Committee had approved the action taken by the Commission. See ahead for entry on condemnation of these properties, under the Chief Counsel's reports, agenda item 3a.)

Report on relocation of the Cove Palisades State Park facilities in Jefferson County: The Parks Superintendent recalled that at the November meeting he had reported that sub-surface investigations were underway to determine the stability of a proposed relocation area when the waters behind the Round Butte Dam have been raised to normal level. The sub-surface investigations have been completed, he stated, and the geologists report little likelihood of any movement of the area as a result of filling the reservoir. He recommended that an agreement be entered into with Portland General Electric Company, builders of the Dam, in which the Company would pay the sum of $350,000 for relocation of park facilities and in addition pay for preliminary investigation and sub-surface work. Also, the agreement should provide that the Company construct a road from near the present pool level, connecting with the existing road around and across the arm of the lake on Crooked River, to the proposed park. It was his opinion that the $350,000 payment would cover the grading for park facilities, the installation of them, and provide for overnight camping areas, a boat ramp, a swimming area, and other facilities. He recommended that the agreement be entered into with Portland General Electric Company along the lines outlined so that they may proceed with construction of the Dam and so that the State may proceed with preliminary work involved in relocation of the park. Chairman McIver and Commissioner Fridley both indicated that the Company should give assurance of an adequate supply of water for the park. The Commission approved the outlined

agreement, provided that the Electric Company will give assurance of an adequate supply of water and provided also that the outlined form of agreement is approved by the State Parks and Recreation Advisory Committee. (On the following day the Parks Superintendent stated that the Advisory Committee had approved the agreement as outlined.)

Proposed hiring of a consultant to help set up the planning and organization involved in the Oregon Non-Urban Outdoor Park and Recreation Study: It was the Parks Superintendent's opinion that Mr. Claude Greider of Pebble Beach, California, would be a competent man for this work. He pointed out that Mr. Greider is a retired employee of the National Park Service whose principal duty in that work had been recreation study and planning for the various states. He is quite familiar with Oregon as he was connected with the Portland office of the National Park Service for several years and had prepared some information on a recreation study required by the Columbia Basin Inter-Agency Sub-Committee on Recreation. He recommended that Mr. Greider be hired as a consultant under a contract for the sum of $50 per day when he is required to work, plus expenses. Commissioner Fridley commented that $50 per day is a relatively low amount for this type of work, and he questioned the advisability of tying the Commission to a $50 per day figure, pointing out that the Commission's chief concern is the performance of a satisfactory job. The Parks Superintendent explained that Mr. Greider is willing to accept a lesser amount because he is retired, and it is necessary to stipulate a specific amount in the contract for his services in order to secure approval of the Department of Finance and Administration. Commissioner Jackson commented that if this man does not prove satisfactory the matter can be brought back to the Commission for further action. The Commission approved the hiring of Mr. Greider as a Recreation Consultant as outlined by the Parks Superintendent, subject to approval of the Parks and Recreation Advisory Committee and the Department of Finance and Administration. (On the following day the Parks Superintendent reported that the Advisory Committee had approved hiring of Mr. Greider.)

Report on Economic Study of State Parks concerning their value to local communities and the State: The Parks Superintendent called attention to figures pertaining to park attendance and expenditures by visitors within a 25 mile vicinity of certain State Parks as well as other matters, as shown on Page 14 of the report. He requested authority to distribute copies of the report. Commissioner Jackson commented on what might be interpreted as discrepancies in attendance and expenditure figures as shown in the Parks report compared with statistics released by the Travel Information Division. It was his thought that the figures as shown in the statistical summary of the Park report did not show a full picture of the value of State Parks. The Commission instructed that the figures be checked with the Director of the Travel Information Division and also that the Parks and Recreation Advisory Committee give their approval of the report. (On the following day the Parks Superintendent presented to the Commission a supplementary statement showing how the statistics had been determined in the report and pointing out that factors had been considered other than those considered in the Travel Information

Division report. He also stated that the Parks Advisory Committee had approved the report with the addition of the supplementary statement. The Commission approved the report and authorized distribution with the supplementary statement to be inserted in the report.)

Proposed extension of an agreement with Crown Zellerbach Corporation to use material from a quarry near Cape Lookout State Park in Tillamook County: In the maintenance of the park it is necessary at times to add rock to the roads and trails. An agreement, the Parks Superintendent stated, was entered into with Crown Zellerbach Corporation in 1957 allowing the State to use material from their quarry. They have no objection to furnishing the material, but would like to have the matter covered by agreement. The Commission approved his recommendation that the agreement be extended for one year.

A gift of 4.7 acres of land from Clatsop County for Fort Stevens State Park: This land, the Parks Superintendent stated, lies on both sides of the Peter Iredale Road and parallel to the Ridge Road. Acquisition of the land will fit in well with development of the park and will prevent undesirable developments which might be undertaken by private enterprises. The Commission accepted the gift and instructed that the Clatsop County Court be thanked for it.

The Park Superintendent reported that he had met with the Natural Resources Legislative Interim Committee last Friday and he had a copy of legislation proposed by them pertaining to a separate Recreation Commission. The Commission requested the Chief Counsel to examine the proposed legislation.

The Right of Way Engineer presented for consideration options, Pages 1 through 45, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of December 12 and 13, 1960".

In discussing the options presented, Chairman McIver inquired of the Right of Way Engineer if he had received complaints from any property owners or tenants on the Minnesota Freeway Section of the Pacific Highway in Portland as to trouble or hardship encountered by them because of the taking of their properties. The Right of Way Engineer replied that no complaints had come to him directly, but some had been made to the Governor and had been referred to him. These complaints, however, were concerned principally with generalities. A close check, he stated, had not revealed any particular deficiencies in the acquisition program, and he had no recommendations for any changes.

The Commission discussed with the Right of Way Engineer the status of right of way acquisitions on sections on which construction is planned in the near future. Commissioner Fridley inquired if right of way acquisitions had been started on the section of the Columbia River Highway through The Dalles. The Right of Way Engineer replied that property appraisals are almost completed and negotiations for acquisition of this property have just been started.

A report was presented by the Right of Way Engineer showing sales made by the Property Manager, and a rental report covering the period subsequent to the last Commission meeting. Briefly, he pointed out that miscellaneous sales during this period had amounted to $15,740 and rental receipts for the month of October totalled $6,827.34. The Commission accepted the report.

Three indentures of access were presented by the Right of Way Engineer. On the Umpqua River Navigation Company property and the Sunderman property he stated that the changes proposed are consistent with Commission policy, have been approved by the Engineer, and are being made for the benefit of the property owners and the safety of the traveling public. Concerning the Nuttall property he explained that through a misunderstanding in acquiring the property the owner had assumed that an application for a road approach would suffice for access to the site which was sold for a grocery store. Granting of access at this location, he stated, is not inconsistent with department policy and would have been granted had the transfer been completed prior to right of way negotiations. The Commission approved the following indentures of access:

(1) Umpqua River Navigation Company property, File 30703, on the North Fork Siuslaw River Section, Siuslaw Highway in Lane County.

(2) Sunderman property, File 22356, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County.

(3) Nuttall property, File 30490, on the Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County.

Public sale of several parcels of excess property was recommended by the Right of Way Engineer who explained that in each instance the minimum consideration is based upon appraised value, or upon an offer which exceeds appraised value, and that access provisions are consistent with department policy in the vicinity of each property. The Commission authorized public sale of the following parcels and thereupon adopted resolutions, marked Exhibits "C-1" through "C-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960":

(1) 4,532 square feet of land from the former Atkinson property, File 16166, on the Pine Street Section of the Pacific Highway

East in Salem, Marion County, for not less than $4,500 and without restrictions as to access or advertising as the parcel is within the city limits. (See Exhibit "C-1")

(2) 0.53 acre from the former Vandehey property, File 19836, on the Washburn-North Plains Section of the Wilson River Highway in Washington County for a minimum consideration of $250 and without access to the Wilson River Highway.

(3) 0.49 acre from the former Wadley property, File 25858, on the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County for not less than $100, without access to the Old Oregon Trail Highway. An advertising sign restriction is to be imposed.

(4) 0.73 acre from the former Kendall property, File 25857, on the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County for not less than $150 without access to the Old Oregon Trail Highway. An advertising sign restriction is to be imposed.

(5) 12,384 square feet of land from the former Bartel property, File 22005, on the Willamette River-42nd Avenue Section of the Columbia River Highway in Multnomah County for not less than $6,200, subject to a lease held by Associated Chemists, Incorporated in which the property serves as an access to their loading dock at the rear of the building. The purchaser is to be required to construct a catch basin to take care of drainage and the land is to be sold without access to the Columbia River Highway. (See Exhibit "C-2")

(6) Approximately 250 tons of scrap steel from the Union Avenue, Grand Avenue and 12th Avenue Bridges in Portland. The steel is to be sold within the next four months when the market seems to be most favorable.

(7) 0.63 acre from the former Erntson property, File 25101, on the North Jefferson Junction-Albany Section of the Pacific Highway East in Linn County for not less than $12,500, subject to an easement for a road approach to the frontage road across a 630-foot area. No access is to be allowed to the Pacific Highway East or to its frontage road and an advertising sign restriction is to be imposed. (See Exhibit "C-3")

Direct sale of four parcels of excess property was recommended by the Right of Way Engineer. The proposed sales, he added, have been approved by the Engineer and are consistent with Commission policy. The Commission approved the following direct sales:

(1) 270 square feet of land from the former Childs property, File 6394, on the Albany-Junction City Highway in Linn County

for the appraised value of $100 to Mr. Thomas Leonard. There are to be no access or advertising restrictions as the property is located in the City of Albany. The only abutting owner with a potential interest in the property has indicated that he has no objection to the direct sale to Mr. Leonard.

(2) Two quarry site parcels, one containing 70,310 square feet and the other two acres, from the former McCarthy property, File 19197, on the Wilsonville-Hubbard Highway in Washington County to Washington County for the sum of $1. The deed is to contain a public use clause. The quarry site is no longer needed or useful to the State.

(3) 3.57 acres of the former Keen quarry site, File 9754, on the Helix Junction-Athena Section of the Athena-Holdman Highway in Umatilla County to Umatilla County for the sum of $1. This site is no longer needed or useful to the State and the deed is to contain a public use clause.

(4) Approximately one acre from the former Benson quarry site, File 2882, on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County to Wasco County for the sum of $1. The deed is to contain a public use clause. The quarry site is no longer needed or useful to the State.

A grant of access form was presented by the Right of Way Engineer to allow access to the Clarence Urie property, File 26017, on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. He explained that in 1959 access rights to this property had been acquired by the State for the sum of $114. After construction was completed it was found that access could safely be granted to this property, and the owner has offered to repay the sum of $114. The Commission approved his recommendation for one point of access, 25 feet in width and restricted to private residential use, provided the owner repays the amount paid to him for the access right.

A proposed grant of access was also presented by the Right of Way Engineer to the Foster property, File 17337, on the North Entrance to Grants Pass Section of the Redwood Highway (formerly Pacific Highway) in Josephine County. Field investigation, he stated, has indicated a proposed business use of the property cannot be served safely by the one point of access previously granted. The Engineer has approved the widening of one point of access from 25 feet to 40 feet and the granting of a second unrestricted access 40 feet in width. On his favorable recommendation the Commission approved the grant of access.

Authority was requested by the Right of Way Engineer to reroof a state-owned house located at 580 West Chatham Drive, Roseburg, which

is on the Garden Valley Road-Harvard Avenue Section of the Pacific Highway in Douglas County. As the Interstate Highway in this vicinity is subject to additional improvement the property on which the house sits cannot be declared excess. The house is rented for a substantial sum, and he recommended that it be reroofed for the sum of $422, which is the lowest of three bids received. The Commission authorized the reroofing.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "F-1" through "F-13", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated December 12 and 13, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of cases which have been tried in court was presented by the Chief Counsel who commented orally on some of them. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

November 4, 1960 to December 5, 1960

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3539 Ross R. Mitchell, et ux.	Clackamas	Pacific East	New Era-Canby	$ 5,200	$ 8,000 plus fill material	$ 15,000
L-3045 F.I. Glaser, et al.	Linn	Pacific	Albany-Judkins Point	$ 5,500	$56,399 (Answer)	$ 7,000

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3445 Charles Fox, et al.	Benton	Pacific West	Camp Adair-Lewisburg	$ 4,850	$12,915 (Answer)	$ 7,150
L-2871 More-house Holding Co.	Multnomah	Pacific East	Grand Avenue-Union Avenue One-Way Couplet	$15,717.50	$30,000	$25,010
L-2989 Charles Parker	Lincoln	Corvallis-Newport	Toledo-Eddyville	$ 768	$ 7,000	$ 3,740
L-3338 Theresa Odalovich, et al.	Multnomah	Pacific	East Bank Freeway	$26,500	$30,000	$27,500

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2568 James W. Morrison & Lamping	State of Oregon	Marion	Claim for extra work under State Highway Contract 3956 (changed conditions clause)	$43,000	$39,000 (In Circuit Court)
L-3491 Pacific Concrete Co., et al.	State of Oregon	Multnomah	Claim for extra work under State Highway Contract 5107 (changed conditions clause)	$ - - -	Held for State
L-2273 John Anderson, et al.	State of Oregon	Multnomah	Damages arising out of Vanport flood alleged to have been a result of State failing to maintain Denver Ave. Highway fill as a dike	$85,000	None

December 12, 1960

(For additional details see the Chief Counsel's letters dated December 6, 1960 entitled "Report of Cases Tried" and December 9, 1960 entitled "Supplemental Report of Cases Tried", in the General Files, Salem.)

The Chief Counsel also presented a written report on condemnation cases which have been settled out of court since the last Commission meeting. Concerning these property settlements, he stated that each of the amounts shown is within or near enough to appraised value so as not to constitute a material increase. Upon his favorable recommendation, the Commission approved the settlements which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31258 Andrew Stambuck, et al.	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 1,350 (includes $352 for fencing)	$ 1,350 (includes $352 for fencing)
R-29329 S. E. Cox, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	$24,410	$24,310
R-30587 Southern Oregon Broadcasting Co., et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 1,175	$ 1,175
R-30992 Oregon Christian Missionary Society	Linn	Santiam	Albany-Pacific Highway Interchange	$ 920	$ 1,120
R-30617 Robert S. Rosso, et al.	Multnomah	Pacific	East Bank Freeway	$ 7,400	$ 7,400
R-20556 Polk County	Polk	Pacific West	Rickreall-Orr Corner	$ 2,165	$ 2,700
R-31244 Harris Pine Mills, et al.	Umatilla	Old Oregon Trail	Deadmans Pass-Meacham	$ 30	$ 75

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30522 J. H. Bush, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 1,000	$ 1,750
R-30505 Guss F. Mulkey, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 5,375	$ 5,500
R-30874 John Christensen, et al.	Clackamas	Pacific East	New Era-Canby	$ 9,000	$10,000
R-31638 Marion E. Brown, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 2,200	$ 2,600
R-31637 John E. Koch, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 250	$ 450
R-31639 John E. Koch, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$12,000	$13,000
R-31640 Ernest L. Middagh, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 7,900	$ 8,600
R-23707 Kathryn Terjeson, et al.	Umatilla	Pendleton-John Day	Emigrant Ave.-Frazer Ave. Couplet (Pendleton)	$ 435	$ 435
R-30924 Clement M. Parker, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$86,750	$100,000
R-28275 Julius O. Selberg, et al.	Multnomah	Pacific	East Bank Freeway	$12,250	$16,000

December 12, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30483 Elton L. Livingston, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 1,635	$ 3,000
R-30484 Ralph H. Wilson, et ux.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 2,300	$ 2,650
R-28887 City of Medford	Jackson	Pacific	Medford Unit, Seven Oaks-Ashland	$160,980	$160,980
R-29055 City of Medford	Jackson	Pacific	Medford Unit, Seven Oaks-Ashland		
R-30498 John Howard Koffel, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 9,880	$11,500
R-29330 Clifford Schleigh, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 1,400 (including $140 for fencing)	$ 1,400 (includes fencing)
R-28056 Frances M. Troy, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	$15,000	$20,000
R-28055 Margaret Becker, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	$20,250	$21,373.38
R-29175 Frances M. Troy, et al.	Baker	Old Oregon Trail	Pleasant Valley-Oxman	$ 410	$ 432.70
R-28965 Margaret Becker, et al.	Baker	Old Oregon Trail	Pleasant Valley-Oxman	$21,975	$23,193.92

December 12, 1960

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-27956 R-27954 R. W. Smith and Wendall Smith	Klamath	Klamath Falls-West Side By-Pass	The Dalles-California	$ 750*	$ 4,000

*Later reappraised at $3,000. Owner indicated he would ask $60,000.

(For additional details see the Chief Counsel's letters dated December 6, 1960 entitled "Report of Cases Settled" and December 9, 1960 entitled "Supplemental Report of Cases Settled", in the General Files, Salem.)

In compliance with a resolution adopted by the Commission on December 20, 1951, the Chief Counsel presented for confirmation of prior telephonic approval a list of offers to be tendered to property owners prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

WILDERVILLE-GRANTS PASS SECTION OF THE REDWOOD HIGHWAY

R-31978 - David E. Turnidge, et al. 20 acres for a material source. Offer of $8,000 approved by Mr. Jackson, November 14, 1960.

R-31979 - Neil M. Mayfield, et al. Parcel No. 1: 21.5 acres for a material source; and Parcel No. 2: 2.0 acres for haul road. Offer of $9,260 approved by Mr. Jackson, November 14, 1960.

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-17543 - Andrew Stambuck, et al. Acquisition of access rights. Offer of $1,500 approved by Mr. Jackson, November 9, 1960.

R-21193 - Delmar Rice, et al. Parcel No. 1: 2.5 acres for right of way purposes; Parcel No. 2: 1.45 acres for right of way purposes; Parcel No. 3: 0.57 acre for right of way purposes; and Parcel No. 4: 0.08 acre for permanent easement. Offer of $1,670 approved by Mr. Jackson, November 15, 1960.

R-21195 - Mary Rice, et al. 0.83 acre for right of way purposes. Offer of $380 approved by Mr. Jackson, November 9, 1960.

R-24033 - Delmar E. Rice, at al. 1.05 acres for right of way purposes. Offer of $4,425 approved by Mr. Jackson, November 9, 1960.

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY - Cont.

R-30885 - Ralph C. Webber, et al. Parcel No. 1: 1.01 acres for right of way purposes; and Parcel No. 2: 0.2 acre for permanent easement. Offer of $655 approved by Mr. Jackson, November 7, 1960.

R-31256 - J. A. Huckaby, et al. 0.19 acre for right of way purposes. Offer of $515 approved by Mr. Jackson, November 7, 1960.

R-31257 - Leroy Churchill, et al. 6.9 acres for right of way purposes. Offer of $17,360 approved by Mr. Jackson, November 15, 1960.

R-31258 - Andrew Stambuck, et al. 5.8 acres for right of way purposes. Offer of $1,350 approved by Mr. Jackson, November 9, 1960.

R-31259 - Adrain J. Standley, et ux. Parcel No. 1: 9.4 acres for right of way purposes; and Parcel No. 2: 4.41 acres for right of way purposes. Offer of $2,875 approved by Mr. Jackson, November 9, 1960.

R-31980 - Mary Rice, et al. Parcel No. 1: 1.6 acres for right of way purposes; and Parcel No. 2: 0.44 acre for right of way purposes. Offer of $2,450 approved by Mr. Jackson, November 14, 1960.

R-31981 - Mary Rice, et al. 5.0 acres for right of way purposes. Offer of $6,000 approved by Mr. Jackson, November 14, 1960.

R-32094 - Richard Emmitt Churchill, et al. 0.67 acre for right of way purposes. Offer of $6,250 approved by Mr. Jackson, November 15, 1960

SOUTH NEWPORT STATE PARK

R-24359 - Harmon August, et al. 5,000 square feet for park purposes. Offer of $250 approved by Mr. McIver, December 2, 1960.

R-24364 - Helen M. Braddock, et al. 12,500 square feet for park purposes. Offer of $350 approved by Mr. McIver, December 2, 1960.

R-31099 - Betty Goff, et vir. 7,500 square feet for park purposes. Offer of $100 approved by Mr. McIver, November 29, 1960.

R-31128 - Hector Frank Unger, et al. 10,000 square feet for park purposes. Offer of $400 approved by Mr. McIver, November 29, 1960.

GOLD HILL SECTION OF THE PACIFIC HIGHWAY

R-31823 - Walter L. Scott, et ux. 0.09 acre for right of way purposes. Offer of $600 approved by Mr. Jackson, November 7, 1960.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-29063 - Dolph E. Phipps, et al. 0.04 acre for right of way purposes. Offer of $100 approved by Mr. Jackson, November 29, 1960.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY - Cont.

R-29329 - S. E. Cox, et ux. Parcel No. 1: 15.4 acres for right of way purposes; and Parcel No. 2: 0.09 acre for right of way purposes. Offer of $24,410 approved by Mr. Jackson, November 10, 1960.

R-29330 - Clifford E. Schleigh, et al. 1.58 acres for right of way purposes. Offer of $1,400 approved by Mr. Jackson, November 9, 1960.

R-29331 - Paul Steveson, et al. 4.25 acres for right of way purposes. Offer of $5,540 approved by Mr. Jackson, November 14, 1960.

LAURELHURST STATE PARK

R-30596 - Max Weaver, et ux. 44.74 acres for park purposes. Offer of $8,950 approved by Mr. Jackson, November 16, 1960.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31637 - John E. Koch, et al. 3.28 acres for right of way purposes. Offer of $250 approved by Mr. Jackson, November 9, 1960.

R-31639 - John E. Koch, et al. 1.5 acres (net) for right of way purposes. Offer of $12,000 approved by Mr. Jackson, November 10, 1960.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29639 - Victor Raymond Baker, et ux. 5,000 square feet for right of way purposes. Offer of $7,300 approved by Mr. McIver, November 16, 1960.

R-29657 - Fred O. Benson, et al. 5,000 square feet for right of way purposes. Offer of $3,850 approved by Mr. McIver, December 9, 1960.

R-30065 - Stanley Dale Price, et al. 5,000 square feet for right of way purposes. Offer of $9,210 approved by Mr. McIver, December 9, 1960.

R-30067 - Glenn P. Thomas, et al. 5,000 square feet for right of way purposes. Offer of $12,160 approved by Mr. McIver, December 9, 1960.

R-30090 - Edwin J. Garreau, et al. 5,294 square feet for right of way purposes. Offer of $11,600 approved by Mr. McIver, December 7, 1960.

PINE STREET-MARKET DRIVE (LEBANON) SECTION OF THE SANTIAM HIGHWAY

R-30185 - Richard M. Peters, et al. 2,720 square feet for permanent easement. Offer of $140 approved by Mr. McIver, December 2, 1960.

R-30186 - F. J. Hantze, et al. 1,150 square feet for permanent easement. Offer of $425 approved by Mr. McIver, December 6, 1960.

PINE STREET-MARKET DRIVE (LEBANON) SECTION OF THE SANTIAM HIGHWAY - Cont.

R-30190 - Harris Distributing Co. 2,800 square feet for permanent easement. Offer of $140 approved by Mr. McIver, December 9, 1960.

R-31631 - Richard M. Peters, et al. 13,667 square feet for right of way purposes. Offer of $410 approved by Mr. McIver, November 30, 1960.

EMIGRANT AVENUE-FRAZER AVENUE COUPLET (PENDLETON) SECTION OF THE PENDLETON-JOHN DAY HIGHWAY

R-23707 - Kathryn Terjeson, et al. Parcel No. 1: 130 square feet for right of way purposes; and Parcel No. 2: 25 square feet for temporary easement. Offer of $435 approved by Mr. Fridley, November 7, 1960.

R-23708 - Alan G. Weiler, et al. Parcel No. 1: 90 square feet for right of way purposes; and Parcel No. 2: 21 square feet for temporary easement. Offer of $350 approved by Mr. Fridley, November 7, 1960.

R-31748 - Cascade Natural Gas Corporation, et al. 6,700 square feet for right of way purposes. Offer of $13,050 approved by Mr. Fridley, November 14, 1960.

PINE STREET-STEPHENS STREET COUPLET (ROSEBURG) OF THE OAKLAND-SHADY HIGHWAY

R-31753 - Si Dillard Motor Co. 3,200 square feet for right of way purposes. Offer of $16,500 approved by Mr. Jackson, December 6, 1960.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31582 - Stephen A. Moore, et al. 0.03 acre for right of way purposes. Offer of $375 approved by Mr. Fridley, December 9, 1960.

SMITH POINT-CAMP RILEA SECTION OF THE OREGON COAST HIGHWAY

R-30958 - Henry C. Willener, et ux. Parcel No. 1: 36,400 square feet for right of way purposes; Parcel No. 2: 350 square feet for right of way purposes; Parcel No. 3: 1,640 square feet for right of way purposes; Parcel No. 4: 43,000 square feet for right of way purposes; Parcel No. 5: 10,000 square feet for right of way purposes; Parcel No. 6: 28,700 square feet for right of way purposes; Parcel No. 7: 12,100 square feet for right of way purposes; Parcel No. 8: 20,800 square feet for right of way purposes; and Parcel No. 9: 7,500 square feet for right of way purposes. Offer of $1,820 approved by Mr. McIver, December 6, 1960.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY

R-28697 - George Harter, et ux. 0.40 acre for right of way purposes. Offer of $1,550 approved by Mr. McIver, November 16, 1960.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY - Cont.

R-28724 - Earl D. Jamison, et al. 3.08 acres for right of way purposes. Offer of $4,400 approved by Mr. McIver, November 7, 1960.

R-28741 - Wilda R. Dunmire, et vir. Parcel No. 1: 0.21 acre for right of way purposes; and Parcel No. 2: 0.3 acre for right of way purposes. Offer of $7,500 approved by Mr. McIver, December 9, 1960.

R-28777 - Milo M. Martindale, et al. Parcel No. 1: 3.8 acres for right of way purposes; and Parcel No. 2: 0.42 acre for right of way purposes. Offer of $11,000 approved by Mr. McIver, December 9, 1960.

R-29017 - Ella J. Williams, et al. Parcel No. 1: 0.49 acre for right of way purposes; and Parcel No. 2: 0.05 acre for right of way purposes. Offer of $1,900 approved by Mr. McIver, December 7, 1960.

R-31303 - Donald M. Jenkins, et ux. 0.5 acre for right of way purposes. Offer of $100 approved by Mr. McIver, November 22, 1960.

R-31528 - Southern Pacific Company. Parcel No. 1: 0.45 acre for right of way purposes; and Parcel No. 2: 0.10 acre for right of way purposes. Offer of $3,250 approved by Mr. McIver, December 9, 1960.

R-31529 - School District No. 62 of Clackamas County, Oregon. 0.76 acre for right of way purposes. Offer of $2,100 approved by Mr. Jackson, December 9, 1960.

R-31568 - Abernathy Grange No. 346. 0.05 acre for right of way purposes. Offer of $350 approved by Mr. McIver, December 9, 1960.

R-31569 - Oscar T. Beyl, et al. 0.23 acre for right of way purposes. Offer of $6,900 approved by Mr. McIver, December 6, 1960.

R-31949 - Otto G. Muessig, et ux. 0.18 acre for right of way purposes. Offer of $400 approved by Mr. McIver, December 9, 1960.

PINE STREET-MARKET DRIVE (LEBANON) SECTION OF THE SANTIAM HIGHWAY

R-31617 - Louis Schwindt, et ux. 900 square feet for permanent easement. Offer of $90 approved by Mr. McIver, December 6, 1960.

A report was made by the Chief Counsel concerning orders enacted by the Public Utility Commissioner in which the State Highway Commission has been a party. The Commission approved the report which is summarized as follows:

PUX 355: 2nd Rhinehart Overcrossing, Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee. This involves an overcrossing over the railroad companies' tracks on the revised location

of the Wallowa Lake Highway between Rhinehart and Elgin. The order was issued in accord with the testimony presented at the hearing.

PUX 356: Douglas Garden Road Signals, Lane County. This is a Lane County matter, and an answer was filed in which it was represented that the Commission has no jurisdiction over the crossing, and no objection was made to the issuance of a proper order.

PUX 357: Ninth Street Grade Crossing in the City of Grants Pass. An answer was filed in behalf of the State Highway Commission in which it was represented that the Commission has no jurisdiction over the crossing, and no objection was made to the issuance of a proper order.

PUX 402: Columbia Boulevard Grade Crossing at or near N. E. 92nd Drive in Multnomah County. This matter concerns an application of Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, for authority to construct an industrial spur track at grade across Columbia Boulevard at or near N. E. 92nd Drive. An answer was filed stating that the State Highway Commission has no jurisdiction over the crossing, and no objection was made to the issuance of a proper order.

The institution of legal action against the State by Con Medina was reported by the Chief Counsel. He explained that Medina alleges that he has been damaged in the amount of $2,300 because of a ditch dug upon his property, the destruction of his dam and the changing of the channel of Canyon Creek. This action was alleged to have occurred during reconstruction of the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County. This project, he continued, was supervised by the Bureau of Public Roads, and the State's responsibility was acquisition of rights of way only. The interests of the State, he stated, will be protected. The Commission accepted the report.

A report was also presented concerning legal action against Ernest W. King, a Highway Department employee, and the State of Oregon by and through its Highway Commission by Albert Straus and Frank Straus for alleged damages in the sum of $50,000 plus, caused by a fire along the Oakland-Shady Highway No. 234, about five miles northeast of Gold Hill in Jackson County. The plaintiff alleges that on August 9, 1960 a fire was started on the state highway by the negligent operation of a State Highway Department rotary mower. Because of alleged negligent operation of the mower they are seeking double damages in the sum of $104,827.10. Necessary steps, the Chief Counsel stated, are being taken to protect the interests of the State.

A claim for alleged damages suffered by Rebs Garden and Hardware Store, 4094 Portland Road, Salem, was presented by the Chief Counsel. The plaintiff's claim in the amount of $33, he stated, is for the cost of glass in a shop window alleged to have been broken because of the vibration of a road roller. Investigation has revealed that the State

does not have any liability in this instance, and he recommended that the claim be denied. The Commission accepted his recommendation.

A list of claims which have been determined as uncollectible was presented by the Chief Counsel who recommended that attempts to collect them be abandoned. The Commission approved abandonment of the following claims:

CAO No.	Explanation	Claim
58-168 Arthur Long	Car damage. Futile and expensive to pursue further. Two years old.	$ 6.50
58-117 Charles Keyes	Guard rail damage. No insurance. State Police say he moved to Washington. No forwarding address.	$213.28
59-47 Harold Larsen	Guard rail damage. Mail is returned. No forwarding address. Unable to locate.	$ 75.25
59-317 Kats Suramoto	Our insurance company paid other car owner, thus indicating no liability on other car owner.	$100.24
59-227 C.E. Rhoads	Vehicle damage. Witnesses' statements make it clear there is no legal liability on part of Rhoads.	$ 21.74
58-147 Ovace Delp	Charges for towing abandoned vehicle.	$ 4.84
59-101 Edward Murray	Vehicle damage. Our insurance company paid other party. No liability on other party.	$222.85
58-187 Marvin McCormick	Guard rail damage. No liability because of flat tire.	$ 68.67
57-240 W.B. Jessen	Removal of fence. Futile and expensive to pursue further.	$ 11.29
57-228 Delores Gillis	Guard rail damage. Has gone through bankruptcy proceedings.	$ 91.96
58-141 E.O. Beleh	Vehicle damage. No liability.	$ 20.85
59-49 William Neuschulton	Guard rail damage. Stolen car. Unknown driver. Insurance does not cover stolen cars.	$124.69
58-37 James F. Clune	Vehicle damage. Insurance company denies claim based upon independent witnesses' statements.	$ 62.70

(Cont.)

CAO No.	Explanation	Claim
57-107 Charlie Cooper	Flashing installation damage. Has gone through bankruptcy proceedings.	$ 74.48
58-218 Kenneth Chowning	Lightpole installation damage. No insurance. Unable to locate. Futile and expensive to pursue further with no hope of results.	$248.58
59-14 Glenn Simpson	Hand rail damage on Willamette Bridge. Unable to locate. Futile and expensive to pursue further with no hope of results.	$171.42
59-80 Galand Odell	Sign and blinker light damage. Unable to locate. Complete check with records of Motor Vehicle Dept. resulted in no help.	$101.60
58-74 Albert Carlson	Cyclone fence damage. Unable to locate.	$ 64.94

The Commission considered the matter of increasing limits of insurance covering its officers and employees to provide $200,000/$500,000 Bodily Injury Liability and $50,000 Property Damage Liability. The Chief Counsel pointed out briefly that the increased coverage could be obtained for an additional premium cost of $720.90 for the period from November 10, 1960 to September 11, 1961. In the discussion of this matter Chairman McIver requested the Chief Counsel to investigate the possibility of securing a policy with a deductible clause similar to the type of insurance provided for automobiles, in which the owner pays the first $50 or $100 in damages. The Commission approved the increased insurance as recommended by the Chief Counsel and authorized him to explore and if possible secure a deductible clause in the insurance coverage.

Consideration was given to a request made by the United States Department of Interior, Bureau of Land Management, for relinquishment to the United States a portion of a quarry site in Government Lot 3, Section 8, Township 4 North, Range 1 West, Willamette Meridian, along the Columbia River Highway near St. Helens. This parcel, the Chief Counsel stated, consists of an area outside of the ordinary right of way and is no longer needed for highway purposes. The property in question was originally deeded to the State by the Bureau of Land Management, and its return is in line with the Commission's usual procedure. Upon his favorable recommendation, the Commission approved transfer to the U.S. Government and authorized the Secretary to execute a relinquishment of grant form.

The Engineer reported that he had awarded a contract referred to him by the Commission to award when certain conditions had been fulfilled. These conditions have been satisfied and the following contract has been awarded:

(1) Grading and paving on the "Q" Street-Ferry Street Bridge Section of Coburg Road, Lane County. Bids received November 1, 1960. Contract awarded November 30, 1960 to Roy L. Houck Sons' Corporation, Salem, low bidder.

The Commission confirmed award of the contract.

The establishment of a temporary construction speed zone was reported by the Engineer. He explained that the temporary speed zones are placed in construction projects for the protection of the traveling public while construction is in process. The Commission confirmed the following temporary speed zone:

(1) 50 MPH on Pacific Highway from south of Halsey-Sweet Home Highway Interchange (M.P. 85.00) to south end of the two-way two-lane section (M.P. 92.28) and 60 MPH from McKenzie River (M.P. 104.11) to the "Q" Street southbound off ramp (M.P. 107.02), effective 10:00 a.m. November 10, 1960.

Authority was requested by the Engineer for increases in project authorizations on the following State Highway contracts:

(1) $30,916.56 on Contract 5165 for grading, paving and construction of two reinforced concrete interchange structures on the Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County. The overrun in base material for detour and connecting roads, additional engineering costs resulting from the strikes of 1958, and additional signing and barricading required were the principal causes of the overrun the Engineer stated.

(2) $107,799.61 on Contract 5503 for structure, grading and paving the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County. The Engineer reported extremely wet sub-grade, heavy detour maintenance, and additional traffic signalizations compose the major items of the increase.

(3) $1,600.00 on Contract 5554 for latrine building for the Beaver Marsh Rest Area on The Dalles-California Highway in Klamath County. The Engineer stated that the overrun is due to the installation of a heating system, involving increased plumbing costs, which was required by the State Board of Health.

The Commission approved the increased authorizations.

The Engineer reported that a survey for the reconstruction of the Cornelius Pass Road-Multnomah County Line Section of the Sunset Highway in Washington County is now completed. A public hearing was not required on this survey, and he recommended that the survey be approved. He also recommended that the project be financed by transferring $530,000, previously approved in Program V, from the Cornell Road Interchange and that this Interchange be constructed at a later date from future funds. The Commission approved the transfer of funds and the survey, and thereupon adopted a resolution, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

The Commission considered a proposed two-year (1963-64) Federal-aid highway construction program. The Engineer explained that allocations within the five divisions have been made in accord with the formula used in previous years. Careful consideration over a period of six months was given in formulating the program, funds for which will be available beginning July 1, 1961, and he recommended approval. The Commission also considered a five-year (1963-67) tentative program. The Engineer suggested that this program be used only as a long-range plan and a guide for selection of future construction projects. The Commission accepted the Engineer's suggestion concerning the five-year program and approved the following two-year construction program:

PROGRAM VII
1963-1964 FEDERAL AID PROGRAM
ALLOCATION OF FUNDS
A B C
REVISED December 6, 1960

DIVISION	URBAN	PRIMARY	STATE SECONDARY	COUNTY SECONDARY	TOTAL
I	$3,365,000	$ 3,495,000	$1,160,000	$1,650,000	$ 9,670,0
II	950,000	5,770,000	1,745,000	1,800,000	10,265,0
III	1,115,000	5,005,000	1,885,000	1,570,000	9,575,0
IV	315,000	3,215,000	1,205,000	1,050,000	5,785,0
V	305,000	3,815,000	1,345,000	1,420,000	6,885,0
	$6,050,000	$21,300,000	$7,340,000	$7,490,000	$42,180,0

PROGRAM VII
1963-1964 FEDERAL AID PROGRAM
A B C
REVISED December 6, 1960

DIVISION I

URBAN

HIGHWAY	SECTION	LENGTH	TYPE of WORK	R/W & CONSTRN. TOTAL
Oswego	Harbor Drive-Urban Limits	2.3	4-lane, G.P.S.	$ 830,000
Beaverton-Tualatin	Beaverton Urban Section	1.0	R/W	200,000
Sunset	Highlands Inter-Stadium Freeway	1.7	Part G.P.S.	1,245,000
Mount Hood	Marquam Bridge-Laurelhurst Freeway	1.1	Part G.P.S.	1,090,000
				$3,365,000

PRIMARY

Pacific West	Rex Hill-Newberg	3.0	4-lane Existing Highway	$ 520,000
Lower Columbia	Burlington-Portland Urban Limits	2.9	4-lane G.P.S.	950,000
Mount Hood	Hogan Road-Sandy	7.7	Part G.P.S.	1,015,000
Cascade	Parkplace-Oregon City	1.0	R/W	150,000
Pacific East	Canby-Aurora (Part)	3.4	4-lane G.P.S.	860,000
				$3,495,000

STATE SECONDARY

Beaverton-Tualatin	Beaverton-Tigard	4.8	Complete	$ 780,000
Reserve				380,000
				$1,160,000

December 12, 1960

(Cont.)

DIVISION II

URBAN

HIGHWAY	SECTION	LENGTH	TYPE of WORK	R/W & CONSTRN. TOTAL
Willamina-Salem	West Salem Section	0.9	Complete	$ 150,000
Oregon Coast	Astoria-Youngs Bay	- -	G.P.S.	800,000
				$ 950,000

PRIMARY

Willamina-Salem	College Drive-Urban Limits	0.5	4-lane G.P.S.	$ 590,000
Lower Columbia	Westport-Clatskanie	9.2	Complete	1,380,000
Santiam	Foster Section	1.1	4-lane G.P.S.	590,000
Oregon Coast	Neskowin North (To be selected)	- -	R/W	45,000
Oregon Coast	Garibaldi-Bay City	6.2	Continue G.P.S.	1,335,000
Pacific West	West Newberg-Dayton Jct.	5.1	R/W	20,000
Pacific West	Yamhill River-McMinnville	1.9	4-lane	600,000
Oregon Coast	Youngs Bay-Camp Rilea	8.7	Continue G.P.S.	1,000,000
Reserve		- -	- - -	210,000
				$5,770,000

STATE SECONDARY

Halsey-Sweet Home	Crawfordsville Bridge Section	- -	Structure G.P.	$ 180,000
Alsea	Alsea Mountain (Selected section)	- -	Part Grade	680,000
Siletz	Siletz-Corvallis-Newport Highway (Selected)	- -	G.P.	685,000
Reserve		- -	- - -	200,000
				$1,745,000

December 12, 1960

(Cont.)

DIVISION III

URBAN

HIGHWAY	SECTION	LENGTH	TYPE of WORK	R/W & CONSTRN. TOTAL
Redwood	East Grants Pass Inter-6th & 7th Couplet (Add to Program VI Reserve)	1.8	Complete	$ 545,000
Eugene-Springfield	Country Club Rd.-Coburg Rd. Conn.	- -	G.P.	100,000
Oakland-Shady	Pine St.-Stephens Couplet Conn.	1.0	G.P.	225,000
Springfield	2nd St.-3rd St. Couplet	- -	Part G.P.	95,000
Military Ave.	Madrone St.-Pacific Freeway (Roseburg)	- -	R/W	150,000
				$1,115,000

PRIMARY

Coos Bay-Roseburg	Myrtle Point-Camas Valley (Selected)	- -	G.P.S.	$2,000,000
Redwood	Grants Pass-Jerome Prairie	5.3	Complete	1,345,000
Oregon Coast	Buena Vista Wayside-Cape Sebastian	- -	Complete	550,000
Oregon Coast	Myers Creek-Burnt Hill	3.2	Part G. Oil S.	935,000
Redwood	Applegate River-Wilderville	0.9	G.P.	175,000
				$5,005,000

STATE SECONDARY

Mapleton-Eugene	E. Unit, Siuslaw River-Walton	4.9	G.P.S.	$ 800,000
Mapleton-Eugene	Long Tom River Bridge	- -	Structure	130,000
Elkton-Sutherlin	Kellogg Bridge-Yellow Creek	4.0	G.P.S.	690,000
Eugene-Springfield	Mill St.-Springfield Urban Limits	- -	Part G.P.S.	265,000
				$1,885,000

(Cont.)

DIVISION IV

URBAN

HIGHWAY	SECTION	LENGTH	TYPE OF WORK	R/W & CONSTRN. TOTAL
The Dalles-California	N. Limits-Franklin Ave. (Bend)	1.7	Part G.P.S.	$ 315,000

PRIMARY

Sherman	Biggs-Wasco	9.4	Continue G.P.S.	$ 670,000
Columbia River	Brewery Grade Connection	- -	Str., G. P.	160,000
The Dalles-California	N. Limits-Franklin Ave. (Bend)	1.7	Complete G.P.S.	430,000
McKenzie	Deschutes River-Redmond	3.3	R/W	10,000
Sherman	Wasco-Moro	9.0	Part G.P.	835,000
The Dalles-California	Main St.-S. Riverside St. (Klamath Falls)	0.5	G.P.S.	785,000
The Dalles-California	Tygh Valley-White River	1.0	G.P.S.	325,000
				$3,215,000

STATE SECONDARY

Mount Hood	Parkdale-Hood River (Selected)	- -	G.O.S.	$ 540,000
Paulina	E. Unit, Post-Camp Creek	4.0	G.O.S.	460,000
Warner	Adel-Blizzard Gap	14.8	Surface Part	205,000
				$1,205,000

(Cont.)

DIVISION V

URBAN

HIGHWAY	SECTION	LENGTH	TYPE of WORK	R/W & CONSTRN. TOTAL
Old Oregon Trail	N. City Limits-4th St. (LaGrande)	0.8	Complete	$ 150,000
Pendleton-John Day	Emigrant Ave.-Frazier Ave.	1.7	G.P.	135,000
Reserve		- -	- - -	20,000
				$ 305,000

PRIMARY

Central Oregon	Harper Jct.-Burrell	14.7	G.P.S.	$1,200,000
Old Oregon Trail	OroDell-LaGrande Urban Limits	- -	G.P.	120,000
John Day	John Day River-Ochoco Jct.	4.6	G.P.	520,000
John Day	Thirty Mile Cr.-Piatill Cr.	4.8	G.P.S.	815,000
Wallowa Lake	Minam Section	1.0	G.P.S.	420,000
Oregon-Washington	Umatilla River Bridge	- -	Structure	100,000
Wallowa Lake	Island City-Imbler	10.0	Resurface	500,000
Reserve		- -	- - -	140,000
				$3,815,000

STATE SECONDARY

Hermiston	Hermiston-Hinkle	3.7	Complete	$ 120,000
Little Sheep Creek	Cloverdale Road-Forest Boundary	- -	Complete	420,000
Lexington-Echo	W. Limits Echo-Old Oregon Trail	4.1	Structure & P.	150,000
Crane-Scotts Butte	Selected Section	- -	Reinforce & Widen Shoulders	405,000
Baker-Homestead	Middle Bridge Rd.-Love Bridge	4.2	G.P.	250,000
				$1,345,000

December 12, 1960

The Engineer presented for the Commission's consideration a proposed forest highway construction program for the fiscal year 1962, beginning July 1, 1961. The Commission deferred action until representatives of the U. S. Forest Service and U. S. Bureau of Public Roads are present. (See entry ahead.)

Attention was given to a cooperative construction agreement with the City of Grants Pass and Josephine County covering the construction of "F" Street (Grants Pass) Section of the Redwood Highway in Josephine County. The Engineer explained that this is an access connection from Grants Pass to the Freeway known as the East Grants Pass Interchange. The County has agreed to maintain and assume jurisdiction over the approaches which are to be constructed by the State. The Commission accepted the Engineer's recommendation that the agreement be approved.

The Commission discussed with the Engineer a request from Lake County Judge C. H. Langslet that the exchange of the Winnemucca to Adel road for the Adel to Plush section of the Warner State Secondary Highway be consummated at this time as outlined in a prior agreement. The Engineer stated that the County has not completed the grading from Blizzard Gap to the top of Doherty Slide as previously agreed. The portions which have been constructed are inaccessible until the State has completed the grading contract for the section from Blizzard Cap to Adel, which project is scheduled for award later today. After discussion the Commission deferred action on this request.

The Commission confirmed the appointment of R. L. Porter as Acting State Highway Engineer during the absence of the State Highway Engineer, the Deputy State Highway Engineer and the two Assistant State Highway Engineers.

The Engineer reported on bids received in Salem on December 9. Action was deferred until 11:00 a.m. (See entry ahead.)

Requests for increases in number of working days within which to complete State Highway contracts were presented by the Engineer. He outlined briefly the reasons for granting or denying the increases and made his recommendation for each request. The Commission took action on the requests for increase in number of workdays, as follows:

(1) Rich and Sons Nursery, Contract No. 5598, for roadside improvement on the Salem Bypass Section of the Pacific Highway, Marion County, requested an increase of 20 workdays in which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(2) Porter W. Yett, Contract No. 5675, for paving Portland City Streets in Multnomah County requested an increase of 4 workdays in which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(3) George E. Corliss, Contract No. 5731 for grading and topping the Langrell Corner-Halfway Section of the Lone Fir Road in Baker County requested an increase of 20 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 14 workdays without assessment of liquidated damages.

(4) C. R. O'Neil, Contract No. 5670 for grading, paving and structures on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County requested an increase of 32 workdays in which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(5) John L. Jersey, Contract No. 5725 for grading the 136th-181st Street Section of N. E. Glisan Street in Multnomah County requested an increase of 30 workdays in which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 5 work days.

(6) Hannan Brothers, Contract No. 5614 for off-ramp construction on the Ferry Street Southbound Off-ramp on the Pacific Highway West, Eugene, in Lane County requested an increase of 19 workdays in which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 11 workdays. A letter was presented from the U. S. Bureau of Public Roads concurring in the increase.

(7) Dorman Construction Company, Contract No. 5678 for paving on the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Jefferson County requested an increase of 5 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request.

The Engineer reported that Contract Nos. 5111, 5165, 5219, 5230, 5300, 5333, 5423, 5496, 5505, 5559, 5569, 5586, 5599, 5610, 5617, 5628, 5637, 5645, 5661, 5665, 5674, 5678, 5700, 5704, 5713, 5725, 5728, 5752, 5757, and 5799 for highway construction have been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of December 12 and 13, 1960".

Consideration was given to a request from the Klamath County Court that the State Highway Department plow snow on 3.5 miles of County roads, three miles of which are in the Crescent area and one-half mile near Chemult in Klamath County. The Engineer reported that this snow plowing can be undertaken without undo interference with

State work, and the Klamath County Court understands that State plowing would have first priority. The State is to be reimbursed for the actual cost of plowing these County roads. Upon the favorable recommendation of the Engineer the Commission approved the request.

Items of Unfinished Business appearing on the Secretary's Summary, dated November 4, 1960, were considered as follows:

(1) Proposed relocation of Cove Palisades State Park because of construction of the Round Butte Dam in Jefferson County: A report was made earlier in the day by the Parks Superintendent, and the Commission ordered the item deleted from the list of unfinished business.

(2) Request of delegation concerning the closure to vehicular traffic of a portion of the ocean beach from the south city limits of Cannon Beach to Silver Point in Clatsop County: The Engineer reported that since the last Commission meeting the State has discussed this matter with the City of Cannon Beach and the Clatsop County Court, and has received official communications from the City of Cannon Beach, Clatsop County, and the Planning Commission of Clatsop County, all opposing the removal of vehicular traffic from the beach. Numerous letters, telephone calls and petitions have been received from individuals and groups for and against the closure. Some have requested that a speed limit of not to exceed 15 miles per hour be established and enforced insofar as possible; and that signs be erected at all entrances stating that it is a recreational area and that overnight camping is prohibited. This matter has also been discussed with the State Police who have indicated that they would make periodical checks of the area and would make arrests when necessary. The Clatsop County Judge has stated verbally that the County would assign a full-time deputy on weekends to patrol the beach in an unmarked car to enforce a 15-mile-per-hour speed limit. Chairman McIver inquired if there is to be a public hearing concerning this matter. The Engineer explained that the public officials in the Cannon Beach area are not in favor of holding a hearing, as the local people do not wish the traffic removed. The Engineer suggested that the Commission establish on a trial basis a 15-mile-per-hour speed zone for a one-year period and install adequate signs. Chairman McIver inquired if such a recommendation is adopted would a precedent be set for the other beaches in the State and should it be applicable to all the beaches. The Engineer replied that he believed each area should be considered on an individual basis. After considerable discussion, the Commission deferred action pending appearance of a delegation on the following day. (See entry ahead.)

Recommendations for a number of reduced speed zones were presented by the Engineer. The State Speed Control Board, he stated, recently has taken action to establish certain reduced speed zones on state highways within cities, and in order to carry these zones to a logical conclusion, he recommended that the following reduced speed zones outside of the city limits be adopted:

(1) Wallowa Lake Highway in Wallowa County:

30 MPH between a point 0.11 mile northwest of the north city limits of Lostine (M.P. 54.50) and the north city limits of Lostine (M.P. 54.61).

45 MPH between the westerly east city limits of Lostine (M.P. 55.21) and the easterly east city limits of Lostine (M.P. 55.38) 1/

45 MPH between the easterly east city limits of Lostine (M.P. 55.38) and a point 0.12 mile east of the east city limits of Lostine (M.P. 55.50). (See Exhibit "B-1")

1/ Joint Oregon State Highway Commission and State Speed Control Board jurisdiction.

(2) Weston-Elgin Highway No. 330 in Union County:

30 MPH between a point 450 feet west of the west city limits of Elgin (M.P. 40.18) and the west city limits of Elgin (M.P. 40.27). (See Exhibit "B-2")

(3) Wallowa Lake Highway in Wallowa County:

40 MPH between a point 250 feet north of the northerly north city limits of Joseph (M.P. 71.01) and the northerly north city limits of Joseph (M.P. 71.07).

40 MPH between the northerly north city limits of Joseph (M.P. 71.07) and the southerly north city limits of Joseph (M.P. 71.10) 1/ (See Exhibit "B-3")

1/ City limits are coincident with the centerline of the highway.

(4) Wallowa Lake Highway in Wallowa County:

40 MPH between a point 0.18 mile northwest of the west city limits of Wallowa (M.P. 46.28) and the west city limits of Wallowa (M.P. 46.46).

40 MPH between the south city limits of Wallowa (M.P. 47.67) and a point 150 feet south of the south city limits of Wallowa (M.P. 47.70). (See Exhibit "B-4")

(5) Wallowa Lake Highway in Union County:

35 MPH between the east city limits of Elgin (M.P. 20.60) and a point 0.15 mile east of the east city limits of Elgin (M.P. 20.75). (See Exhibit "B-5")

(6) Joseph-Wallowa Lake Highway, No. 351, in Wallowa County:

35 MPH between the south city limits of Joseph (M.P. 0.84) and a point 0.10 mile south of the south city limits of Joseph (M.P. 0.94). (See Exhibit "B-6")

The Commission approved the speed zones as presented and thereupon adopted resolutions relative thereto, marked Exhibit "B-1" through "B-6" which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

The Engineer recalled that the Commission on July 7, 1960 had adopted a 50 MPH speed zone on the Halsey-Sweet Home Highway, No. 212, from the east city limits of Halsey to the Pacific Freeway Section. The purpose of this speed zone was to control traffic on the Halsey-Sweet Home Highway during the period when Pacific Highway traffic was being routed over it. The Pacific Freeway Section has now been completed, and as there is no longer a need for the reduced speed zone, he recommended that it be rescinded. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-7" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

Attention was given to a request from the Washington State Highway Department for a study of speed zones on the Oregon side of the Interstate Bridge across the Columbia River, Portland, in order to co-ordinate with speed zones on the Washington side of the river. The Engineer stated that the existing reduced speed zones had been restudied, and in view of the facts disclosed in the study, he recommended that Speed Zone Resolution No. 45, adopted by the Commission on September 28, 1950, be rescinded and that the following speed zones be established:

<u>On Denver Ave., US 99, Northbound</u>

35 MPH between the southerly split point of the Union-Denver Avenue Interchange (New M.P. X6.00, Old M.P. X6.10) and the Toll Plaza (M.P. X6.71 New).

45 MPH between the Toll Plaza (New M.P. X6.71) and the Oregon-Washington State Line, on the Interstate Bridge (M.P. X7.17 New).

On Denver Ave., US 99, Southbound

45 MPH between the Oregon-Washington State Line (New M.P. X7.17) and a point 0.23 mile north of the Toll Plaza, on the Interstate Bridge (New M.P. X6.94).

35 MPH between a point 0.23 mile north of the Toll Plaza, on the Interstate Bridge (New M.P. X6.94) and the Toll Plaza (New M.P. X6.71).

45 MPH between the Toll Plaza (New M.P. X6.71) and the southerly split point of the Union-Denver Avenue Interchange (New M.P. X6.00, Old M.P. X6.10).

The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-8" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

The Engineer reported that the section of the Pacific Highway between Myrtle Creek and Canyonville in Douglas County is now constructed to interstate freeway standards, and to conform with Commission policy he recommended that a 70 MPH speed zone be established on the Pacific Highway between a point 500 feet south of the northbound off-ramp at the Myrtle Creek Interchange (M.P. 210.40) and the north city limits of Canyonville (M.P. 219.21). The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-9" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

Attention was given to a request made by Mr. Victor Atiyeh, State Representative, and Mrs. Sherman Pedersen of the Broadmoor Women's Club, for a speed zone investigation on the Beaverton-Hillsdale Highway between Beaverton and Portland. The Engineer stated that an investigation had been made, and based on the facts disclosed he recommended that a previous speed zone, No. 246-a, adopted by the Commission on May 8, 1958, be rescinded and the following speed zones be established on the Beaverton-Hillsdale Highway in Washington and Multnomah Counties:

40 MPH between the east city limits of Beaverton (M.P. 1.61) and a point 250 feet west of S. W. Laurelwood Drive (M.P. 2.51, S. W. 82nd Avenue) 1/

35 MPH between a point 250 feet west of S. W. Laurelwood Drive (M.P. 2.51, S. W. 82nd Avenue) and a point 0.11 mile west of Multnomah County Line (M.P. 3.30) 2/

45 MPH between a point 0.11 mile west of Multnomah County Line (M.P. 3.30) and the west city limits of Portland (M.P. 4.97).

1/ Except that between a point 0.11 mile west of S. W. 91st Avenue (M.P. 1.96) and a point 0.12 mile east of S. W. 91st Avenue (M.P. 2.19) the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of subsection 1.a., of ORS 483.104.

2/ Except that between a point 500 feet west of S. W. 78th Avenue (M.P. 2.65) and a point 500 feet east of S. W. 78th Avenue (M.P. 2.85) the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of subsection 1.a., of ORS 483.104.

The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-10" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

Completion of the Redwood Highway Interchange south of Grants Pass, the Engineer stated, has changed the traffic patterns or the Williams Highway, No. 261, so that a change is needed in the existing speed zones. A Traffic Engineering investigation has been made, and based on the facts disclosed in this study, he recommended that Speed Zone Resolution No. 186, enacted April 14, 1955, be rescinded and the following speed zones be established on the Williams Highway:

35 MPH on the northbound on-ramp to the Redwood Highway from the Redwood Highway (Proposed M.P. 0.00N) to a point 100 feet north of Union Avenue (Proposed M.P. 0.25N).

35 MPH between the Redwood Highway (M.P. 0.00) and a point 0.30 mile south of the Redwood Highway (M.P. 0.30).

45 MPH between a point 0.30 mile south of the Redwood Highway (M.P. 0.30) and a point 0.14 mile north of Allen Creek (M.P. 2.30) 1/

1/ Except that between a point 500 feet north of Harbeck Road (M.P. 0.79) and a point 500 feet south of Harbeck Road (M.P. 0.99) the indicated speed shall be 20 MPH during the hours of school crossings, as per the provisions of subsection 1.a., of ORS 483.104.

The Commission approved the recommendation and thereupon adopted a resolution relative thereto marked Exhibit "B-11" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

In connection with completion of the Interchange between the Pacific Highway, Redwood Highway and the Williams Highway, south of Grants Pass, the Engineer stated that traffic patterns on the Redwood Highway have also been changed so that a change is required in speed zoning for this section of the Redwood Highway. From the facts disclosed by an engineering investigation, he recommended that Speed Zone Resolution No. 100-a, adopted July 31, 1958, be rescinded and that the following speed zones be established on the Redwood Highway at and near the Interchange:

30 MPH between the southbound junction of the Pacific Highway (US 99) at the intersection of Lewis Avenue and South Sixth Street (Old M.P. 0.00 - Proposed M.P. 0.01) to a point 350 feet west of the junction of the Williams Highway, ORE 238, (M.P. 0.29).

45 MPH between a point 350 feet west of the junction of the Williams Highway, ORE 238, (M.P. 0.29) and a point 250 feet west of Hubbard Lane (M.P. 3.06) 1/

30 MPH on the connection between the Williams Highway, ORE 238, and the one-way southbound leg of the Pacific Highway (US 99).

35 MPH on the northbound on-ramp to the Pacific Highway (US 99) from a point 0.20 mile west of the Williams Highway (ORE 238), (Old M.P. 0.35 - Proposed M.P. 0.35N) to the northbound junction of the Pacific Highway, 50 feet south of East Park Street (Proposed M.P. X0.07N).

1/ Except that between a point 50 feet west of Annabelle Lane (M.P. 1.92) and a point 500 feet west of Leonard and Dowell Roads (M.P. 2.12) the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of subsection 1.a., of ORS 483.104.

The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-12" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

Authority for out-of-State travel for three State Highway employees was requested by the Engineer, and approved by the Commission as follows:

(1) Oscar A. White, Assistant Materials Engineer, to attend meeting of the Highway Research Board in Washington, D. C. in January, 1961. Expenses are to be paid by the Research Board.

(2) J. Al Head, Assistant Traffic Engineer to attend meeting of Highway Research Board, Washington, D. C., January 1961. Expenses to be paid by Highway Research Board.

J. Al Head to attend Board meeting of Institute of Traffic Engineers in Washington, D. C. for two days, immediately following the Highway Research Board meeting, at an estimated cost of $40.

(3) Frank I. Towle, Engineering Investigator, Legal Division, to Los Angeles, California, and Spokane, Washington, December 12-23, 1960, at an estimated cost of $241. Purpose of the trip is to interview experts regarding use of noise recording instruments.

Disposition of a state-owned Bailey Bridge used by pedestrians over Harbor Drive in Portland was brought up by the Engineer. He recalled that just prior to the Portland Rose Festival, in June 1960, the Commission had approved the use of the Bailey Bridge for pedestrian use. Later, a request from the City to purchase the bridge had been denied. The City has now requested that the bridge be left in place until such time as it is needed by the State. An agreement covering this arrangement has been prepared, the Engineer stated, and he recommended that it be approved. The Commission approved the agreement.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period from October 31 through December 5, 1960.

The date for the next Commission meeting was set for January 27, 1961, a one-day meeting on a trial basis, with delegations to be heard in the afternoon. A tentative date for the following meeting was set up for March 9 and/or 10, 1961.

Commissioner Jackson stated that he would attend the opening of bids in Salem on January 24, 1961.

The Commission discussed with the Engineer bids received on December 9, and at 11:00 a.m. award of contracts was made as follows:

BIDS RECEIVED IN SALEM ON DECEMBER 9, 1960

"Encina and Alder Creek Road Overcrossings on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Commission elected to accept the low bid of Morrison-Knudsen Co., Inc., Boise, Idaho, in the sum of $255,428 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Pleasant Valley Overcrossing of U.P.R.R. on Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Commission elected to accept the low bid of Morrison-Knudsen Co., Inc., Boise, Idaho, in the sum of $443,856 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading, oiling and structures on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County. The Commission awarded the contract to the low bidder, White Bros. Construction Co., Inc., Walla Walla, Washington, at $1,051,420.

"Grading and paving on the E. Revere Ave.-E. Franklin Ave. (Bend Section) of The Dalles-California Highway in Deschutes County. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of $170,968 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Bend is received and the sum of $49,170 is deposited by the City.

"Grading, paving and signing on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons Corp., Salem, at $1,581,649.35.

"Construction of median barrier on the Garden Valley Road-Fairgrounds (Roseburg) Section of Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, J. C. Denton and Sons, Portland, at $52,612.

"Grading and paving on the Douglas Avenue-South City Limits (Roseburg) Section of the Oakland-Shady Highway, Southbound (Pine Street) in Roseburg, in Douglas County. The Commission awarded the contract to the low bidder, Robert Angell, Eastside, at $80,920.99.

"Reedsport Traffic Signals on the Oregon Coast Highway at 19th Street in Douglas County. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at $5,990.

"South Rice Hill Undercrossing at South Rice Hill Interchange on the Pacific Highway in Douglas County. The Commission awarded the contract to the low bidder, Sig Andersson, Coos Bay, at $63,560.

"Grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. The Commission elected to accept the low bid of Vernie Jarl, Gresham, in the sum of $1,363,736 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Medford Traffic Signals on the Pacific Highway at 10th Street in Medford, Jackson County. The Commission awarded the contract to the low bidder, Trowbridge and Flynn Electric Co., Medford, at $7,480.

"Grading and structures on the Phoenix Siphon Section of the Pacific Highway in Jackson County. The Commission elected to accept the low bid of R. A. Heintz Construction Co., Portland, in the sum of $89,844 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $839,848.

"Grading and structures on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County. The Commission awarded the contract to the low bidder, Stanley Wilt, Corvallis, at $212,379.50.

"Eugene Traffic Signals on the Pacific Highway at Monroe Street and Washington Street in Lane County. The Commission awarded the contract to the low bidder, L. H. Morris Electric Co., Eugene, at $10,983.

"Glenn Street Bridge over Malheur River on Malheur River Bridge (Vale) Section in Malheur County. The Commission elected to accept the low bid of Morrison Knudsen Co., Inc., Boise, Idaho, in the sum of $89,116 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $20,100 is deposited by the County.

"East Portland Office Building remodelling, on N. E. Glisan Street at N. E. 58th Avenue in Portland in Multnomah County. The Commission awarded the contract to the low bidder, Mason and Brenner, Inc., Portland, at $68,539.

"Grading, paving and traffic signals on the S. E. 9th Street-S. W. 4th Street (Pendleton) Section of the Pendleton-John Day (northbound) Highway in Umatilla County. This project was withdrawn from the letting.

"Grading, paving and structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County. The Commission elected to accept the low bid of White Bros. Construction Co., Inc., Walla Walla, Washington, in the sum of $547,886.50 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Mayer State Park Shelter Latrine and Facilities on the Columbia River Highway in Wasco County. The Commission awarded the contract to the low bidder, Harley E. Lowe and Rolla A. Bryant, Medford, at $18,974.

"Grade widening on Elk Creek-Robbers Roost Section of Crater Lake Highway in Jackson County. The Commission awarded the contract to the low bidder, Roy Norquist, Sweet Home, at $29,225."

Mr. Norman B. Wood, Federal Projects Engineer of the U. S. Bureau of Public Roads, and Mr. R. F. Grefe, Assistant Regional Forester of the U. S. Forest Service, were present concerning revisions in the forest highway program covering allocation of 1962 fiscal year forest funds. They requested an increase from $775,000 to $800,000 on Project 3-2 (1), Otis Junction Section of the Oregon Coast Highway, and a reduction of $25,000 in the amount of reserve. In formulating this program, Mr. Wood stated that he wished the record to show that it was intended to continue in the 1963 program a project on the Cascade Lakes Highway in Klamath and Deschutes Counties, such project preferably to start on the south end from the Willamette Highway. The Engineer recommended that the forest highway program be approved as revised. The Commission approved the revised program as follows:

OREGON FOREST HIGHWAY PROGRAM
FOR FISCAL YEAR 1962
(Beginning 7-1-61)

Unprogramed Balance available from previous fiscal years	00
F. Y. 1962 apportionment	$4,351,532
Less FY-1962 funds obligated by administrative action	- 49,532
Funds available for programing (lapsing)	$4,302,000

Route & Project No.	Route Name & Section	Type	Length (Miles)	Forest Highway Funds
WITHDRAW THE FOLLOWING PROJECT:				
FH 3-A5	Oregon Coast Hwy. Main Line 1.7 mi. interchange ramps and 0.8 mi. service roads	Grade-Base-Bit. Paving, Bridge & Overcrossing	1.0	$ +775,000
				$5,077,000
SUBSTITUTE THE FOLLOWING PROJECT:				
3-2(1)	Oregon Coast Hwy. Otis Junction Section Main Line 1.6 mi., Overcrossing ramps 1.4 mi., Service roads 0.8 mi.	Grade-Base, Bit. Paving, Bridges, Overcrossing & Service Roads	1.6	$ 800,000
				$4,277,000

December 12, 1960

(Cont.)

Route & Project No.	Route Name & Section	Type	Length (Miles)	Forest Highway Funds
				$4,277,000(Cont.)
Lump Fund Survey & Design				- 150,000
Reserve for possible overruns				- 127,000
	Total available for new Construction Projects			$4,000,000
3-2(2)	Oregon Coast Hwy. Neskowin-Southward	Base & Aggregate Production	6.4	$ 450,000
22-1(1)	McKenzie Pass Hwy. Blue River to Mill Creek	Grading-Struct. Base	5.0	$ 500,000
43-2(1)	Diamond Lake Hwy. Cascade Lakes Hwy. Jct. to US 97 Jct.	Grade-Base-Bit. Pavement	14.8	$ 650,000
47-2(1)	North Umpqua Hwy. Clearwater-Briggs Camp	Grade & Structures	7.1	$ 375,000*
	*(Douglas County cooperative funds in equal amount per letter 11-9-60 assured to finance the $750,000 estimate for this project.)			
47-1(1) PC	North Umpqua Hwy. Hog Back Slide Section	Post Construction Slide correction	0.5	$ 15,000*
	*(Douglas County cooperative funds in equal amount assured per letter 11-9-60.)			
49-1(1)	Mt. Hood Loop Hwy. (Polallie Cr.-Southward)	Grade-Base	4.0	$ 400,000
51-1(1)	Belknap Springs Hwy. Entire Route	Base & Bit. Paving	20.8	$ 700,000
52-1(1) PC	Ukiah-Starkey Hwy. Post Construction on easterly end of Route	Additional Base & Surface Repairs	2.8	$ 100,000
53-1(1)	Lake of the Woods Hwy. West Forest Boundary to Lake of Woods Jct.	Base & Bit. Surf.	16.3	$ 810,000
				$4,000,000

December 12, 1960

Attention was given to a revised agreement with the City of Medford, superseding agreements dated January 16, 1958 and August 18, 1960, concerning construction of the Medford Unit of the Seven Oaks-Ashland Section of the Pacific Highway, Jackson County. The revised agreement, the Engineer stated, has removed undesirable features previously objected to, and the agreement has been signed by City of Medford officials. Upon his favorable recommendation, the Commission approved the revised agreement.

The Commission considered a request made by the Pacific Telephone and Telegraph Company to install a public telephone booth on the northeast corner of the State Highway Division Office parking lot in Roseburg. The Engineer stated that investigation indicates there is considerable need for a telephone in this area for use of the public while making application for permits. The phone booth will not interfere with the use of State property, and as it will be of benefit to the public, he recommended that the request be approved. The Commission approved the request.

Consideration was given to "Memorandum of Understanding" with the U. S. Bureau of Land Management for use of a site on Vale Butte near Vale, Oregon, in Malheur County, on which to erect a radio installation. The prepared agreement, the Engineer stated, has been checked and found satisfactory, and he recommended that it be approved. The Commission accepted his recommendation.

An agreement with the California Pacific Utilities Company for furnishing electric power at a new truck scale on the Old Oregon Trail west of LaGrande in Union County was presented by the Engineer. He pointed out briefly that the agreement requires an annual payment of $236.89. This amount is reasonable as past records indicate that the annual cost for electric power at the old scales near LaGrande amounted to approximately $300. The new agreement would be for a five-year period, beginning December 12, 1960, and he recommended that it be approved. The Commission approved the agreement.

A street assessment from the City of Forest Grove for improvement of Filbert and Hawthorne Streets in the amount of $1,498.64 was presented by the Engineer. He explained briefly that a portion of the improvement is adjacent to highway maintenance property in the City and that investigation discloses that it is a proper assessment. Upon his favorable recommendation the Commission approved payment of the assessment.

The Commission also considered a street assessment made by the City of Newport in the amount of $1,292 for improvement of Warren and Adams Streets adjacent to highway maintenance property. The Engineer stated that an investigation indicates that it is a proper assessment, and he recommended it be paid. The Commission approved the payment.

Attention was given to a form of agreement with Medford Corporation regarding a change in the Corporation's railroad facilities required by construction of the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County. The Engineer explained briefly that it is necessary to convert the railroad facility into a truck road to clear the site for the Crater Lake Interchange. Following his favorable recommendation the Commission approved the agreement.

At the request of the City of Eastside, the Engineer stated, an investigation had been made on the Coos River Secondary Highway, No. 241, in Coos County concerning a revision of the stop signs at the intersection of Sixth and "D" Streets in Eastside. The Engineer explained that the Coos River Highway at this point has a right-angle turn in its alignment and because of restricted sight distance, traffic on the highway should be stopped before entering the intersection from the east, thus establishing a three-way stop as stop signs are already erected for traffic entering from the north and the west. The Commission approved his recommendation that the resolution of September 21, 1949 be so amended, provided that the City of Eastside will adopt an ordinance requiring traffic to stop as outlined, and thereupon adopted a resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of December 12 and 13, 1960".

Two abandonment resolutions were presented by the Engineer covering disposal of old sections of state highways which have been replaced by newly completed sections. He explained that the resolutions have been preceded by agreements with the respective County Courts and that the resolutions are final actions by the Commission putting into effect the provisions of the agreements. The Commission approved the abandonment resolutions, marked Exhibits "E-1" and "E-2", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960", and summarized as follows:

(1) Corvallis Section of Corvallis-Newport Highway, Benton County to Benton County (See Exhibit "E-1").

(2) Camp Adair-Lewisburg Section of Pacific Highway West, Benton County to Benton County (See Exhibit "E-2").

The Commission considered an abandonment agreement with Umatilla County, City of Athena, and City of Weston concerning abandonment of portions of the Athena-Blue Mountain Station Section of the Oregon-Washington Highway, No. 8, when construction of the new section has been completed and open to public travel. The Engineer pointed out that the agreement provides for an extension of the Athena-Holdman Highway, No. 334, easterly to a junction with the relocated Oregon-Washington Highway, east of Athena. Also the

Weston-Elgin Highway, No. 330, is to be extended from its present terminus northeast of the City of Weston southwesterly and northerly to a junction with the relocated highway. The agreement also provides for extending the Sunnyside-Umapine Highway No. 332, from its present terminus at Sunnyside easterly to a junction with the Oregon-Washington Highway north of Milton-Freewater. Upon his favorable recommendation the Commission approved the agreement.

Direct sale to Grant County of the salvage steel from the old bridge over the John Day River on the Wasco-Heppner Highway was considered. The Engineer commented briefly that the bridge is to be replaced under contract. The old bridge is too narrow to be re-used on a state highway but would be adequate for minor county roads. Sherman and Gilliam, the adjoining Counties, have stated that they do not want the old span, but Grant County has stated it would like to purchase the bridge at the usual price of 5 cents per pound, which will amount to $5,400. The Commission approved the sale to Grant County.

The Engineer stated that requests have been received to allow 60-foot truck-trailer combinations to use the ferry M. R. Chessman at Astoria. Test runs, he stated, have indicated that this is feasible, and he recommended that these truck-trailer combinations be allowed to use the ferry for a charge of $5 per trip. The Commission accepted his recommendation.

An agreement with the City of Bend concerning abandonment of a portion of The Dalles-California Highway in Bend was presented by the Engineer. He outlined briefly that bids were received on December 9 for construction of the East Revere Avenue-East Franklin Avenue Section along Third Street in the City of Bend. When this project is completed the City has agreed to take back as a city street the old route of The Dalles-California Highway from Revere Avenue to Greenwood Street. The City has also agreed to take back the remainder of the existing route when the northerly portion of the new section is constructed and open to public travel. The agreement, he stated, also provides for extending the Century Drive Secondary Highway to East Third Street and for an extension of the Central Oregon Highway from Greenwood Street to Franklin Avenue when new construction is completed. The Commission approved the agreement.

The Engineer also presented an agreement with Linn County concerning an exchange of county roads and state secondary highways. He stated that the County has for some time urged the State to take over the Orleans-Lebanon County road as a state secondary highway. In exchange the County has agreed to take over that portion of the Corvallis-Eastside Secondary Highway, No. 210, from Orleans easterly to a junction with the Pacific Highway in Albany. Also, the County

has agreed to take over as a county road the existing Mehama-Mill City Secondary Highway, No. 213. In the proposed exchange the State is to put in adequate condition the sections of highways being turned back to the County, which includes the rebuilding of a bridge over the Calapooya River on the present Corvallis-Eastside Highway, the replacement of temporary approaches on the south end of the Mill City bridge over the North Santiam River, and patching and reoiling on the Mehama-Mill City Highway. He estimated the total cost of these items at $75,000, and recommended that the agreement be approved. The Commission approved the agreement.

The Commission discussed with the Engineer matters to be presented by delegations on the following day, but no action was taken at this time pending the appearance of the delegations.

The Chief Counsel requested authorization to institute suit against C. J. Bean and L. M. Dent for expenses and damages in the amount of $122.29. He explained briefly that Mr. Bean and Mr. Dent were towing, without permit, a vehicle on which was located a house, on the Klamath Falls-Lakeview Highway. A breakdown occurred, and it was necessary to detour traffic over a private driveway which was damaged in the amount of $122.29. The driveway was repaired by the State and Messrs. Bean and Dent have refused to pay for the damage. The Commission authorized legal proceedings.

Damages in the amount of $462.72 to the handrail on a bridge on the Clackamas Secondary Highway in Clackamas County was reported by the Chief Counsel. The damage was caused by a truck owned by the Clackamas River Sand & Gravel Company. An offer to settle the claim for half of the amount of damages has been received, and he recommended that the offer be accepted as there were no witnesses to the accident, and it would be a difficult case to try in court. The Commission approved the settlement as proposed.

The Commission signed agreements and other papers.

The meeting was adjourned at 11:40 a.m. to be reconvened at 10:00 a.m. on the following day.

Salem, Oregon
December 13, 1960

The Oregon State Highway Commission reconvened at 10:00 a.m. in Room 419, State Highway Building, Salem. The following persons were present:

K. N. Fridley, Acting Chairman
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

Chairman M. K. McIver and Carl Jordan, Director of Travel Information Division, were excused from attending the meeting.

A delegation from Albany appeared before the Commission regarding the construction of a parallel bridge across the Willamette River at Albany to serve traffic on the Albany-Corvallis Highway (US 20). Mr. E. B. Bennett, President of the Albany Chamber of Commerce, was spokesman for the group and introduced the following members of his delegation: W. B. Bowman, City Manager; Melvin Good, Attorney; W. L. Fitzpatrick, Mayor; Glenn Chaffin, Manager of the Chamber of Commerce; and Richard Dalke, Acting City Engineer. Mr. Bowman displayed an aerial photo showing the present bridge at Ellsworth Street, and pointed out the one-way couplet -- Ellsworth Street (US 20 southbound) and Lyon Street (US 20 northbound). Because of the turning movements there have been many traffic accidents at the intersection of First Avenue and Lyon Street, and these turning movements have also caused pedestrians difficulty in crossing the intersections of First Avenue and Lyon Street and First Avenue and Ellsworth Street. Due to this hazardous condition, he continued, the city parking lot, which is located between Ellsworth and Lyon Streets, is not being used to its fullest capacity. He urged the Commission to construct a second bridge to serve this route. Mr. Good, who is President of the Cloverdale Farms, Inc., stated that his company owns property immediately across the river from Albany and he voiced concern over the possibility of a bridge being constructed at a location which would interfere with the development of their property. He suggested that advance planning and engineering studies be made outlining the bridge location and its approaches. He told of the residential and shopping center being developed in this area and pointed out the heavy volume of

traffic using the bridge, particularly when sports events are held at Oregon State College. At the request of Acting Chairman Fridley, the Engineer stated that although there is considerable merit in Mr. Good's suggestion for advance planning, the right of way could not be protected unless the State is in position to purchase it. The State at the present time, he continued, has no funds for advance purchase of right of way and furthermore no funds are available for the bridge construction within the foreseeable future. It is possible, however, to do some advance planning on the ultimate location. Mr. Good pointed out that since his company owns the property on which the bridge would be constructed, there would be no price speculation. Mr. Bowman interjected that the City of Albany will be glad to do all it can to help the State secure the necessary right of way when the State is in position to purchase it. Acting Chairman Fridley thanked the delegation for their presentation and advised them to keep in touch with the Engineer.

Mr. David H. Greenberg, Attorney, Portland, appeared before the Commission concerning the removal of all vehicular traffic from Cannon Beach and especially from the area north of Haystack Rock. Mr. Greenberg, who is a property owner at Cannon Beach, spoke for himself and for nine other property owners at Cannon Beach. People walking along the beach, he pointed out, cannot hear automobiles approaching from the rear until these vehicles are almost on top of them. These vehicles he added are endangering the lives of children who are playing in the surf as many drivers race their cars or sight-see and do not look where they are driving. He questioned the necessity for automobiles to drive on the beach. He read an editorial from a Portland newspaper endorsing the prohibition of vehicles on the beaches. The beach, he continued, is a recreational area for children and adults who desire to relax and play in the sand and should not be used as a highway; therefore, he believed that parking space should be provided outside of the beach area for these automobiles. It was his contention that if remedial action is not taken soon this traffic problem will grow worse, eventually lead to disaster and adversely affect visitations to the beaches. The Chief Counsel pointed out that the Oregon statutes declare the beach to be a public highway. In response to Acting Chairman Fridley's inquiry as to Mr. Greenberg's reaction to a 15 mile-per-hour restricted speed zone, Mr. Greenberg stated that he did not believe it would help as there is no enforcement of the present 25 mile speed zone. Commissioner Jackson commented that there are two definite differences of opinion as to the solution of this problem. A previous delegation, as well as Mr. Greenberg, he continued, has pointed out that the high speed of automobiles along this beach represents a major portion of the problem; therefore, if a speed of 10 or 15 miles was set and enforced by the County and the State it seems that the hazardous element would be eliminated. It was Mr. Greenberg's opinion that the restricted speed zone would not solve the problem because children do not look where they are running when playing on the beach and the hazard would still exist. At the request of Acting Chairman Fridley, the Engineer stated that the Commission has received letters from the City Council of Cannon

Beach and the Clatsop County Court, as well as petitions signed by many people, opposing the closure of any portion of this beach to vehicular traffic and recommending enforcement of a 15 mile-per-hour speed zone. Acting Chairman Fridley advised Mr. Greenberg that the Commission has had this problem under study for several months, but because of the conflicting points of view it appears that additional consideration and investigation is in order to provide a satisfactory decision.

Tillamook County Judge O. E. Effenberger, Tillamook, headed a delegation from the County Court Unit of the Oregon Coast Association, that appeared before the Commission regarding improvement of the Oregon Coast Highway, particularly in Tillamook County. He introduced the following members of his group: Hold Tilden and Clay Myers, Tillamook County Commissioners; Earl K. Sweet, Chamber of Commerce Highway Committee; John Gorman, "Headlight Herald", Fred Guyton, Broadcasting Company and Highway Committee of the Chamber of Commerce; T. H. Bailey, Mayor; J. S. Livingston, President of Tillamook County Chamber of Commerce; and George E. Hodges, Mayor of Rockaway, all from Tillamook; Kenneth Thompson, Curry County Commissioner, Gold Beach; L. O. Shermer, President of the Chamber of Commerce, Pacific City; Herbert W. Hutton, Mayor, Manzanita; and Vern Ayers, Manager of the Oregon Coast Association, Newport. Judge Effenberger pointed out that Tillamook County has not had a construction project on US 101 in nearly 10 years. He inquired as to the status of the Bay City-Garibaldi project on US 101. Mr. Ayers pointed out that the Oregon Coast Highway is the third most traveled highway in Oregon, being surpassed only by US 30 and US 99, and he did not believe this highway is getting its share of the funds. Fifty percent of all tourist traffic, he added, is from California, and 27 percent from Washington and British Columbia, but because of the bottleneck on US 101 in Tillamook County most of these tourists avoid that area. US 101, he continued, is vital to the economy of the Coast since industry is entirely dependent upon this highway as there are no railroads. He pointed out that due to the obsolete ferry system at Astoria, the Coast area is losing thousands of dollars each year. He expressed the belief that the Merle Chessman, which is the best ferry in use, is not up to standard, and that it will be necessary to place an additional ferry in service to properly accommodate the people desiring to use it. In answer to a question from Mr. Ayers, the Engineer stated that the money allocated to the Cascade Head project will open it to traffic even though the final pavement will be delayed until the road has settled. The Engineer pointed out that the statement which was made regarding the expenditure of $400,000,000 on Oregon highways within the past five years may be misleading since only $211,000,000 was spent on construction, and the remainder included expenditures for maintenance, rights of way, bond payments and other expenditures. In answer to Judge Effenberger's request for a survey between Neskowin and Oretown, the Engineer advised that this survey is almost complete and that $45,000 has been allocated for the purchase of rights of way from Neskowin north as soon as the survey is completed. The Engineer pointed out that the survey of the Bay City-Garibaldi Section is also nearly complete and money has been allotted for this project with construction planned to start in

May. Mr. Thompson thanked the Commission for the work that has been done in Curry County. It was his intention, he continued, to seek information regarding the scheduling of the 3.2 mile section of US 101 at Myers Creek, but he has since learned that this project will be contracted within the next two years. Mr. Livingston thanked the Commission for the consideration given to US 101 in the program adopted at yesterday's meeting. Tillamook County, he stated, cannot depend solely on dairy, timber and its related industries but must also look to the tourist trade. He offered the assistance of his organization in acquiring necessary rights of way for projects in this area. Judge Effenberger concluded by stating their desire to see some work started on the Boyer Cutoff (which is a connection between the Three Rivers Highway and the Salmon River Highway). Acting Chairman Fridley suggested that the delegation confer with the engineering staff to familiarize themselves with the Commission's new program and the budgetary problems involved. Regarding the allocation of available funds, he continued, the Commission feels that it is distributing these funds in a fair and equitable manner throughout the State; however, if members of the delegation have any suggestions regarding the distribution formula, they should discuss them with the engineering staff. The needs for highways in the State of Oregon, he added, is in excess of $500,000,000 while there is available for programming only $21,300,000. He thanked the group for apprising the Commission of their problems and told them that the Commission appreciates being advised of the project priorities in their area.

A delegation from the Eastside Commercial Club, Portland, appeared before the Commission regarding egress from the East Bank Freeway in Portland. Mr. Jack H. Burns, Chairman of the Highway Committee of this Club, was spokesman and introduced the following members of his group: K. F. Schumann, John Deere Company; J. R. Brewer and E. A. Tibbits, Sears & Roebuck; John I. Sell, First National Bank; Earl Bolliger, President of Commercial Club and representing Weatherly Building interest; Ernest Schmitz, U. S. National Bank; and Mel Gordon, Standard Battery Manufacturing Company, all from Portland. Mr. Burns displayed an aerial photo of the proposed East Bank Freeway and used it during his presentation to locate the areas he spoke about. He also displayed a plan of the new Marquam Bridge approaches. It is their contention, he stated, that the proper northbound egress from the East Bank Freeway between the Marquam and Burnside bridges should be near the Morrison Bridge area, probably under the bridge, or at Taylor or Yamhill Streets. Without the requested egress he felt that a major bottleneck will be created which will cause grave damage to the second largest business district in the Portland area - - the Central Eastside area. He presented the following information in support of his request: (1) Changes made since the public hearing in Portland in 1957 on the East Bank Freeway, including a more northerly location for the Marquam Bridge; (2) There are no northbound outlets from the freeway for a distance of 42 blocks or 2¼ miles through the largest business district served by any of the freeways in the Portland area; (3) Since this area is the immediate terminal for much of

Portland interstate and intrastate commerce, hundreds of trucks each day come into this area from the south. The two routes which these trucks will have to use to arrive at their final destination is either S. E. 8th Street off-ramp from Marquam Bridge or Harbor Drive via Clay Street ramp, Front Street and Hawthorne or Morrison Street Bridges. Each of these routes, he pointed out, is extremely hazardous for truck traffic; (4) It is vitally necessary for civilian defense purposes to have this egress; (5) The egress now being planned is not sufficient to serve the freeway passenger traffic that will be destined for the businesses and offices in the area; (6) Property values in the affected area will be substantially depressed by resulting isolation because of the lack of proper egress; and (7) When the Mt. Hood Freeway is tied into the East Bank Freeway the Central Eastside will be cut off completely from the southeast because traffic will have no egress. He read a letter from the Oregon Trucking Association concurring in the request for a northbound exit. At the request of Acting Chairman Fridley, the Engineer explained that the cost of the exit does not enter into the picture, but it is a design problem because any off-ramp in that area would have to cross at grade a number of railroad tracks where trains are continually moving; furthermore, such a ramp would not meet interstate standards required by the Bureau of Public Roads. Regarding the use of 7th and 8th Streets, the Engineer pointed out that the State originally planned to make the connection from the Freeway at Union and Grand Avenues; however, the City of Portland requested that 7th and 8th Streets be used because there was less traffic on them. Mr. C. G. Polk, Division Engineer of the Bureau of Public Roads, concurred in the Engineer's statements. Acting Chairman Fridley thanked the delegation for their presentation and advised them that the Engineering staff will take another look at the problem to see if anything can be worked out which will conform to interstate standards.

The Engineer advised the Commission that he had received a telephone call from Judge C. W. Craddock, Harney County, who because of illness postponed his appearance before the Commission until the next meeting. Judge Craddock stated that Harney County had approximately $65,000 to $75,000 of County FAS funds that they would like to turn over to the State to use on the Frenchglen State Secondary Highway provided that the State will furnish match monies. Action was deferred until Judge Craddock appears at the January meeting.

As requested on the previous day, the Chief Counsel explained briefly that the legislation proposed by the Interim Committee on Natural Resources provides an estimated $50,000 for the establishment of a five-man board who would by virtue of this bill adopt the rules and regulations under which all State agencies would have to operate in the conduct of their parks. Administration of the parks, he continued, would be under the supervision of this board although there would still be a Parks Division, and the Highway Commission would continue to furnish the money for the operation and maintenance of the

parks, including the initial $50,000. The Commission requested that they be furnished a copy of this proposed bill.

The Chief Counsel presented to the Commission a list of seven properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "F-14" and "F-15", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 12 and 13, 1960".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated December 13, 1960, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A proposed settlement for purchase of property from John D. Benson, L-3576, R-31211, on the Seven Oaks-Neil Creek Section of Pacific Highway, Jackson County, was brought up by the Chief Counsel. He explained that a portion of Mr. Benson's property is needed as substitute property for a railroad that the State is taking from the Medford Corporation. The question has been raised by the owner's attorney whether the State has authority to condemn Mr. Benson's property for such purposes. Mr. Benson has now indicated that he is willing to sell his entire property for $18,000, approximately $1,500 above the appraised value. Compensation and damages for the partial taking required by the State is $6,960, which amount the State would voucher. The State, however, would pay for the remainder of the property (about $11,000) and would dispose of it after construction of the highway. Since the partial taking of this property would probably involve a long drawn-out lawsuit to settle the question of the State's authority to condemn, the Chief Counsel recommended that the Commission purchase Mr. Benson's entire property in the amount of $18,000 and follow the procedure as mentioned. The Commission accepted his recommendation.

The Chief Counsel also brought up settlement of the Carl Mc D. Roe property on the Ontario-Snake River Section of the Old Oregon Trail Highway, Malheur County. He recalled that in 1958 when the State's first appraisals were made there was over a $30,000 discrepancy between the State's appraisals and those of the property owner. After a review of the appraisals, the State's appraisers changed their figures to $16,745 and $24,000. Telephonic approval was obtained from Chairman McIver to settle for $16,745 subject to approval of the Bureau of Public Roads. Originally, he explained, the property owner demanded $27,000

but has now offered to settle for $23,000. The Bureau of Public Roads indicate they will participate in the amount of $16,745. Approximately $2,500 interest is due on the property so that there is a difference of about $4,000 in which the Bureau will not participate. If the case is tried, he pointed out, attorneys' fees and costs probably will amount to a figure close to $23,000. He recommended that the Commission approve the settlement of $23,000 provided the Bureau will participate in the amount of $16,745 plus interest. The Commission accepted his recommendation.

The Chief Counsel reported on the John L. McClaskey case, L-3208, on The Dalles-Eightmile Creek Section of The Dalles-California Highway, Wasco County. He explained that Commissioner Fridley who is familiar with the McClaskey property and is acquainted with the property owner had consulted with Mr. Dick, Mr. McClaskey's attorney, regarding this property settlement. Originally the owner demanded $72,000 but has now reduced his figure to $40,000, which is $2,000 above the State's offer. In addition to the $40,000 the property owner wishes to be granted a long-term permit to harvest a cherry crop remaining within the right of way as long as the State does not need the property for highway purposes. He recommended that authority be granted to settle for $40,000 for 15 acres of land and to offer a revocable lease on an annual basis for the right to harvest cherry trees on the right of way. The Commission granted the authority requested.

The State Parks Superintendent brought up a request from Mr. Jack Flaucher, concessionnaire at the Depoe Bay Building, for approval of the sale of his lease for the Depoe Bay Building concession to Dr. J. D. Draper, of Inglewood, California. Dr. Draper has furnished a financial statement which appears to be satisfactory, and he proposes to operate the concession along the same lines as Mr. Flaucher. Upon the recommendation of the Parks Superintendent, the Commission approved the sale of this lease if the Parks Superintendent after interviewing Dr. Draper finds him to be acceptable.

There being no further business to come before the Commission, Acting Chairman Fridley declared the meeting adjourned at 12 Noon.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 13, 1960

Salem, Oregon
January 27, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

Mr. Carl Jordan, Director of Travel Information, was excused as he was out of state.

The Commission approved the minutes of December 12 and 13, 1960 with a correction to be made on page 32930 concerning Urban and Primary Funds, in which $160,000 for the Brewery Grade Connection of the Columbia River Highway under Division IV Urban Funds is to be transferred to Division IV Primary Funds, and the N. Limits-Franklin Avenue Project on The Dalles-California Highway in Bend under Division IV Urban Funds is to be increased from $155,000 to $315,000. Under Primary Funds the N. Limits-Franklin Avenue Section in Bend is to be decreased from $590,000 to $430,000.

Chairman McIver stated that he had heard from Mr. R. H. Baldock, former State Highway Engineer, who suffered a heart attack in California recently. Mr. Baldock is recovering and has returned to his home.

The Engineer introduced Division Engineers and their Assistants who were attending a meeting at Salem on the two previous days. From the Metropolitan Division in Portland he introduced Mr. Lloyd P. Shaw, Metropolitan Engineer, Mr. Alfred Rear and Mr. A. V. Benedict, Assistant Metropolitan Engineers; from Division I in Portland he introduced Mr. A. E. Johnson, Division Engineer, Mr. Edward S. Hunter, Assistant Division Engineer; from Division II, Mr. J. D. Walker, Division Engineer, Mr. Raymond Asburry, Assistant Division Engineer, Mr. Gerald Wimer, Assistant Division Engineer; from Division III, Mr. F. D. Morgan, Division Engineer, Mr. L. R. Chandler, Assistant Division Engineer, Mr. J. F. Putnam, Assistant Division Engineer; from Division IV , Mr. Dean Swift, Division Engineer, and Mr. L. H. Warfield, Assistant Division Engineer; from

Division V, Mr. A. F. Parson, Division Engineer, and Mr. H. S. Colter, Assistant Division Engineer.

The Chief Counsel reported that in compliance with terms of an agreement previously entered into with Tillamook County Court the State is now ready to abandon a replaced portion of the Little Nestucca Highway, known as the Meda Section. The new section has been constructed and is now open to public travel. Under terms of the previous agreement the old section is to be returned to the County, and he so recommended. The Commission accepted his recommendation and thereupon adopted a resolution pertaining thereto, marked Exhibit "H-1" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

The Commission confirmed appointment of Mark H. Astrup as State Parks Superintendent, effective January 1, 1961, to replace Mr. C. H. Armstrong who retired as of December 31, 1960.

The Parks Superintendent stated that Mr. Jack Flaucher, who has been operating the concession at Vista House on the Crown Point Secondary Highway, wishes to sell his lease to Mr. Kyle S. Smith of Tacoma, Washington. Mr. Smith, he continued, has been interviewed and, according to his financial statement and reputation, appears to be capable of operating the Vista House concession in a satisfactory manner. He recommended that the transfer of the lease from Mr. Flaucher to Mr. Smith be approved, with the provision that a $5,000 bond be furnished to assure satisfactory operation. The Commission approved the transfer.

The Commission discussed with the Parks Superintendent transfer of the concession lease on the Depoe Bay Park building to Mr. & Mrs. Richard Thomas. The Parks Superintendent stated that negotiations with Mr. J. D. Draper had not been consummated as anticipated at the previous Commission meeting. However, Mrs. Richard Thomas, manager of the concession for the past year, and her husband have indicated a desire to take over the concession lease. He recommended that the lease be transferred from Mr. Flaucher to Mr. and Mrs. Thomas who have given evidence of capability and have furnished a satisfactory financial statement. He also recommended that the corporate surety bond to be furnished by the Thomases be in the amount of $1,000. The Commission approved the transfer of lease as recommended.

The installation of a bronze plaque in the Silver Falls area of Golden and Silver Falls State Park in Coos County was recommended by the Parks Superintendent. He explained that in 1935 the Weyerhaeuser Timber Company had deeded to Coos County 17.27 acres of land in the area to be used as a public park. Later the area was conveyed to the State by the County. It has come to his attention, he continued, that the Weyerhaeuser people had never received public recognition for the gift and, although the land donated by them is only a portion of the entire park, he felt it proper that their gift should be recognized by the installation of a plaque which he estimated would cost $150. He pointed out that the Parks Advisory Committee has approved such plaque. The Commission approved the installation as recommended.

The Parks Superintendent stated that in October 1951 a lease agreement had been entered into with Borax Consolidated Limited for the purpose of grazing sheep on portions of the Samuel H. Boardman Wayside in Curry County. The term of the original lease ends on the 30th day of September 1961, and as the new highway is expected to be opened about that time, and as park improvements are being made for the benefit of the public, he recommended that the existing lease be terminated September 1, 1961. This action, he added, has been approved by the State Parks Advisory Committee. The Commission approved termination of the lease as recommended.

A resolution was presented by the State Parks Superintendent covering fees and charges for the use of park facilities during the year 1961. He called attention to changes in the schedule of fees at Emigrant Springs and Battle Mt. State Parks where a $3 minimum charge is proposed for opening the kitchen and dining halls. In group use of overnight camping where water and toilet facilities are provided a minimum charge of $5 per night is proposed, payable at the time the reservation is made. Upon his favorable recommendation, the Commission adopted the resolution covering fees and charges marked Exhibit "E" which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

An agreement with Wallowa Lake Lodge, Inc. was presented by the Parks Superintendent concerning operation of the boat concession at Wallowa Lake State Park. He pointed out that the concession is being operated by the same people, Duane and Robert Wiggins, but they are now operating as a corporation. Other than this the agreement is fundamentally an extension of the existing agreement and covers a period from January 1, 1961 through December 31, 1965. The Commission approved the agreement.

The Parks Superintendent called attention to the 1960 Camper Attendance Report at Cape Lookout, Beverly Beach, Honeyman and Harris Beach State Parks, which had been kept open the entire year. Total campers in the four parks for January were 8, February - 134, March - 676, April 719, November 668 and December 226.

Concerning the proposed agreement with Portland General Electric Company for relocation of Cove Palisades State Park in Jefferson County caused by construction of Round Butte Dam, the Parks Superintendent stated that oral accord had been reached with the Power Company and that the agreement is now being prepared in written form. In answer to an inquiry from Chairman McIver regarding the water situation at the new location, the Parks Superintendent advised that the State intends to put in a filtration system; however, if this is not satisfactory and proper water cannot be obtained to comply with the State's requirements, the Power Company has agreed to provide some other system.

The Right of Way Engineer presented for consideration options, pages 1 through 59, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of January 27, 1961".

The Right of Way Engineer commented on a news story appearing recently in a Portland newspaper concerning the auction sale of 25 buildings which are to be removed from the Pacific Highway right of way in Portland. The news account, he stated, did not present a true picture of the sale of these buildings but accented rather the small amount received for some of them. The auction sale, he stated, had been properly advertised, a good crowd attended, and the over-all prices received were good.

The Property Manager's report covering sales of miscellaneous properties and rental receipts for the period subsequent to the last Commission meeting and for the year 1960 was presented by the Right of Way Engineer. He called attention to total receipts for 1960 from rentals, sale of buildings, equipment, land, timber, and transfers of property amounting to $658,647.95. The Commission accepted the report.

Indentures of access were presented by the Right of Way Engineer involving changes in existing points of access and the granting of some additional points of access. These changes or additions, he stated, are consistent with Commission policies, have been approved in the field and by staff engineers, and have been made for the safety of the traveling public as well as for the benefit of the property owners. The Commission approved the following:

(1) Hockersmith and Multi-Plots, Inc., File 30506, on the Hillsboro-Reedville Section of the Tualatin Valley Highway in Washington County, for four points of access, 40 feet in width unrestricted as to use, in lieu of three points 50 feet in width.

(2) Gilchrist Timber Company property, File 17936, on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. Routine change of location.

(3) Beyer property, File 18702, on the Tigard-Newberg Section of the Pacific Highway West in Washington County. Substitution of one point of access, 40 feet in width unrestricted as to use, for a point 25 feet in width and an additional point 40 feet in width, unrestricted as to use. The additional access is consistent with the situation prevailing in this area.

(4) Weller and Gienger property, File 15758, on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. Routine change of location.

(5) von Borstel property, File 25644, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. Routine change of location.

(6) Buchanan property, File 22825, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County. Change of location and widening from 25 feet to 40 feet for one point of access, and an additional point of access 40 feet in width, unrestricted as to use. This is in a commercially zoned area and is consistent with usage and other access arrangements nearby.

(7) Barnet property, File 25648, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. Routine change of location.

(8) von Borstel property, File 25646, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. Routine change of location.

(9) Carlson property, File 30194, on the Camp Adair-Lewisburg Section of the Pacific Highway West in Benton County. Routine change of location.

A "Release of Borrow Easement" form to Mr. and Mrs. J. M. Burge was presented by the Right of Way Engineer. This easement, he stated, had been secured as part of a right of way taking in 1930 for borrow purposes. The State has no further use for the borrow area, and the adjoining owner has requested that the easement be released so that the encumbrance might be removed from his title. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the release.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of highway right of way that are no longer required for highway purposes. He pointed out that each parcel of property has been appraised and the minimum consideration has been based upon appraised value, or upon an offer which exceeds appraised value. Access provisions are consistent with Department policy prevailing in the vicinity of each property. The Commission authorized public sale of the following parcels and thereupon adopted resolutions pertaining thereto, marked Exhibits "F-1" through "F-5" which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961":

(1) 0.09 acre from the former Ramey property, File 2100, on the South Salem-Illahee Section of the Pacific Highway in Marion County, for a minimum consideration of $100, and without restrictions as to access or signs.

(2) 6,108 square feet of land and a 10-foot easement, File 1090-A, on the Newport-South Beach Section of the Oregon Coast Highway in Lincoln County, for a minimum consideration of $2,500, purchaser to be required to make a fill to eliminate need of the easement. The property is to be sold subject to the air, light, view and access of the adjacent owner and no access or advertising sign restrictions are to be imposed. (See Exhibit "F-1")

(3) 0.14 acre, File 3932, on the Siletz Bay-Newport Section of the Oregon Coast Highway in Lincoln County, for a minimum amount of $2,000 with one point of access to the Oregon Coast Highway 25 feet in width, unrestricted as to use; and

2.25 acres for not less than $1,500 with one point of access to the Oregon Coast Highway 25 feet in width, unrestricted as to use. (See Exhibit "F-2")

(4) 19.41 acres, File 24002, on the Buell-Mill Creek Section of the Willamina-Salem Highway in Polk County, for not less than $950, without access restrictions and subject to right of way for the County Road which crosses the northerly part of the property, as well as the previous grantor's right to move stock across land acquired under deed Q-1526.

(5) 3.0 acres, Files 21237 and 21238, on the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than $1,000 without access to the Pacific Highway and with no restrictions as to advertising signs. (See Exhibit "F-3")

(6) 0.8 acre, File 26879, on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County, for not less than $150, subject to a 20-foot private road easement along the southerly property line and without additional access to The Dalles-California Highway.

(7) 1,226 square feet of land, File 1141, on the Florence-Glenada Section of the Oregon Coast Highway in Lane County, for not less than $1,000 and without restrictions as to access or advertising signs. (See Exhibit "F-4")

(8) 1,416 square feet of land, File 1604, on the Toledo Section of the Corvallis-Newport Highway in Lincoln County, for not less than $500 and without restrictions as to access or advertising.

(9) 0.1 acre, File 9444-A, on the Eugene-Springfield Section of the McKenzie Highway in Lane County, for not less than $2,500, subject to the right to utilize an existing approach of 28 feet at Station 204+18 and to prior rights contained in an easement retained by the Eugene Power Company as recorded in Book 275, Page 66 of the Lane County Deed Records on September 22, 1944. (See Exhibit "F-5")

Direct sale of three parcels of excess property were recommended by the Right of Way Engineer. Proposed sale of these parcels is at appraised value or above, and sale has been approved by field and staff engineers. The Commission authorized direct sale of the following properties:

(1) 1,000 square feet of land, File 2561-B, on the Port Orford-Brush Creek Section of the Oregon Coast Highway in Curry County to Mr. Herman C. Price, adjoining property owner, for not less than $100, to improve sight distance for Mr. Price's access granted under Permit No. 7932.

(2) 500 square feet of land, File 4861, on the Lombard Street-Killingsworth Street Section of the Northeast Portland Secondary Highway in Multnomah County to Mr. Laurence Knez, adjoining property owner, for not less than $135 and without restriction as to access or advertising signs.

(3) 0.95 acre, File 22491, on the Crow-Gillespie Corner Section of the Territorial Highway in Lane County, to Mr. A. Sturtevant, the adjoining property owner, for not less than $309.25, without restrictions as to access.

Transfer to Clatsop County of 67,368 square feet of land on the Astoria-Seaside Section of the Oregon Coast Highway in Clatsop County was recommended by the Right of Way Engineer. This parcel of property, he stated, was formerly used for maintenance purposes, but is no longer needed or useful. As the property had been given to the State by the County, the Commission approved his recommendation that it be transferred to the County for the sum of $1.00 without a public use clause and with no restrictions as to access or advertising signs.

The Commission also considered transfer of the former Curtiss stockpile site consisting of 0.76 acre on the Seufert-Dufur Section of The Dalles-California Highway in Wasco County to Wasco County for the sum of $1.00. This property, the Right of Way Engineer stated, is no longer needed or useful for highway purposes, and he recommended that it be returned to the County. The Commission approved the transfer with a stipulation that the deed is to contain a public use clause.

Consideration was given to a "Grant of Use of Access" form to Southern Pacific Company on the Lookout Point Reservoir Section of the Willamette Highway in Lane County. Southern Pacific Company, the Right of Way Engineer explained, now holds a temporary road approach permit because the State until quite recently could not legally grant a point of access from the State right of way. Title has been secured from the U. S. Corps of Engineers and the grant of access can now be given legally. Upon his favorable recommendation the Commission approved the grant of access.

Attention was given to an option form giving Central Oregon College in Bend the right to purchase for $700 a 56-acre tract of excess property on the Pilot Butte Park Section of the Central Oregon Highway in Deschutes County. The option price, the Right of Way Engineer stated, is the cost of the land to the State. Central Oregon College proposes to develop an institution of higher education on the site. Upon his favorable recommendation, the Commission approved granting the option with the understanding that, if not exercised, the option is to expire on December 31, 1963, or sooner if the College selects another site. The option may be renewed at the election of the College for an additional two years subject to termination by the State after December 31, 1963 upon 30 days written notice to the College. The option to purchase is not to be exercised until the College can proceed immediately with construction of a permanent facility. The deed also is to contain a clause that the property is to be used only for an institution of higher education and that classroom facilities must be in use within two years from date of deed delivery. The College is to pay all expenses caused by the transfer and shall have immediate possession upon transfer of title. Following the Right of Way Engineer's favorable recommendation, the Commission approved the option.

Commissioner Fridley inquired as to status of negotiations with the Port of The Dalles concerning the construction of the Columbia River Highway through that city. He urged that the work be expedited as much as possible. The Right of Way Engineer stated that appraisals have been made and priority would be given to this project.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "G-1" through "G-12", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated January 27, 1961, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

A written report of condemnation cases and other cases which have been tried in court since the last Commission meeting was presented

by the Chief Counsel. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3547 Holger M. Christen, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 4,750	$ 9,000	$ 6,000
L-3542 Ellis J. Mitchell, et al.	Clackamas	Pacific East	New Era-Canby	$ 1,015	$ 5,000	$ 4,000
L-3321 John Bohnert, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$16,000 amended to $20,000 for amended complaint	None stated	$32,000 plus $ 4,442.20 for irrigation system
L-3578 Chester E. Irish, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$31,000	$62,500	$44,725
L-3520 Charles W. Ketcham, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 160	None	$ 160
L-3330 Ethel Palmer, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	$ 102.40	None Stated	$ 100
L-3536 Gerald Brown, et al.	Clackamas	Pacific East	New Era-Canby	$ 1,600	$ 2,600	$ 2,200
L-3254 Anton Hurliman, et ux.	Tillamook	Little Nestucca Secondary	Meda	$ 4,000	$11,000 to $12,000	$ 5,000

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3257 Clemens J. Hurliman, et ux.	Tillamook	Little Nestucca Secondary	Meda	$ 2,640	$18,000 (See remarks in letter)	$ 6,500
L-3438A Charles Parker, et ux.	Lincoln	Corvallis-Newport	Toledo-Eddyville	$ 180	$ 5,000	$ 1,000
L-3439A Ruth Helliwell, et al.	Multnomah	Pacific	East Bank Freeway	$18,000	$30,000	$18,000

Concerning the Clemens J. Hurliman property, L-3257, R-29018, the Chief Counsel explained that although the State's offer is shown as $2,600 on the above report, during the period of negotiation the State attempted to settle with Mr. Hurliman on the basis of a $2,500 payment plus the construction of a stock pass at a cost of $4,500, or a total settlement of $7,000. Since Mr. Hurliman refused to settle for such amount, the case went to trial and the jury returned a verdict of $6,500.

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2412 Art Johnson	R. H. Baldock, Loran L. Spaulding and Clifford Chipman	Marion	Suit for $60,000 damages based upon alleged conspiracy among defendants to cause revocation of plaintiff's truck operating permit	$60,000	None
L-3597 British & Overseas Insurance Co., Ltd., et al.	Pacific Powder Company, et al.	U. S. District Court of Oregon	Plaintiff seeks to require State and all other defendants to appear in Court and state the amount of damages suffered in connection with the blast in downtown Roseburg in August, 1959, so as to determine plaintiff's insurance company's total liability		Order of Court entered dismissing State Highway Commission as defendant

January 27, 1961

(For additional details see the Chief Counsel's letter of January 20, 1961, and his supplemental letter of January 26, 1961, entitled "Report of Cases Tried" in the General Files.)

A report was also made by the Chief Counsel on condemnation and other cases which have been settled out of court since the last Commission meeting. In presenting the proposed settlements he pointed out that they are within appraised value or so close as not to constitute major increases, or increases sufficient to warrant taking them into court. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30205 Chester H. Burgess, et al.	Benton	Pacific West	Camp Adair-Lewisburg	$ 4,525	$ 5,000
R-28654 Joe Bookshnis, Inc., et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 2,250	$ 2,250
R-31303 Donald J. Jenkins, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 100	$ 100
R-30875 Albert A. Seida, et ux.	Clackamas	Pacific East	New Era-Canby	$ 3,500	$ 4,000
R-31943 Bernard F. Vanderzander et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 9,950	$ 9,950
R-32094 Richard Emmitt Churchill, et al.	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 6,250	$ 8,000
R-31346 & R-31452 Mary Kejr, et vir.	Harney	Frenchglen	Wrights Point-The Narrows	$ 150	$ 150
R-31979 Neil M. Mayfield, et al.	Josephine	Redwood	Wilderville-Grants Pass	$ 9,260 State to fence	$11,092 Owner to fence

January 27, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-23230 Farm & Industrial Equipment Co., (Pape Bros.)	Lane	Eugene-Springfield	Coburg Road-Pacific Freeway Junction	$90,625	$102,500
R-31582 Stephen A. Moore, et al.	Morrow	Columbia River	Boardman Junction-Umatilla	$ 375	$ 375
R-31617 Louis Schwindt	Linn	Santiam	Pine Street-Market Drive (Lebanon)	$ 90	$ 90
R-29631 Tenet Mortgage Co., et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 3,775	$ 3,775
R-20561 George K. Esau, et al.	Polk	Pacific West	Rickreall-Orr Corner	$ 2,210 (See remarks in letter.)	$ 8,250
R-23708 Alan G. Weiler, et al.	Umatilla	Pendleton-John Day	Emigrant Avenue-Frazer Avenue Couplet (Pendleton)	$ 350	$ 350
R-30749 James L. Roberts, et al.	Union	Wallowa Lake	Rhinehart-Elgin	$ 125	$ 350
R-30518 & R-30519 Ewald Kohlmeyer, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 645	$ 1,200
R-28462 Orrin L. Brown, et al.	Jackson (appraised by Holbrook at $10,500 and by Goldy at $28,000)	Pacific	Seven Oaks-Neil Creek	$10,500 Plus State obligated to construct a bridge over Bear Cr. at cost of $33,100 a total of $43,600	$60,000 (See remarks in letter)
R-31978 David E. Turnicge, et al.	Josephine	Redwood	Wilderville-Grants Pass	$ 8,000	$ 8,000

January 27, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31211 John D. Benson, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 4,460 (partial taking) (See remarks in letter.)	$18,000 (entire taking)
R-26731 Carl Mc D Roe, et al	Malheur	Old Oregon Trail	Ontario-Snake River	$16,745	$23,000

The Chief Counsel called attention to the settlement of the case of Orrin L. Brown, et al., L-3590, R-28462. In order to grant access to Mr. Brown's property, he explained, it would be necessary for the State to construct a bridge across Bear Creek at a cost of $33,100. The State's high appraisal for the Brown property was $28,000, or a total cost to the State of $61,000. On the basis of this $60,000 settlement, he continued, the State will be relieved of the obligation to build the bridge. He pointed out that it is the policy of Jackson County that where one property is served at the end of a one-way road, as in this case, the landowner is required to take care of any maintenance or replacement of the structure and approaches. Because of the flood history of Bear Creek and the fact that if the case went to court the property owner undoubtedly could show that this requirement would be detrimental to him, it was the Chief Counsel's opinion that the $60,000 settlement would be in the best interest of the State.

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-2727 State Highway Commission	Alvin L. Pelky and Gary G. Morlan	Tillamook	To recover damages to guardrail, caused by defendants' automobile, in the amount of $212.46	$ 212 plus attorney fees and costs, if tried	$ 212

(For additional details see the Chief Counsel's letter dated January 20, 1961 entitled "Report of Cases Settled" and his supplemental letter on the same subject dated January 25, 1961 in the General Files.)

The Chief Counsel presented for confirmation of prior telephonic approval a list of offers to be tendered to property owners prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

(see next page)

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-28903 - Rogue Valley Land Company, et al. 13.5 acres for right of way purposes. Offer of $22,500 approved by Mr. Jackson, January 24, 1961.

R-29313 - Martin Heitkamp, et ux. 22.35 acres for right of way purposes. Offer of $30,250 approved by Mr. Jackson, January 24, 1961.

R-29315 - James H. Nunes, et al. 11.37 acres for right of way purposes. Offer of $8,500 approved by Mr. Jackson, January 17, 1961.

R-29316 - H. H. Dietrich, et al. 11.15 acres for right of way purposes. Offer of $14,000 approved by Mr. Jackson, January 24, 1961.

R-29319 - David H. Holmes, et al. 10.5 acres for right of way purposes. Offer of $15,900 approved by Mr. Jackson, January 19, 1961.

R-29324 - Maynard O. Grove, et ux. Parcel No. 1: 8.63 acres for right of way purposes; Parcel No. 2: 0.03 acre for right of way purposes; and Parcel No. 3: 0.35 acre for permanent easement. Offer of $7,850 approved by Mr. Jackson, January 23, 1961.

R-29328 - Ila Beery, et al. 5.0 acres for right of way purposes. Offer of $4,700 approved by Mr. Jackson, December 15, 1960.

R-29335 - Bert B. Lowry, et ux. 1.17 acres for right of way purposes. Offer of $250 approved by Mr. Jackson, January 16, 1961.

R-29338 - V. L. Quackenbush, et ux. Parcel No. 1: 0.29 acre for right of way purposes; and Parcel No. 2: 1.20 acres for permanent easement. Offer of $1,245 approved by Mr. Jackson, January 20, 1961.

R-29361 - Bennie B. King, et al. 6.92 acres for right of way purposes. Offer of $11,325 approved by Mr. Jackson, January 17, 1961.

R-31137 - Clarence H. Fales, et ux. 0.15 acre for right of way purposes. Offer of $5,485 approved by Mr. Jackson, January 20, 1961.

R-31138 - Floyd January, et al. 0.29 acre for right of way purposes. Offer of $390 approved by Mr. Jackson, January 19, 1961.

R-31204 - J. P. Clark, et al. Parcel No. 1: 25.66 acres for right of way purposes; Parcel No. 2: 3.4 acres for right of way purposes; Parcel No. 3: 2.93 acres for right of way purposes; Parcel No. 4: 0.15 acre for right of way purposes; Parcel No. 5: 1.84 acres for right of way purposes; Parcel No. 6: 2.52 acres for right of way purposes; and Parcel No. 7: 0.55 acre for right of way purposes. Offer of $17,250 approved by Mr. Jackson, January 4, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY - Cont.

R-31276 - Wayne Zurflueh, et al. Parcel No. 1: 0.66 acre for right of way purposes; and Parcel No. 2: 0.18 acre for right of way purposes. Offer of $1,110 approved by Mr. Jackson, January 18, 1961.

R-31146 - Robert R. Dickey, et al. Parcel No. 1: 15.4 acres for right of way purposes; Parcel No. 2: 0.09 acre for right of way purposes; Parcel No. 3: 1.77 acres for right of way purposes; and Parcel No. 4: 0.6 acre for temporary easement. Offer of $9,600 approved by Mr. Jackson, January 23, 1961.

R-31525 - Hugh G. Simpson, et al. Parcel No. 1: 0.46 acre for right of way purposes; Parcel No. 2: 50 square feet for right of way purposes; and Parcel No. 3: 0.34 acre for right of way purposes. Offer of $550 approved by Mr. Jackson, January 25, 1961.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31573 - Francine Evans, et al. 0.48 acre for right of way purposes. Offer of $170 approved by Mr. Fridley, December 19, 1960.

R-31574 & R-31576 - Robert Smith, et ux. Parcel No. 1: 0.49 acre for right of way purposes; and Parcel No. 2: 25 square feet for right of way purposes. Offer of $1,000 approved by Mr. Fridley, December 13, 1960.

R-31587 & R-31592 - Jane Brownell, et al. Parcel No. 1: 0.39 acre for right of way purposes; and Parcel No. 2: 0.16 acre for right of way purposes. Offer of $910 approved by Mr. Fridley, December 23, 1960.

R-31589 - E. S. Whitman, et al. Parcel No. 1: 600 square feet for right of way purposes; and Parcel No. 2: 500 square feet for permanent easement. Offer of $840 approved by Mr. Fridley, December 12, 1960.

R-32100 - Mary Doherty, et al. Parcel No. 1: 16.0 acres for right of way purposes; Parcel No. 2: 6.6 acres for right of way purposes; and Parcel No. 3: 0.12 acre for right of way purposes. Offer of $680 approved by Mr. Fridley, January 24, 1961.

R-32102 - Paul Slaughter, et ux. 11.0 acres for right of way purposes. Offer of $870 approved by Mr. Fridley, January 24, 1961.

R-32105 - LeRoy C. Gustafson, et al. 6.8 acres for right of way purposes. Offer of $475 approved by Mr. Fridley, January 24, 1961.

R-32107 - Hilda Sharp, et al. 0.26 acre for right of way purposes. Offer of $25 approved by Mr. Fridley, January 20, 1961.

R-32110 - Arthur T. Edwards, et al. 0.46 acre for right of way purposes. Offer of $250 approved by Mr. Fridley, January 20, 1961.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY - Cont.

R-32111 - Arthur T. Edwards, et al. 1.66 acres for right of way purposes. Offer of $920 approved by Mr. Fridley, January 24, 1961.

R-32112 - Morrow County, et al. 1.3 acres for right of way purposes. Offer of $450 approved by Mr. Fridley, January 24, 1961.

R-32113 - H. D. Reeves, et al. Parcel No. 1: 35,150 square feet for right of way purposes; and Parcel No. 2: 1,000 square feet for temporary easement. Offer of $1,000 approved by Mr. Fridley, January 25, 1961.

R-32120 - Robert L. Kress, et al. 240 square feet for temporary easement. Offer of $25 approved by Mr. Fridley, January 23, 1961.

R-32318 - Arnin Hug, et ux. 1.21 acres for right of way purposes. Offer of $355 approved by Mr. Fridley, January 20, 1961.

R-32323 - Fred Andrews, et al. 15.4 acres for right of way purposes. Offer of $308 approved by Mr. Fridley, January 23, 1961.

NESKOWIN-SALMON RIVER SECTION OF THE OREGON COAST HIGHWAY

R-24658 & R-24659 - Zane D. Church, et al. Parcel No. 1: 1.3 acres for right of way purposes; Parcel No. 2: 6.24 acres for right of way purposes; and Parcel No. 3: 1.34 acres for permanent easement. Offer of $3,870 approved by Mr. McIver, December 19, 1960. An offer of $1,010 was approved by Mr. McIver, July 18, 1956, for file No. R-24659. An offer of $2,570 was approved by Mr. McIver July 18, 1956, for File No. R-24658. This revision is due to the combination of the two files.

SHEEP CREEK HILL-HAYDEN CREEK SECTION OF THE LITTLE SHEEP CREEK HIGHWAY

R-31329 - Darlene Tucker, et al. Parcel No. 1: 9.45 acres for right of way purposes; and Parcel No. 2: 14.4 acres for material source. Offer of $2,100 approved by Mr. Fridley, December 13, 1960.

PINE STREET-STEPHENS STREET COUPLET (ROSEBURG) OF THE OAKLAND-SHADY HIGHWAY

R-31375 - J. F. Dillard, et ux. 1,600 square feet for right of way purposes. Offer of $5,100 approved by Mr. Jackson, December 23, 1960.

SMITH POINT-CAMP RILEA SECTION OF THE OREGON COAST HIGHWAY

R-30948 - Jane Doe Brown, et al. 430 square feet for right of way purposes. Offer of $50 approved by Mr. McIver December 15, 1960.

R-30949 - Aini B. Kaakinen, et al. Parcel No. 1: 2.04 acres for right of way purposes; and Parcel No. 2: 1.95 acres for right of way purposes. Offer of $2,050 approved by Mr. McIver, December 12, 1960.

SMITH POINT-CAMP RILEA SECTION OF THE OREGON COAST HIGHWAY - Cont.

R-20953 - Myrtle B. Menck, et ux. 10,000 square feet for right of way purposes. Offer of $100 approved by Mr. McIver, December 16, 1960.

R-32334 - Walter Ross, et al. 850 square feet for right of way purposes. Offer of $50 approved by Mr. McIver, December 16, 1960.

VIENTO-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-16986 - Lawrence C. Johnson, et ux. Acquisition of access rights. Offer of $19,075 approved by Mr. McIver, December 29. 1960.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29707 - Cordelia Murphy, et vir. 5,000 square feet for right of way purposes. Offer of $7,550 approved by Mr. McIver, January 26, 1961.

R-29884 - Florence P. Snow, et vir. 5,000 square feet for right of way purposes. Offer of $19,150 approved by Mr. McIver, January 16, 1961.

R-29908 - Donald J. Playans, et al. 5,500 square feet for right of way purposes. Offer of $9,500 approved by Mr. McIver, December 20, 1960.

R-30064 - Karl Zitzer, et ux. 5,000 square feet for right of way purposes. Offer of $12,060 approved by Mr. McIver, December 14, 1960.

HERMISTON-HINKLE SECTION OF THE HERMISTON HIGHWAY

R-31462 - A. E. Bensel, et ux. 4.45 acres for right of way purposes. Offer of $2,900 approved by Mr. Fridley, January 3, 1961.

SOUTH NEWPORT STATE PARK

R-31116 - Ruth Calkins, et vir. 2,500 square feet for park purposes. Offer of $75 approved by Mr. McIver, December 28, 1960.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY

R-28700 - Walter J. Roots, et ux. 6.03 acres for right of way purposes. Offer of $8,250 approved by Mr. McIver, December 13, 1960.

R-28765 - Doris Willboard, et vir. Parcel No. 1; 1,870 square feet for right of way purposes; and Parcel No. 2; 6,000 square feet for right of way purposes. Offer of $2,500 approved by Mr. McIver, December 27, 1960. An offer of $1,000 approved by Mr. McIver, September 21, 1959; this revision due to an increase of acreage in taking.

R-31301 - Southern Pacific Company, et al. 1.12 acres for right of way purposes. Offer of $8,000 approved by Mr. McIver, December 19, 1960.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY - Cont.

R-31633 - F. H. Louise Blaue, et al. Parcel No. 1: 4.85 acres for right of way purposes; and Parcel No. 2: 0.50 acre for right of way purposes. Offer of $38,210 approved by Mr. McIver, December 27, 1960.

R-31938 - Clara D. Keeley, et vir. 9,990 square feet for right of way purposes. Offer of $5,100 approved by Mr. McIver, December 13, 1960.

R-31941 - Metha R. Anderson 1,782 square feet for right of way purposes. Offer of $1,100 approved by Mr. McIver, December 14, 1960.

R-31943 - Bernard F. Vanderzander, et ux. 11,220 square feet for right of way purposes. Offer of $9,950 approved by Mr. McIver, December 20, 1960.

The Commission considered and accepted a report made by the Chief Counsel concerning orders enacted by the Public Utility Commissioner regarding matters in which the State Highway Commission has been a party. The orders are summarized as follows:

PUX 312: Queen Avenue Grade Crossing in Albany. The proceedings have been dismissed.

PUX 358: Armitage State Park Undercrossing in Lane County. This matter arose upon application of the Highway Commission for authority to construct an additional undercrossing under the trestle of Southern Pacific Company, between the two portions of Armitage State Park, and to legalize an existing undercrossing. The order denies the contention of Southern Pacific Company that all rights of crossing be terminated if the trestle is replaced by a fill at a future date. This question was left for determination in the future. The other items of the order are in accord with the Highway Commission's petition and the testimony presented at the hearing.

PUX 360: County Road No. 589 Grade Crossing in Umatilla County. The request of the County for installation of automatic warning signals was denied.

PUX 365: Crown Zellerbach Private Road Crossing near Vollmer Creek on the Sunset Highway in Clatsop County. This matter concerns application of Crown Zellerbach Corporation to construct an entrance to the Sunset Highway at M. P. 2.22 and for a point of exit at M. P. 2.03. The Commission's answer represented that a flagman should be stationed only at the point of exit, M. P. 2.03, but the order provides that flagmen shall be stationed at both the points of entrance and exit. The request of the Highway Commission that highway signs bearing the legend "Log Trucks" should be masked when logging operations are discontinued for more than two weeks was not mentioned in the order. The order is also silent on the Commission's request that Crown Zellerbach be

responsible for maintenance of the highway between the points of entrance and exit. These matters have been called to the attention of the Public Utility Commissioner and a supplemental order may be issued.

PUX 367: Smith Point Grade Crossing, Spokane, Portland and Seattle Railway Company in Clatsop County. This matter involves a crossing at grade on the Oregon Coast Highway with the tracks of the railroad constructed on a trestle at Smith Point, between Astoria and Warrenton. The Railroad Company urged that the State assume responsibility for disturbance of the trestle for five years after construction of the highway fill and should reimburse the Railroad Company for maintenance of the automatic signals and other railroad facilities. The order limits the period of responsibility for maintenance of the trestle to one year and places maintenance of the signals and other facilities on the Railroad Company. Reimbursement for construction costs and acquisition of signals is to be made by the State to the Railroad Company.

PUX 377: Canby Grade Crossing, Pacific Highway East, Clackamas County. This matter involves crossings of two wye tracks of Southern Pacific Company caused by widening of the highway to four lanes north of Canby. The order is in accord with testimony presented at the hearing.

PUX 384: Cordes Siding Grade Crossing in Coos County. This crossing is not on any road or highway under jurisdiction of the Commission and no objection was made to the issuance of a proper order.

PUX 403: North of Madras Grade Crossing, Union Pacific Railroad Company, Jefferson County. The streets involved are not under the jurisdiction of the Commission and no objection was made to the issuance of a proper order.

A quarterly report of property damage claims collected from September 30 through December 31, 1960 was presented by the Chief Counsel During this period he mentioned that $13,975.27 had been collected and that 19 claims, totalling $1,821.33, had been abandoned. The Commission accepted the report.

A list of claims to be abandoned was presented by the Chief Counsel. He commented that further attempts to collect would most probably cause more expenditures by the State than would be received in collections. The claims proposed to be abandoned involve persons who are out of state, who have no insurance, whose addresses are unknown, instances where the perpetrator of the damage cannot be ascertained definitely, and an instance or two where it would be extremely difficult to prove liability. The Commission approved abandonment of the following claims:

CAO No.	Explanation	Claim
60-33 Ronald L. Barns	Guard rail damage. Out of State. Oregon license suspended. No insurance. Too expensive to pursue.	$ 59.72

(Cont.)

CAO No.	Explanation	Claim
59-314 L. R. Fisher	Guard rail damage. No insurance. Unable to contact. Mail returned. No Motor Vehicle Dept. record.	$195.19
58-51 Bruce Robbins	Hand rail & felloe guard rail damage on Nehalem River Bridge. Stolen car. Unknown driver.	$116.87
59-153 F. C. Robinson	Hand rail damage. This accident caused by a car & a group of beef animals. Insurance Co. denies liability & alleges it was fault of people herding beef cattle. We have no facts as to just what happened. It would not be wise to sue for as small amount as this with no reasonable certainty of winning.	$159.81
60-310 Hank Barnes	Vehicle damage. Chief of Police of Lakeview. Report indicates no liability on Barnes' part.	$211.71
59-91 Robert Earns	Guard rail damage. No insurance. License suspended. Mail returned. Futile to pursue further.	$ 76.06
60-362 Nalleys	Sign damage. Wrong party. Party causing damage unknown. Field investigation fails to reveal correct party.	$ 41.68
58-248 Yawrence Hoyt	Damage to Southbound Ramp to Harbor Drive off of Steel Bridge. (Hand rail, sidewalk curb & hand rail posts.) No insurance. License suspended. Appears useless to pursue further.	$336.58
59-7 Ray Lanceford	Right of Way fence damage. No insurance. License suspended. Appears useless to pursue further.	$ 61.89
60-209 Clarence Smith	Vehicle damage. No insurance. He is a transient. Unable to collect. No address.	$ 22.50
59-301 Pauletta Mahon	Fence & light damage. No record at Motor Vehicle Dept. Unable to contact by mail or person.	$351.66
59-24 Mike Cahill	Guard rail damage. No insurance. No accident records at Motor Vehicle Dept.	$282.29
58-140 Fred Hanson	Light pole damage. No insurance. Not working. Has no assets.	$207.60
59-264 Percival Oved	Guard rail damage. No insurance. Unable to locate or contact. License suspended.	$ 70.89
59-13 Donald James McAlpine	Guard rail damage. No insurance. License suspended. Useless to pursue further.	$108.10

January 27, 1961

Consideration was given to a proposal made by Raymond and Sandra Vance to pay to the State through Lincoln Adjustment Service the sum of $12 per month until their obligation in the amount of $325 is paid. The Chief Counsel explained that the State has a claim against the Vances who also have other debts. A consolidation of these debts has been made in which the creditors receive a prorata share through Lincoln Adjustment Service. Upon his favorable recommendation, the Commission approved the payment proposal.

Purchase of Owners', Landlords' and Tenants' Liability Policy covering liability on private dwellings and other miscellaneous type buildings acquired by the State for right of way purposes was brought up by the Chief Counsel. He pointed out that the present policy expires on February 15, 1961, and he recommended that the existing policy in the amount of $100,000/$300,000 for bodily injury liability and $100,000/$300,000 for property damage liability be renewed to February 15, 1964. The Commission approved extension of the insurance.

The Commission considered a request from the City of Portland for "Consent to Vacate" that part of N. E. Pacific Street between the west line of N. E. Occident Avenue and the easterly right of way of the Pacific Highway West. The Chief Counsel stated briefly that the proposed vacation will in no way be detrimental to the State, and he recommended that the "Consent" be approved and that authority be granted to the Secretary to sign it. The Commission accepted his recommendation.

Attention was given to a "Petition To Exclude Land From The Grants Pass Irrigation District" on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County. As the Highway Department does not use the irrigation facilities, excluding land from the District, the Chief Counsel pointed out, will relieve the State from the necessity of paying dues and assessments to the Irrigation District. The Commission approved the "Petition".

The Commission also considered a "Petition To Exclude Land From The Owyhee Irrigation District" on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County. The Chief Counsel stated that in general the same conditions prevail here as with the Grants Pass Irrigation District. The Commission approved the "Petition" and also authorized the Chief Counsel to take such action as is necessary if an objection is raised to the petition.

The Chief Counsel stated that a proposal had been made to exclude State Highway property lying within the Klamath Falls Irrigation District in Klamath County, and the Irrigation District has refused to accede to the proposal. He requested, and the Commission granted, authority to take such action toward exclusion as is provided under Oregon laws.

The Chief Counsel recalled that at the December Commission meeting the Commission had instructed him to investigate the possibility of securing a $100 deductible clause on bodily injury and property damage

liability insurance covering State Highway Department officers and employees. Investigation was made in this matter, and it was found that the premium for a three-year period with the deductible feature would be approximately $2,800 less than without the deductible clause. Investigation also showed that a considerable number of claims for less than $100 have been paid. It was his feeling that possible savings to be obtained by using the deductible clause would be slight at best, and he recommended that complete coverage be retained. The Commission accepted his recommendation.

Mr. Ted E. Barbera, Attorney in the Legal Division, the Chief Counsel stated, has been moved into the Complaint Section to take the place of John C. McLean, who has resigned. As Mr. Barbera has assumed increased duties and responsibilities, he recommended that his salary be increased from $550 to $575 per month, effective February 1, 1961. The Commission approved the increase in salary.

The Real Estate Appraisal II Course, offered by The American Institute of Real Estate Appraisers in cooperation with the General Extension Division of the University of Oregon, the Chief Counsel stated, is scheduled to be held in Portland from March 13, 1961 to March 25, 1961. This course, he pointed out, is of considerable benefit to State Highway appraisers, particularly in giving them background material and appraisal procedures, and in aiding them in appearances in court in connection with condemnation cases. The course, he stated, costs $100 for each person in attendance, and he recommended that a selected number of persons who work on right of way matters be authorized to attend the course. The Commission approved his recommendation.

The meeting was recessed at 10:15 a.m. and reconvened at 10:30 a.m.

Chairman McIver brought up the matter of a statement made recently by a delegation which appeared before members of the State Legislature, having to do with alleged inadequate estimates of cost made by the Highway Department for construction of the Oregon Coast Highway in Curry County, and at the same time a statement that it had been necessary to redesign the Thomas Creek Bridge on the same highway in Curry County because of faulty footings. He asked the Engineer to brief the Commission with the facts involved. The Engineer stated that only minor revisions had been made in the design of the Thomas Creek Bridge, not more than normally would be expected in the design of any bridge of that size, and the bridge had not been redesigned. Concerning the estimate of cost to rebuild the Oregon Coast Highway from Gold Beach to Brookings, he stated that at the request of Mr. Vern Ayers, representing the Oregon Coast Association, detailed estimates of cost had been sent to him in February, 1957, totaling $18,500,000. That estimate, he added has not been changed, although it appears that the actual cost may be somewhat less. The same information furnished to Mr. Ayers was also given to the State Legislature in April of 1957. Chairman McIver then inquired as to why the Legislature had decided to

issue bonds in the amount of $12,600,000. The Engineer stated that there was available at that time $1,400,000 from previous bond issues plus $2,000,000 Federal-aid funds in the last three years of the five-year program in effect at that time. He recalled that there may have been some confusion in the minds of some due to the fact that at an earlier date Mr. R. H. Baldock, Highway Engineer at that time, had made an estimate of the cost to construct this section of highway at $16,000,000. Due to a rise in cost of construction the estimate in 1957 was revised to $18,500,000. Chairman McIver then inquired if representatives of people in southwestern Oregon had agreed to expend from the regular allocation of funds to Division III the amount necessary to make up the difference between the sum of $12,600,000 + $1,400,000 + $2,000,000, or $16,000,000, and $18,500,000. The Engineer replied that it had been agreed that the difference could be made up out of the normal allocation of funds in Division III. He also pointed out that in 1957 he had made a public statement that the project would require five years for completion and that still appears true.

The Engineer reported that, as instructed by the Commission, he had made awards of contracts referred to him to award when certain conditions had been satisfied. These conditions have been taken care of, he stated, and the Commission confirmed awards of the following contracts:

(1) Construction of Glenn Street Bridge over Malheur River on Malheur River Bridge (Vale) Section, Malheur County. Bids received December 9, 1960. Contract awarded December 15, 1960, to Morrison Knudsen Co., Inc., Boise, Idaho, low bidder.

(2) Grading and paving on East Revere Avenue-East Franklin Avenue (Bend) Section of The Dalles-California Highway, Deschutes County. Bids received December 9, 1960. Contract awarded December 16, 1960 to Babler Brothers, Inc., Portland, low bidder.

(3) Construction of Encina and Alder Creek Road Overcrossing on Baker-Pleasant Valley Section of Old Oregon Trail Highway, Baker County. Bids received December 9, 1960. Contract awarded December 27, 1960 to Morrison Knudsen Co., Inc., Boise, Idaho, low bidder.

(4) Construction of Pleasant Valley Overcrossing of UP RR. on Baker-Pleasant Valley Section of Old Oregon Trail Highway, Baker County. Bids received December 9, 1960. Contract awarded December 27, 1960 to Morrison Knudsen Co., Inc., Boise, Idaho, low bidder.

(5) Grading, paving and structure on Rhinehart-Elgin Section of Wallowa Lake Highway, Union County. Bids received December 9, 1960. Contract awarded December 27, 1960 to White Brothers Construction Co., Inc., Walla Walla, Washington, low bidder.

(6) Grading, paving, structures and signing on Multnomah County Line-East Cascade Locks Section of Columbia River Highway, Hood River County. Bids received December 9, 1960. Contract awarded December 28, 1960 to Vernie Jarl, Gresham, low bidder.

(7) Grading and structures on Phoenix Siphon Section of Pacific Highway, Jackson County. Bids received December 9, 1960. Contract awarded January 4, 1961 to R. A. Heintz Construction Company, Portland, low bidder.

(8) Grading, paving, structures and signing on Seven Oaks-Jackson Street Section of Pacific Highway, Jackson County. Bids received November 1, 1960. Contract awarded January 11, 1961 to Peter Kiewit Sons' Company, Medford, low bidder.

The establishment of temporary construction speed zones for the protection of the traveling public during construction of state highway projects was reported by the Engineer. The Commission confirmed the following construction speed zones:

(1) 35 MPH on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, between M. P. 40.22 and M. P. 43.78, effective 8:00 a.m. January 5, 1961.

(2) 35 MPH on the Garden Valley Road-Fairgrounds Section of the Pacific Highway, Douglas County, between M. P. 193.0 and 195.5, effective 8:00 a.m. January 2, 1961.

(3) 25 MPH on the Crater Lake Highway, Seven Oaks-Jackson Street Section, Jackson County, between M. P. 0.00 and M. P. 0.9, effective 8:00 a.m. January 12, 1961.

(4) 35 MPH on the Elk Creek-Robbers Roost Section of the Crater Lake Highway in Jackson County, M. P. 25.00 and M. P. 27.88, effective 8:00 a.m. January 12, 1961.

Reclassification of the Umatilla-Mission Secondary Highway No. 331 from its intersection with the Old Oregon Trail Highway to its intersection with the Oregon-Washington Highway was presented by the Engineer. He stated that a test run with the truck and semitrailer having an over-all length of 60 feet had indicated that the route could be negotiated without encroaching upon the opposing traffic lane. Upon his favorable recommendation, the Commission approved reclassification from Group III to Group I and approved as a Special Group I Highway.

Attention was given to a request made by the City of Mt. Vernon for installation of a flashing beacon at the junction of the John Day and Beech Creek Highways in the City of Mt. Vernon. An investigation was made, the Engineer stated, and it was found that a more positive stop indication is needed for traffic entering the intersection from the north. He recommended that a flashing beacon be installed, flashing amber to

traffic entering from the east and west and flashing red to traffic entering from the north and south. The Commission approved the installation at an estimated cost of $800, to be paid by the State with the understanding that the City of Mt. Vernon is to provide for all future maintenance and power consumption.

The Commission considered letters of request from the U. S. Forest Service and the U. S. Bureau of Public Roads for the addition of a 28.5-mile section of the Clackamas River Road in Clackamas County to the forest highway system in Oregon. The Engineer stated that the section requested extends from the City of Estacada to the Oak Grove Fork of the Clackamas River in Clackamas County. During the months of June, July and August, 1960, the highway carried an average daily traffic of 1,662 vehicles, of which 710 were trucks - - mostly logging trucks. In the forest highway needs study completed in 1959 the U. S. Forest Service, U. S. Bureau of Public Roads and the Oregon State Highway Department had given this route number one priority for those roads eligible to be placed on the forest highway system. It was his recommendation that necessary steps be taken to place this section of road on the forest highway system. The Engineer also pointed out that in placing the road on the forest highway system, it is contemplated that the State will assume maintenance as soon as the necessary arrangements can be made. The Commission approved the recommendation.

Attention was given to a request made by the City of Empire for a cooperative project on the Cape Arago Highway (Newmark Avenue) from Woolridge Street to Commercial Street. The proposed project, the Engineer stated, is through the business district of the City, and would be an extension of the 56-foot street section easterly from Commercial Street to the junction of the Empire-Coos Bay Highway. The present traffic on this section is in excess of 7,000 vehicles per day. The City of Empire has offered to pay $17,925 or one-fourth of the total estimated cost of $71,700. It was his opinion that this is a worthy project, and he recommended that it be approved. The Commission approved the project.

The Commission also considered a request from the City of Medford for a cooperative project to widen South Riverside Avenue from 9th Street to its intersection with South Central Avenue. The proposed improvement, the Engineer stated, is in the business district of Medford and is used as a part of the northbound one-way couplet of the existing Pacific Highway. The street at present carries approximately 12,000 vehicles per day. He recommended approval of a project which would consist of widening the existing facility to 48 feet between curbs at an estimated cost of $126,000, with the understanding that the City of Medford is to pay 25 percent of the total cost. He also recommended expenditure of an estimated $6,000 for signal revision, the cost of which is to be borne equally between the City and the State. The total project, including the signals, is estimated to cost $97,500, of which the City of Medford has agreed to pay $34,500. The Commission approved the project as presented.

The Engineer reported that surveys had been completed for the relocation and reconstruction of portions of state highways. In each instance, he stated, careful engineering consideration has been given to provide the most adequate highway facility commensurate with the cost of the project and the amount of traffic involved. Upon his favorable recommendation the Commission approved the following highway surveys and thereupon adopted resolutions pertaining thereto, marked Exhibits "L-1" through "L-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961":

(1) Biggs-Rufus Section of the Columbia River Highway in Sherman County. Public hearing concerning this project was held in the City of Moro on May 5, 1959. (See Exhibit "L-1")

(2) Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County on which a public hearing was held in Medford on December 20, 1960. (See Exhibit "L-1")

(3) An amendment to Survey Resolution No. 149, adopted January 22, 1957, to correct an erroneous station number shown at the southerly end of the survey of the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. (See Exhibit "L-2")

(4) Amend Survey Resolution No. 211 adopted April 21, 1960, to extend for a distance of 350 feet a survey for the "E" Street and "F" Street Connection Section of the Redwood Highway in and near the City of Grants Pass in Josephine County. (See Exhibit "L-3")

Commissioner Fridley commented that the members of the Sherman County Court had made some objections to changes purportedly made in plans for the Biggs-Rufus Section of the Columbia River Highway after the hearing had been conducted. The Engineer stated that the only change that he could recall immediately was that a portion of the highway line had been moved about 50 feet closer to the Columbia River. The Commission requested him to contact the Sherman County Court concerning this matter.

A tabulation was presented by the Engineer showing a supplemental allocation of 1962 federal-aid secondary funds to counties. This supplement, the Engineer stated, represents the remaining 1962 federal-aid secondary funds to the counties. The allocation has been computed in accordance with the formula developed by the Association of Oregon Counties and the Highway Commission, and incorporates use of the 1960 official federal census. The Commission approved the following allocations:

(see next page)

County	Net Federal Funds, Supplementary Allocation	Total Supplementary Allocation Including State and County Match Money (Rounded to Thousands)	Total Fiscal-year 1962 FAS Allocation Including State and County Match Money (Rounded to Thousands)
Baker	$ 10,305	$ 17,000	$ 57,000
Benton	13,484	22,000	72,000
Clackamas	42,467	71,000	230,000
Clatsop	11,578	19,000	61,000
Columbia	8,022	13,000	69,000
Coos	18,492	31,000	121,000
Crook	10,070	17,000	56,000
Curry	10,428	17,000	57,000
Deschutes	11,476	19,000	63,000
Douglas	29,924	50,000	160,000
Gilliam	7,257	12,000	40,000
Grant	9,196	15,000	50,000
Harney	10,264	18,000	60,000
Hood River	10,181	17,000	56,000
Jackson	23,112	39,000	126,000
Jefferson	9,162	15,000	50,000
Josephine	13,329	22,000	73,000
Klamath	18,853	31,000	104,000
Lake	10,030	17,000	58,000
Lane	44,733	75,000	242,000
Lincoln	13,453	22,000	71,000
Linn	23,641	39,000	130,000
Malheur	18,839	32,000	103,000
Marion	32,624	54,000	196,000
Morrow	9,860	16,000	53,000
Multnomah	65,227	109,000	354,000
Polk	14,455	24,000	78,000
Sherman	7,001	12,000	36,000
Tillamook	12,538	21,000	69,000
Umatilla	22,929	38,000	117,000
Union	10,024	17,000	55,000
Wallowa	9,428	16,000	51,000
Wasco	10,791	18,000	59,000
Washington	36,235	60,000	195,000
Wheeler	6,342	11,000	35,000
Yamhill	16,461	27,000	90,000
	$632,211	$1,053,000	$3,497,000

SUMMARY, ENTIRE STATE - FISCAL YEAR 1962 COUNTY FAS FUNDS:

(see next page)

January 27, 1961

(Cont.)

Federal Funds (50% of Oregon's Apportionment of $4,484,481)	$2,242,240
Less Planning Survey Funds (1-½%)	33,633
Total 1962 Federal Funds for Construction	$2,208,607
Less "L" Funds Advanced for County "D" (Crash) Projects and Partial Allocation for 1962 (approved 9-29-60)	-1,576,396
Net Total Federal Funds for Construction (Supplementary)	632,211
Plus Estimated Required Match Money . . . State Funds)	210,394
. . . County Funds)	210,395
Total Supplementary Allocation	$1,053,000
Total Partial Allocation (approved 9-29-60)	2,444,000
Total 1962 FAS Allocation to Counties	$3,497,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with state and county funds estimated to be approximately 20% each.

The Commission considered and approved an allocation to cities of gas tax and motor vehicle revenues accruing to cities for the second half of the year 1960. The Engineer explained briefly that the amounts allocated to each city have been computed according to law, but since two sets of 1960 city census figures were furnished, the Secretary of State's office will not certify to the official city population until the Attorney General has ruled on the matter. He recommended that the Commission approve the resolution covering distribution of these funds to the various cities after February 1, 1961, with such approval to be conditioned upon certification to the Commission of the official city population. The Commission accepted his recommendation and thereupon adopted the resolution, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

A request from a contractor was considered for an increase in the number of workdays within which to complete a state highway contract. The Engineer reviewed briefly the reasons for granting or denying the increase, and made his recommendation on the following request:

(1) C. H. Strong, Engineering and Construction Company, Contract No. 5542, for lining the Cape Creek Tunnel on the Oregon Coast Highway in Lane County, requested an increase of 110 workdays in which to complete the contract without assessment of liquidated damages; 120 workdays were allowed in the contract and 126 workdays were required to complete the contract. The Commission approved an extension of 6 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the extension of time.

The Engineer reported that Contract Nos. 5227, 5377, 5533, 5572, 5575, 5579, 5594, 5597, 5598, 5636, 5644, 5655, 5662, 5666, 5667, 5732, 5746, 5750, 5767, 5780, 5781, and 5800 for highway construction had been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of January 27, 1961".

The Engineer presented a tabulation with map attachments showing extensions and additions to the federal-aid secondary county road system in Linn, Multnomah, Umatilla, Wallowa and Washington Counties. These changes, the Engineer stated, were requested by the counties and have been found eligible as additions to the county road federal-aid secondary system. He also pointed out that placing the Corvallis-Lebanon Highway on the state federal-aid secondary system has the concurrence of Linn County, and the extension of the Weston-Elgin Secondary Highway and the Sunnyside-Umapine Secondary Highway on the state federal-aid secondary system has been approved by Umatilla County. Umatilla County has also indicated its approval of an 0.8 mile extension of FAS 465 as a part of the Athena-Holdman Secondary Highway. Resolutions covering the extensions to the state secondary system will be presented to the Commission for approval at a later date. The Commission approved the following revisions to the FAS system:

Linn County

FAS 202, Corvallis-Eastside State Highway: 7.2 miles to transfer from State to County jurisdiction and 3.1 miles to be redesignated as as extension of FAS 216.

FAS 216, Orleans-Lebanon County Road: 15.1 miles to transfer from County to State jurisdiction and 3.1 miles to be extended along present FAS 202.

FAS 220, Albany-Lyons State Highway: 1.2 miles to be extended along present FAS 124.

FAS 124, Mehama-Mill City State Highway: 1.2 miles to be redesignated as an extension of FAS 220; 7.4 miles to transfer from State to County jurisdiction.

Multnomah County

FAS 646, Division Street, 8.0 miles, extending from FAP 41 (82nd Avenue) easterly to FAS 582, east of Gresham.

FAS 654, extending 122nd Avenue, 0.8 mile, beginning at the junction of the existing FAS 654 (122nd Avenue) and Sandy Boulevard, northerly to a junction with Marine Drive.

(Cont.)

Umatilla County

FAS 464, extends Sunnyside-Umapine Secondary State Highway, 0.7 mile. At the request of Umatilla County the Sunnyside-Umapine Highway is to be extended easterly from its present terminus to a junction with the Oregon-Washington Highway.

FAS 465, extends old route Oregon-Washington Highway, 4.4 miles. Includes 0.8 mile to be retained by the State as an extension of the Athena-Holdman Secondary Highway from Athena easterly to the new route of FAP 19, and 3.6 miles to be placed on the local FAS system from the new route of FAP 19 easterly and northerly into Weston.

FAS 469, extends Weston-Elgin Secondary State Highway, 1.2 miles, utilizing a short portion of former FAP 19 plus a new location to be constructed by the Highway Department northerly to a junction with the new route with the Oregon-Washington Highway.

Wallowa County

FAS 494, extends Alder Slope Road, 1.8 miles.

FAS 697, Flora Spur, 3.3 miles.

Washington County

FAS 630, S. W. 145th Avenue and Murray Road, 6.3 miles.

FAS 636, Garden Home Road, 1.2 miles.

The Engineer also presented a list showing projects in Baker, Linn and Multnomah Counties which he recommended for the expenditure of county federal-aid secondary funds. The projects have all been investigated and are eligible for construction with these funds. The Commission approved the following projects:

County	FAS	Section & Description	Programmed Amount	FAS Funds
Baker	509	Keating Bridge	$ 19,000	'62
Linn	218	Calapooya (Holley) Bridge	50,000	'62
	569	Butte Creek Bridge	12,000	
Multnomah	729	Banfield Freeway-E. Burnside St. Grade and Pave	300,000	'61 & '62
			$381,000	

(see next page)

(Cont.)

SUMMARY BY FISCAL YEARS	1961 & 1962	1963 (Estimated)	Total
Available Funds	$4,393,000	$3,681,000	$8,074,000
Previously Approved	2,516,000	- - -	2,516,000
Unprogrammed Balance	$1,877,000	$3,681,000	$5,558,000
Projects Proposed 1/26/61	381,000	- - -	381,000
Unprogrammed Balance	$1,496,000	$3,681,000	$5,177,000

The Engineer presented a form of resolution covering State Tax Street fund allocations which have accrued to various cities during the second half of 1958, first and second halves of 1959 and the first half of 1960. These amounts, he explained, have been allowed to accumulate so that larger projects can be undertaken by the cities involved. The Commission approved allocations for the following cities and thereupon adopted a resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961":

CITY	AMOUNT	FROM REVENUES ACCRUED DURING:
Richland	$ 983.57	Second Six Months of 1958
North Powder	1,311.52	First Six Months of 1959
Richland	879.68	" " " " "
Boardman	501.91	Second Six Months of 1959
Richland	896.27	" " " " "
Dufur	1,554.08	First Six Months of 1960
Richland	809.42	" " " " "
Yamhill	1,635.02	" " " " "

A map was presented by the Engineer showing property occupied by the Equipment Repair Shops in east Salem and properties occupied by the State Forestry Department and the U. S. Reserve Corps. Parcel No. 1, shown as State Forestry Department, he stated, is owned by the State Board of Control and leased to the U. S. Government, who is using the area for storage of surplus equipment. Their lease expires in 1962. Parcel No. 2 is a narrow strip of land, adjoining on the westerly side the present State Highway property occupied by the Equipment Division. These two parcels, he stated, are needed to take care of future expansion of the Equipment Shops. The State Board of Control, he continued, has stated that it is willing to sell the five-acre area to the Highway Department provided it is acquired at its market value and subject to existing lease. The Board of Control has proposed that the value be determined by a fee appraiser representing them, and an appraiser representing the

Highway Department, and that the selling price be determined by comparison of the appraisals. He recommended that the property be acquired as outlined. The Commission approved the recommendation.

The following item of unfinished business appearing on the Secretary's Summary, dated December 13, 1960, was brought up by the Engineer: Request of delegation to close Tolovana Beach to vehicular traffic. The Engineer presented an aerial map of a beach area covering approximately seven miles. He explained that since the last Commission meeting further investigation has been made, and the following alternatives have been considered: (1) prohibit all vehicles from the beaches; (2) allow vehicles to travel on the beaches; (3) set aside portions of the beach areas on which cars could be parked and close adjoining areas to vehicular traffic; and (4) allow vehicles on the ocean beaches under reduced speed zones and with adequate law enforcement. Item number (3), he stated, is not practical in this area because of the limited space on which cars can be parked on the beach. He recommended that cars be allowed on the beach area between Arch Cape at the south end and Elk Creek on the north end under a 15 mile-per-hour speed zone. Clatsop County has indicated that it will furnish a patrol to enforce the reduced speed zone, and the State Police have indicated that they also will do what they can to enforce it. To provide sufficient parking area off the beach in this vicinity, he estimated, would cost one-half-million dollars. Commissioner Jackson commented that the proposed action might not be the final solution, and if cars get too thick on the beach, the Commission may have to take action looking toward a more permanent solution, including the possibility of constructing off-beach parking areas. Chairman McIver suggested that the 15 mile-per-hour speed zone be placed in effect for a period of one year on a trial basis, and in the meantime that the Engineer and the Parks Superintendent investigate and report as soon as possible on the cost and feasibility of providing parking space for those who wish to visit beach areas. This study should encompass beaches all along the Oregon Coast with accent on the more heavily visited areas. After some further discussion the Commission approved the action as summarized by Chairman McIver and thereupon adopted a resolution relative thereto, marked Exhibit "B-7", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

The Engineer reported that a number of requests had been received for reduced speed zones on certain sections of state highways. These requests have been investigated, and from the facts disclosed in the investigations reduced speed zones are warranted. The Commission accepted his recommendation for the establishment of the following speed zones, and thereupon adopted resolutions relative thereto, marked Exhibits "B-1" through "B-6", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961":

(1) Alsea Highway in Benton County -- 45 MPH between a point 0.25 mile west of Gellatly Way and the Corvallis-Newport Highway

Junction. Rescinds the portion of "Speed Zone Resolution No. 169" pertaining to the Alsea Highway. (See Exhibit "B-1")

(2) Cascade Secondary Highway in Multnomah and Clackamas Counties -- 35 MPH between the south city limits of Portland and a point 0.20 mile south of the westerly leg of King Road; 45 MPH between a point 0.20 mile south of the westerly leg of King Road and a point 0.11 mile north of Jannsen Road, except between a point 500 feet north of Monterey Avenue and a point 500 feet south of Monterey Avenue the indicated speed shall be 20 MPH during the hours of school crossings; 35 MPH between a point 0.11 mile north of Jannsen Road and a point 500 feet south of the Clackamas Secondary Highway, except that between a point 300 feet north of Church Street and a point 300 feet south of Church Street the indicated speed shall be 20 MPH during the hours of school crossings; and 45 MPH between a point 500 feet south of the Clackamas Secondary Highway and the north city limits of Gladstone, except that between a point 500 feet north of Strawberry Avenue and a point 500 feet south of Strawberry Avenue the indicated speed shall be 20 MPH during the hours of school crossings. Rescinds "Speed Zone Resolution Nos. 22, 238 and 272". (See Exhibit "B-3")

(3) Lower Columbia River Highway in Clatsop County -- 45 MPH between a point 0.40 mile east of Svensen Road and a point 400 feet west of Svensen Road. (See Exhibit "B-2")

(4) Pacific Highway East access road (34th Avenue N. E.) near Salem in Marion County -- 40 MPH between the Pacific Highway East and a point 0.28 mile south of the south leg of Park Lane. (See Exhibit "B-4")

(5) Redwood Highway near Grants Pass in Josephine County -- 40 MPH between the north city limits of Grants Pass and a point 50 feet south of Morgan Lane for southbound traffic; 45 MPH between the north city limits of Grants Pass and a point 0.16 mile north of Morgar Lane for northbound traffic. Rescinds "Speed Zone Resolution No. 268". (See Exhibit "B-6")

(6) Clackamas Secondary Highway in Clackamas County -- 35 MPH between the westerly east city limits of Milwaukie adjacent to Oatfield Road and the easterly east city limits of Milwaukie near Kimbrough Road (the city limits of Milwaukie are coincident with the centerline of the highway); 35 MPH between the easterly east city limits of Milwaukie near Kimbrough Road and a point 0.14 mile east of Kimbrough Road; and 45 MPH between a point 0.14 mile east of Kimbrough Road and the Cascade Secondary Highway, except that between a point 700 feet northwesterly of Webster Road and a point 500 feet easterly of Webster Road the indicated speed shall be 20 MPH during the hours of school crossings. Rescinds "Speed Zone Resolution No. 258". (See Exhibit "B-5")

Attention was given to a request from the Principal of Langlois School for prohibition of parking on the easterly side of the Oregon Coast Highway near the Langlois School, in Curry County. The Engineer stated that an investigation disclosed that a number of trucks park on the easterly shoulder of the highway blocking the sight distance for school buses leaving the school driveway. It was his recommendation that shoulder parking be prohibited on the easterly side of the Oregon Coast Highway in the community of Langlois between M. P. 288.01 and M. P. 288.14. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "C-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

The Engineer stated that the District Maintenance Superintendent in the Medford area had called attention to traffic hazards caused by vehicles parking on the easterly shoulders of the Pacific Highway near the State Highway Department and the State Police offices north of Medford. Such parking, he continued, severely restricts sight distance for drivers wishing to enter the highway from the office driveways. He recommended that shoulder parking be prohibited on the easterly side of the Pacific Highway between M. P. 307.21 and M. P. 307.37. The Commission approved his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "C-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

Out of state travel authority was requested by the Engineer for State Highway personnel, and approved by the Commission, as follows:

(1) Dennis D. Clarke and Harry Howard, Travel Information Division, to attend and care for the Division's display at the Annual Boat, Trailer and Sports Show in Seattle, Washington, February 4 to 12, 1961, at an estimated cost of $418.90.

(2) Carl W. Jordan, Director of Travel Information Division, to attend annual meeting of the Board of Directors of the Pacific Northwest Travel Association in Spokane, Washington, on January 13 to 15, 1961, at an estimated cost of $60.30. (Confirmation)

(3) Carl W. Jordan to attend Kansas City Sports and Travel Show in Kansas City, Missouri, on January 27 to February 5, 1961. All expenses to be paid by the Pacific Northwest Travel Association.

(4) Charles Peterson, Chief of the Legal Trial Section, and Frank Towle, Engineering Investigator, to Seattle, Washington, during mid February to consult with specialists concerning the A. M. Cronin case in Portland, at an estimated cost of $137.

(5) J. Al Head, Assistant Traffic Engineer, to attend meeting of National Conference on Driving Simulation at Santa Monica, California, on February 27 through March 1, 1961, at an estimated cost of $190.

The matter of payment of annual dues to the American Association of State Highway Officials for the year 1961 was brought up by the Engineer. He explained that the dues assessed to the states are based on a percentage of the amount of federal-aid received. Oregon's share for 1961, he stated, is $1,519.50, and he recommended that the Auditor be authorized to make such payment. The Commission approved the payment.

An abandonment resolution pertaining to portions of right of way on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County was presented by the Engineer. He pointed out that when this section had been reconstructed two small crescent-shaped areas were left outside of the normal 100-foot right of way. The property is of no further use to the Highway Commission now that the new road is opened to travel, and he recommended that these two areas be abandoned to the adjoining property owners. The Commission approved the abandonment and thereupon adopted a resolution relative thereto, marked Exhibit "H-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

Attention was given to a request made by the Polk County Court that the State sell to the County the existing bridge over Rickreall Creek on the Pacific Highway West in the community of Rickreall. A contract is now underway, the Engineer stated, for replacement of this bridge. The State, he continued, has no use for the old structure as it is too narrow to be reused on the state highway system, but is adequate for minor county roads. He recommended that it be sold to Polk County for the usual price of 5 cents per pound for the steel, which would amount to approximately $3,180. The Commission approved the sale.

The Commission confirmed prior approval of an agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, concerning the second Rhinehart Overcrossing on the Wallowa Lake Highway in Union County. The Engineer explained briefly that a contract had been awarded December 27, 1960 for reconstruction of this section of highway, and the agreement had been sent to the Commission for approval prior to the Commission meeting. The agreement grants an easement to the State for the highway construction and maintenance on railroad property.

The Commission also confirmed an agreement, signed prior to the Commission meeting, with the Oregon-Washington Railroad and Navigation Company for additional right of way upon the Eagle Creek-Cascade Locks Section of the Columbia River Highway in Hood River County.

A "Permit of Entry" agreement with the Union Pacific Railroad Company allowing the State to make sub-surface explorations at two locations for the Brewery grade structure on the Columbia River Highway at The Dalles in Wasco County was also confirmed by the Commission.

Confirmation was made by the Commission of an agreement, previously signed, with the Medford Irrigation District covering construction on the 12th Street-Valley View Road Section of the Pacific Highway, Jackson County.

The Engineer stated that the Public Utility Commissioner is required to call upon the Highway Commission at intervals for recommendations in connection with permits issued by his office for the transportation of logs, poles and piling by motor trucks. Due to changes in highway designations, abandonment of highways, and relocations since the last printing of the Schedule "B" form, he recommended that the changes be made in the form and sent to the Public Utility Commissioner. The Commission approved the revisions as presented in the Schedule "B" form. (For details concerning these revisions see the Engineer's letter dated January 17, 1961 to the Commission, in the General Files, to which is attached a copy of Schedule "B" showing the revisions.)

The Commission accepted the Secretary's report on papers signed in behalf of the Commission during the period of December 6, 1960 through January 20, 1961.

The date for the next regular Commission meeting was set for March 10, 1961, a one day meeting with delegations to be heard in the afternoon. A tentative date for the following meeting was set for April 14, 1961.

The Commission considered a request received from the Spores Pioneer Association to name the new McKenzie River Bridges on the Pacific Highway in honor of Jacob C. Spores. The Engineer commented that an investigation had disclosed considerable historical interest in this matter and Tam McArthur, in his "Geographic Names", gave Jacob Spores full recognition as one of the first pioneers to settle in Lane County. Mr. Spores, it was found, arrived in Oregon in 1847 and started a ferry near Coburg across the McKenzie River in 1848, continuing its operation for some thirty years. He recommended that signs be erected at appropriate ends of the new twin bridges reading: "Spores Bridge - McKenzie River". The Commission approved the recommendation, contingent upon approval by the Oregon Historical Society.

Consideration was given to an agreement with Portland Traction Company granting the State permission to enter upon the Company's property to make test borings to determine foundation requirements for the proposed East Bank Freeway Section of the Pacific Highway in Portland. Upon the Engineer's favorable recommendation the Commission approved the agreement.

A resolution was presented by the Engineer concerning redesignation and exchange of highways with Linn County involving the Corvallis-Eastside Secondary Highway, the Mehama-Mill City Secondary Highway, No. 213, and the Albany-Lyons Secondary Highway, No. 211, portions of which highways are to revert to Linn County in exchange for the State taking over as a Secondary Highway the County road from Orleans to Lebanon, to be known as the Corvallis-Lebanon Secondary Highway, No. 210. The Engineer explained briefly that this matter had been considered at the December 12, 1960 meeting and at that time the Commission had approved an agreement with Linn County covering the details. Upon his favorable

recommendation the Commission adopted a resolution, marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of January 27, 1961".

The Engineer stated that standard pedestrian signals, as adopted by the American Association of State Highway Officials and which apply to the Interstate Highway System, have been changed from the signals set up in the Oregon Law, ORS 483.134. To bring the revised signals under the Oregon law, he proposed a minor amendment to be presented to the Oregon Legislature. The Commission approved submission of the amendment.

Attention was given to a notice of street improvement assessment from the City of Madras levied against the State Highway Maintenance Station in Madras. The assessment, in the amount of $752.53, the Engineer stated, has been checked and found in order. Upon his favorable recommendation, the Commission approved payment of the assessment.

The Commission also considered a notice of street assessment submitted by the City of Woodburn for street improvements on McKinley Street adjacent to the State Highway Maintenance Station in the City of Woodburn. The Engineer stated that this assessment, in the amount of $3,577.75, had also been investigated and found to be in order. Following his favorable recommendation the Commission approved payment of the assessment.

The Commission discussed with the Engineer bids received January 24, 1961. At 11:15 a.m. the Commission awarded contracts as follows:

BIDS RECEIVED IN SALEM ON JANUARY 24, 1961

"Grading and paving on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County. The Commission awarded the contract to the low bidder, C. R. O'Neil and Dorman Construction Company, Creswell, at $1,016,932.30.

"Tumalo State Park Overnight Camp Extension on McKenzie-Bend Highway in Deschutes County. The Commission awarded the contract to the low bidder, Rex Kimsey, Stayton, at $25,156.25.

"Paving, structure widening, and signing on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,555,686.55.

"Reconstruct three structures, grading and paving on the Goshen-Coast Fork Willamette River Section of Pacific Highway in Lane County. The Commission awarded the contract to low bidder, Inter-City Construction Company, Eugene at $129,797.20

"Grading, paving and structure on the Pine Street-Market Drive Section of the Santiam Highway in Lebanon, Linn County. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $198,866.00.

"Grading and paving the Harrisburg (LaSalle Street) Section in Linn County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corporation, Salem, in the sum of $12,580.90 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Detroit Lake State Park Overnight Camp Extension on the North Santiam Highway in Marion County. The Commission awarded the contract to the low bidder, Rex Kimsey, Stayton, at $25,376.50.

"Paving the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $275,450.30.

"Grading and paving the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties. The Commission elected to accept the low bid of R. E. Hall Construction Company, Pendleton, in the sum of $317,094.50, and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Roadside improvement on the Highlands Interchange Section of the Sunset Highway in Multnomah County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $14,213.20.

"Overcrossing structure over Union Pacific Railroad tracks, grading, surfacing, and signing, on Structure "A", Banfield Interchange, East Bank Freeway Section of the Pacific Highway in Multnomah County. The Commission elected to accept the low bid of Kuckenberg Construction Company, Inc., Portland, in the sum of $991,434.10 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

The meeting was recessed at 11:45 a.m. for lunch and was reconvened at 1:00 p.m. in the same room.

The Commission signed agreements and other papers.

Harney County Judge C. W. Craddock, Burns, headed a delegation that appeared before the Commission concerning improvements to the Frenchglen Secondary Highway between Burns and Frenchglen. Judge Craddock introduced the following members of his group: M. O. Timms, Chairman of the County Highway Committee of the Chamber of Commerce, and P. Tiller and Warner Arntz, County Commissioners, all from Burns. Harney County, he pointed out, has approximately $85,000 of FAS funds. He offered to give to the State $80,000 of these funds, which he requested be matched with a similar or larger amount of State funds for improvement of the Frenchglen State Secondary Highway. The County plans to keep the remaining $5,000 for a County FAS project. Harney County Court as well as the Roads Committee of the Harney County Chamber of Commerce, he stated, have approved such disposition of these FAS funds. In response to an inquiry from Commissioner Jackson, the Engineer explained that of the approximate 60 miles of the Frenchglen Highway a little more than one-third of it has been reconstructed, and he estimated the cost to complete the remaining 40-mile section to Frenchglen at $1,200,000. The average construction cost per mile on this highway, he continued, is near $30,000, so that if $200,000 were allocated, approximately seven miles could be constructed. Chairman McIver thanked the Judge for his offer, and instructed the Engineer to submit a report on what might be done.

Members of the Heppner-Morrow County Chamber of Commerce appeared before the Commission regarding improvement of ORE 207 between Heppner and Spray. Mr. Gene Pierce, Chairman of the Road Committee of the Chamber of Commerce, who was spokesman for the group, introduced the following members of his Chamber of Commerce: O. W. Cutsworth, Royce Fulleton, and Robert VanHoute, all from Heppner. Mr. Pierce, who also represented the Morrow County Court, told of the vital need of ORE 207 to the economy of the area. Since this highway has been changed to a Group I classification and recent improvements made by the U. S. Forest Service, he continued, traffic has increased greatly, including log and lumber trucks. The 20-mile gravel section between the forest boundary and Spray not only is narrow in spots but is the worst section on this highway, and he requested the Commission to give earnest consideration to programming for early construction. Mr. Cutsworth pointed out that there is no road into the southern end of Morrow County that is passable during the entire year. Although Heppner is becoming a shopping center for the southern end of the County, it is not getting the business it should due to the lack of good roads. At the present time, he continued, the only route into Heppner for people living in the Monument, Spray and Long Creek areas is the long route over ORE 19 via Condon or over US 395 via Ukiah. The development of Morrow County, including recreational facilities, he commented, has been hampered by inadequate roads. Mr. Fulleton, a garage owner in Heppner, pointed out the mechanical difficulties encountered by trucks in traveling over ORE 207 between Heppner and Spray because of the rough condition of the highway. Mr. VanHoute stated that the southern end of Morrow County has great potential for recreational development, and he told of the $190,000 recreational area planned by the Forest Service at Bull Prairie in Grant County, near the Wheeler-Morrow County line. It was his opinion that if the Heppner-Spray road were improved, it

would make an easier access to that recreational development. Children living along ORE 207 at the Morrow County line, he continued, must travel 34 miles by bus over that highway to attend schools in Heppner. He urged the Commission to give consideration to improvement of this highway in the formulation of next year's forest highway program. Mr. Pierce told of the logging operations in the Kinzua area and of the contemplated timber sales by the Forest Service near the Bull Prairie area which will increase truck traffic on ORE 207 to the new mill at Heppner. He presented a brief from the Chamber of Commerce, including a map, in support of their request. Chairman McIver thanked the delegation for their presentation and told them that the Commission will give their request every consideration.

There being no further business to come before the Commission, Chairman McIver declared the meeting adjourned at 1:30 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

January 27, 1961

Salem, Oregon
March 10, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the meeting held January 27, 1961.

The Engineer presented for the Commission's consideration five location surveys on various sections of state highways. These surveys for relocation and reconstruction of state highways, he stated, have been made with careful engineering consideration in order to provide the most adequate highway facility commensurate with the cost. The Commission approved the surveys as listed below, and thereupon adopted resolutions pertaining thereto, marked Exhibits "H-1" through "H-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961":

(1) Sheep Gulch-Vance Creek Unit, Canyon City-Seneca Section of John Day-Burns Highway in Grant County. (See Exhibit "H-1")

(2) Wildcat Creek-Walton Section of Mapleton-Eugene Highway in Lane County. (See Exhibit "H-1")

(3) Harbor Drive-Ash Street Connection of Pacific Highway West in Multnomah County. Public Hearing held in Portland on January 25, 1961. (See Exhibit "H-2")

(4) Cottage Grove-Divide Section of Pacific Highway in Lane County. Public Hearing held in Cottage Grove on December 16, 1960. (See Exhibit "H-2")

(5) Harper Junction-Burrell Ranch Unit, Juntura Vale Section of Central Oregon Highway in Malheur County. (See Exhibit "H-3")

The Parks Superintendent reported on the following park matters:

Three bids had been received on February 15, 1961, the Parks Superintendent reported, for the lease of concession privileges at Rooster Rock State Park in Multnomah County. Mr. Otho A. Jones, of Portland, had submitted a high bid of 20 per cent of the total gross sales and receipts. The two lower bidders had submitted bids of 15 per cent and 11 per cent. It was his recommendation, approved by the Commission, that the concession lease be awarded to Mr. Otho A. Jones under the terms outlined in the proposal on which he bid.

Concerning the advertising for the concession lease at Fort Stevens State Park, Clatsop County, the Parks Superintendent reported that no bids had been received on March 1, 1961 for this lease, and that it would be readvertised at a later date.

The formal designation by name of the Koberg Point area along the Columbia River about three miles east of Hood River was considered. The Parks Superintendent stated that it is planned to make wayside developments in this area, including picnic tables, water, and rest rooms. He recommended that the area be named "Koberg Beach Wayside". The Commission accepted his recommendation and thereupon adopted a resolution, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

A brief report was also submitted by the Parks Superintendent regarding recent damage to Ecola Park in Clatsop County caused by a large slide. Nearly all of the developed area, including the parking strip, he stated, has settled from 40 to 60 feet and continues to move slowly. However, the caretaker's house has not been damaged, nor the source of the water supply to the park, but the rest rooms have gone down with the slide. An investigation will be made of the slide by the geologist, he pointed out, and a report on the results with a recommendation will be submitted to the Commission.

The Right of Way Engineer presented for consideration options, pages 1 through 58, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

The Property Manager's report on sales of miscellaneous properties and rentals of State-owned properties was presented by the Right of Way Engineer. He commented briefly that miscellaneous sales since the last Commission meeting amounted to $30,205.26, and that rental receipts for January, 1961 totalled $4,766.50. The Commission accepted the report.

An "Indenture of Access", File 28792, was presented by the Right of Way Engineer with the United States National Bank of Portland, trustee for the estate of Roy J. Baker, on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. The indenture covers a routine change in location of access and no additional access is being granted. The Commission approved the "Indenture of Access".

Attention was given to a "Grant of Access" to Dunbar and Morris, File No. 12553, on the Detroit-Niagara Section of the North Santiam Highway in Marion County. The Right of Way Engineer stated that the proposed access is in line with the access policy used for other properties in this section. In the acquisition of lands in the reservoir area, he explained, several private owners were inadvertently left without access, and this action is to correct that situation. The access is for residential purposes subject to stipulation that the road approach shall be constructed by the owner at his expense and in conformity with state highway standards. The Commission approved the "Grant of Access".

The Commission also considered and approved a "Grant of Easement and Access" to Oleta A. Walker on the Cape Sebastian-Myers Creek Section of Oregon Coast Highway, Curry County. The Right of Way Engineer pointed out that the property is isolated between the relocated Oregon Coast Highway and the ocean, the only feasible access being through an existing State-owned parcel of property. Under this "Grant" the 25-foot access will follow an old wagon road and will be restricted to residential purposes.

Authority was requested by the Right of Way Engineer to offer at public sale a number of excess parcels of highway property. Each of these parcels, he stated, has been cleared through the Engineering Division as to its being needed for state highway purposes. Access provisions are consistent with Department policies as practiced in the vicinity of each parcel. The minimum consideration in each instance is based upon appraised value or upon an offer which exceeds the appraised value. Upon his favorable recommendation, the Commission authorized public sale of the following parcels and thereupon adopted resolutions relative thereto, marked Exhibits "D-1" through "D-5", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

(1) Vannice property, File No. 25665, and Quimby property, File No. 25667, on the Albany-Judkins Point Section of the Pacific Highway, Linn County, consisting of three parcels as follows: Parcel 1 - 11.18 acres for a minimum consideration of $1,900; Parcel 2 - 51 acres for a minimum consideration of $5,000; and Parcel 3 - 16.6 acres for a minimum consideration of $2,850. No access is to be granted to the Pacific Highway on any of these parcels, and an advertising sign restriction is to be imposed on all of them. (See Exhibit "D-1")

(2) 8,481 square feet of land, File No. 26467, on the Willamette River-42nd Avenue Section of the Columbia River Highway, Multnomah County, for not less than $17,000. No access is to be permitted to the Columbia River Highway, and an advertising

sign restriction will not be imposed. (See Exhibit "D-2")

(3) 4,650 square feet of land, File No. 9486 and No. 9524, on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, for not less than $4,000. No access or advertising sign restriction is to be imposed. (See Exhibit "D-3")

(4) 2.1 acres of land, File No. 23318, on the Grants Pass Interchange Section of the Pacific Highway, Josephine County, for not less than $2,500. No access is to be permitted to the Pacific Highway and an advertising sign restriction is to be imposed. (See Exhibit "D-4")

(5) 14,084 square feet of land, File No. 27272, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, for not less than $9,500. No access is to be permitted to the Pacific Highway and an advertising sign restriction is to be imposed. (See Exhibit "D-5")

Direct sale of a parcel of land to Klamath County was recommended by the Right of Way Engineer. This parcel of property, he stated, consists of 38 acres on the Pelican City-South Sixth Street Section of the Klamath Falls-Malin Highway, Klamath County, about one thousand feet easterly from the Klamath Falls city limits. The County wishes to acquire the property as a site for a juvenile home. He recommended that it be sold to the County for $7,600 which is at the rate of $200 an acre, the original purchase price. The Commission approved the sale with the stipulation that the deed is to contain a public use clause, and thereupon adopted a resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

Consideration was given to a proposed lease agreement with Josephine County covering 2.93 acres on the Williams Secondary Highway to be used for a stockpile site for a period of ten years. The Right of Way Engineer commented that the lease to the County is to be on a gratis basis, cancellable on 30 days' notice. Following his favorable recommendation the Commission approved the lease.

The Commission considered a trust agreement with Bonneville Power Administrator covering the cost of revising BPA facilities on the Boardman Junction-Irrigon Section of the Columbia River Highway, Morrow County. The Right of Way Engineer commented briefly that two highway crossings of BPA structures are involved, and it is their intention to replace the single towers with double towers. Total cost of the project is estimated at $41,200, and under the usual procedure in dealing with Bonneville Power Administrator in these matters, it is required that the State place the estimated cost in a trust fund. Based upon his favorable recommendation, the Commission approved an agreement covering this transaction.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "J-1" through "J-19", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated March 10, 1961, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

The Chief Counsel requested, and the Highway Commission approved, condemnation of the Oleta Walker property, File No. R-32522, on the Hunter Creek-Myers Creek Section of the Oregon Coast Highway, Curry County, to take care of a slide area. This authority was granted if negotiations are not successful. (See Exhibit "J-20")

A written report of condemnation cases and other cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendent's Demand	Verdict
L-2888 Alvin Eri, et al	Clackamas	Mt. Hood	Sandy-Forest Boundary	$1,000	$ 7,500	$ 3,350 plus $ 311
L-3558 W. C. Donahue, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$ 700	$ 3,500	$ 2,000
L-3560 Milton R. Martin, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$ 500	$ 2,225	$ 1,250
L-3562 Marion E. Platt, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$1,490	$ 3,000	$ 2,000

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendent's Demand	Verdict
L-3327 Martha Lee Vance, et al	Malheur	Old Oregon Trail	Ontario-Snake River	$ 100	$ 2,400 approximately	$ 2,000
L-3594 Harney S. Giffin, et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 4,300 revised upward $ 200	$ 6,950	$ 6,000
L-3480 Linda Sider Visnapu, et vir	Polk	Willamina-Sheridan	Buell Road-Willamina	$ 300	$ 1,100	$ 750
L-3255 Walter C. Bodyfelt, et al	Tillamook	Little Nestucca Secondary	Meda	$ 5,900	over $12,000	$15,570
				(Motion for a new trial pending)		
L-3078A Adrian Kromwall, et ux	Marion	Santiam	Lancaster Drive-Sublimity Gun Club	$ 9,800	$13,000	$ 9,800
				(Remanded to Circuit Court for new trial)		
L-3395A William C. Ralston, et ux	Multnomah	Pacific	Hamilton Street-Slavin Road	$ 1,000	$10,000 (Answer)	$ 2,000
				(Judgment in lower court reversed and remanded for new trial.)		

(For additional details see the Chief Counsel's letter of March 3, 1961, entitled "Report of Cases Tried" and a letter of correction dated March 14, 1961, in General Files.)

The Chief Counsel reported briefly on the recently received verdict concerning the Roger Von der Hellen, et al case, File No. L-3318, R-28413, on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. The State's highest testimony, he stated, was $23,340 and a verdict was returned in the amount of $24,690.

Concerning the Walter C. Bodyfelt, et al case, File L-3255, R-28924, the Chief Counsel pointed out that the State believes a reversible error was made by the Judge, and a motion for a new trial has been filed, after which the State will file a notice of appeal.

March 10, 1961

For the Commission's information, the Chief Counsel explained that occasionally on the "Report of Condemnation Cases Tried" the State's offer is less than the State's highest testimony. This is due to the fact that subsequent to the filing of an action it is often necessary to make changes in highway construction plans, including the granting, revision or removal of access, or the acquisition of additional land. The letter of offer must be mailed prior to the filing of the action so once the State has filed the action it cannot send out a new letter of offer.

A report was also presented by the Chief Counsel on condemnation and other cases which have been settled out of court since the last Commission meeting. He presented in brief oral detail some of the facts connected with the Morehouse Holding Company case, File No. L-2871, with the Coos Bay Oyster Co-op, and others. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-28741 Wilda R. Dunmire, et vir	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 7,500	$ 7,500
R-32332 Morris Adair, et al	Clatsop	Oregon Coast	Astoria-Camp Rilea	$ 50	$ 50
R-32334 Walter Ross, et al	Clatsop	Oregon Coast	Smith Point-Camp Rilea	$ 50	$ 50
R-24033 Mary F. Rice, et vir	Douglas	Pacific	Rice Hill-Oakland Junction	$ 4,425	$ 4,700
R-31079 Irene Church, et al	Harney	Frenchglen	Wrights Point-The Narrows	$ 250	$ 501
		(25-year lease for removal of materials taken instead of fee title. Mineral, oil and gas rights reserved by owner and materials not to be used outside Harney County.)			
R-30581 J. S. Lydiard, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$ 3,825	$ 6,300
R-31276 Wayne Zurflueh, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$ 1,110 including fencing	$ 1,110 including fencing

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30993 Rodney Tripp, et al	Linn	Santiam	Albany-Pacific Highway Interchange (See remarks in letter)	$ 7,445	$ 8,000
R-31000 Rodney Tripp, et al	Linn	Santiam	Albany-Pacific Highway Interchange (See remarks in letter)	$ 820	$ 1,000
R-31573 Francine Evans, et al	Morrow	Columbia River	Boardman Junction-Umatilla (Settled by option dated December 20, 1960. Option varies from offer and complaint in that additional accesses granted in option and approved by Right of Way Engineer.)	$ 170	$ 25
R-32323 Fred Andrews, Jr., et ux	Morrow	Columbia River	Boardman Junction-Umatilla	$ 308	$ 308
R-20563 Wilbert E. Hamilton, et ux	Polk	Pacific West	Rickreall-Orr Corner	$ 225	$ 315
R-29648 Tenet Mortgage Co., et al	Multnomah	Pacific	North Portland-North Russell St. (See remarks in letter)	$ 3,200	$ 4,250
R-23708 Alan C. Weiler, et al	Umatilla	Pendleton-John Day	Emigrant Avenue-Frazer Avenue Couplet (Pendleton) (See remarks in letter)	$ 350	$ 240
R-26871 Morehouse Holding Co.	Multnomah	Pacific	Grand Avenue-Union Avenue One-Way Couplet (See remarks in letter)	$15,717.50 on basis of taking slope easement	$19,000.00
R-31592 Jane Brownell, et al	Umatilla	Columbia River	Irrigon-Umatilla	$ 910	$ 910

March 10, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3393 United Grocers, Inc.	Multnomah	Pacific	East Bank Freeway	$36,000 prior to revision of taking	$55,000

(This settlement voids that approved by Commission under date of March 10, 1960. Previous settlement was made on plans and appraisals which had not taken into consideration the closure of an adjacent street by an off ramp of Morrison Street Bridge. Before closing of previous settlement these facts became known and settlement never consummated. Reappraisal on final plans is as indicated and settlement considered not substantially above.)

REPORT OF OTHER CASES SETTLED

Case & Plaintiff	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-3413 Carrie Marolf	State Highway Commission	Tillamook	Inverse Condemnation (See letter)	$ 10,000	$ 750

(Besides the settlement figure State is to grant plaintiff access to Oregon Coast Highway, 25 feet in width, on easterly side at Station 137+50 for farm and residential use only. Also State is to convey to plaintiff 1 acre of excess land on northeasterly side of highway in northeast corner of Section 17, Township 2 South, Range 9 West.)

L-2819 Coos Bay Oyster Coop. for itself and as assignee of Herman A. Hahn, et al, R.W. Hellman, et al, Paul D. Sigloh, et al, Mertice B. Buchner, et al, May F. Padrick, et al	State of Oregon	Coos	Inverse Condemnation (See letter) (See remarks in letter)	$156,000	$ 7,500

(For additional details see the Chief Counsel's letter of March 3, 1961, "Report of Cases Settled", and his letter of March 9, 1961, "Supplemental Report of Cases Settled", in the General Files in Salem.)

March 10, 1961

Confirmation was requested by the Chief Counsel for telephonic approval given by members of the Commission on offers to be tendered to property owners prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-28890 - Richard T. Childress, et al. Parcel No. 1: 0.42 acre for right of way purposes; and Parcel No. 2: 0.55 acre for permanent easement. Offer of $3,315.00 approved by Mr. Jackson, February 9, 1961.

R-28896 - George L. Wing, et ux. 0.22 acre for right of way purposes. Offer of $400.00 approved by Mr. Jackson, February 23, 1961.

R-29063 - Dolph E. Phipps, et al. Parcel No. 1: 0.04 acre for right of way purposes; and Parcel No. 2: 0.60 acre for permanent easement. Offer of $250.00 approved by Mr. Jackson, February 10, 1961. An offer of $100.00 was approved by Mr. Jackson, November 29, 1960. This increase is due to the addition of Parcel No. 2.

R-29068 - Mary Lytle, et al. Parcel No. 1: 0.8 acre for right of way purposes; and Parcel No. 2: 0.68 acre for right of way purposes. Offer of $20,150.00 approved by Mr. Jackson, February 20, 1961.

R-29316 - H. H. Dietrich, et al. Parcel No. 1: 11.15 acres for right of way purposes; and Parcel No. 2: 0.25 acre for permanent easement. Offer of $14,100.00 approved by Mr. Jackson, February 23, 1961. An amount of $14,000.00 was approved by Mr. Jackson, January 24, 1961. This revised amount is due to the addition of Parcel No. 2.

R-29325 - Martin Detlef Schnack, et al. Parcel No. 1: 2.88 acres for right of way purposes; and Parcel No. 2: 3.06 acres for right of way purposes. Offer of $5,280.00 approved by Mr. Jackson, January 27, 1961.

R-29335 - Bert B. Lowry, et ux. 0.08 acre for right of way purposes. Offer of $100.00 approved by Mr. Jackson, February 14, 1961. An amount of $250.00 was approved by Mr. Jackson, January 16, 1961. This revised amount is due to a reduction in acreage.

R-29336 - Walter S. Germer, et ux. 8.06 acres for right of way purposes. Offer of $13,300.00 approved by Mr. Jackson, February 7, 1961.

R-29337 - Sarah I. Pinelli, et al. Parcel No. 1: 11.43 acres for right of way purposes; Parcel No. 2: 0.6 acre for right of way purposes; Parcel No. 3: 23.3 acres for right of way purposes; and Parcel No. 4: 0.37 acre for permanent easement. Offer of $25,150.00 approved by Mr. Jackson, February 23, 1961.

R-29339 - Norman Glascock, et ux. Parcel No. 1: 4.6 acres for right of way purposes; and Parcel No. 2: 0.94 acre for material source. Offer of $8,250.00 approved by Mr. Jackson, February 9, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY - Cont.

R-29345 - Scott B. Zackary, et al. Parcel No. 1: 4.68 acres for right of way purposes; Parcel No. 2: 0.53 acre for right of way purposes; and Parcel No. 3: 0.30 acre for temporary easement. Offer of $18,225.00 approved by Mr. Jackson, January 27, 1961.

R-29352 - Earl T. Newbry, et al. Parcel No. 1: 0.42 acre for right of way purposes; Parcel No. 2: 0.38 acre for right of way purposes; and Parcel No. 3: 0.5 acre for temporary easement. Offer of $4,800.00 approved by Mr. Jackson, February 23, 1961.

R-30044 - Frank L. Earhart, et ux. 3.15 acres for right of way purposes. Offer of $16,950.00 approved by Mr. Jackson, February 14, 1961.

R-31132 - Ruby Lee Taylor, et al. 1.93 acres for right of way purposes. Offer of $2,450.00 approved by Mr. Jackson, February 15, 1961.

R-31133 - Gordon LeManquais, et al. 9.27 acres for right of way purposes. Offer of $23,350.00 approved by Mr. Jackson, January 29, 1961.

R-31136 - Earnest G. Childreth, et al. 0.02 acre for right of way purposes. Offer of $2,300.00 approved by Mr. Jackson, March 1, 1961.

R-31143 - Harvey J. Peterson, et al. Parcel No. 1: 0.12 acre for right of way purposes; and Parcel No. 2: 0.34 acre, acquisition of owners' interests for right of way purposes. Offer of $6,130.00 approved by Mr. Jackson, February 7, 1961.

R-31144 - Perry D. Spence, et al. Parcel No. 1: 0.01 acre for right of way purposes; Parcel No. 2: 0.03 acre for right of way purposes; Parcel No. 3: 50 square feet for right of way purposes; and Parcel No. 4: 0.34 acre, acquisition of owners' interest for right of way purposes. Offer of $3,550.00 approved by Mr. Jackson, February 7, 1961.

R-31206 - Louise L. Serpa, et al. Parcel No. 1: 2.8 acres for right of way purposes; and Parcel No. 2: 0.11 acre for right of way purposes. Offer of $900.00 approved by Mr. Jackson, January 27, 1961.

R-31469 - George E. Nerton, et al. Parcel No. 1: 9.7 acres for right of way purposes; Parcel No. 2: 4.0 acres for right of way purposes; and Parcel No. 3: 0.1 acre for right of way purposes. Offer of $23,300.00 approved by Mr. Jackson, February 27, 1961.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32106 - Terteling Land Company. 3.25 acres for right of way purposes. Offer of $135.00 approved by Mr. Fridley, March 6, 1961.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY-(Cont)

R-32108 - West Extension Irrigation District. Parcel No. 1: 2.8 acres for right of way purposes; Parcel No. 2: 1.2 acres for right of way purposes; and Parcel No. 3: 1.5 acres for right of way purposes. Offer of $220.00 approved by Mr. Fridley, February 14, 1961.

R-32319 - Port of Morrow. 1.0 acre for right of way purposes. Offer of $25.00 approved by Mr. Fridley, February 14, 1961.

R-32321 - Umatilla Electric Cooperative Association. Parcel No. 1: 0.06 acre for right of way purposes; and Parcel No. 2: 0.44 acre for permanent easement. Offer of $50.00 approved by Mr. Fridley, February 14, 1961.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-30748 - O. D. Dickerson, et ux. 0.25 acre for right of way purposes. Offer of $5,650.00 approved by Mr. McIver, March 3, 1961.

R-32092 - George G. Lowe, et ux. 0.05 acre for right of way purposes. Offer of $150.00 approved by Mr. McIver, February 23, 1961.

R-32093 - Eugene Clower, et ux. 0.08 acre for right of way purposes. Offer of $80.00 approved by Mr. McIver, February 10, 1961.

HERMISTON-HINKLE SECTION OF THE HERMISTON HIGHWAY

R-31456 - Ella A. Sharp, et al. 1.05 acres for right of way purposes. Offer of $2,700.00 approved by Mr. Fridley, February 10, 1961.

R-31459 - H. George Gettman, et al. Parcel No. 1: 2.88 acres for right of way purposes; and Parcel No. 2: 5.0 acres for right of way purposes. Offer of $5,850.00 approved by Mr. Fridley, February 6, 1961.

R-31460 - Ethel Frances Borthwick Neace, et al. 1.9 acres for right of way purposes. Offer of $1,592.50 approved by Mr. Fridley, February 9, 1961.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32351 - Gordon E. Brown, et al. 7,000 square feet for right of way purposes. Offer of $31,500.00 approved by Mr. McIver, February 23, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29794 - Leonard K. Stohr, et ux. 5,000 square feet for right of way purposes. Offer of $17,000.00 approved by Mr. McIver, February 17, 1961.

R-30230 - Alex Lukas, et ux. 8,090 square feet for right of way purposes. Offer of $9,975.00 approved by Mr. Mc Iver, February 23, 1961.

BAKER-PLEASANT VALLEY SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-32405 - Doris Macomber, et al. 13.0 acres for slide control. Offer of $65.00 approved by Mr. Fridley, February 20, 1961.

NEWPORT-TOLEDO SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-24857 - John W. Goodyear, et ux. Parcel No. 1: 0.12 acre for right of way purposes; and Parcel No. 2: 1,000 square feet for permanent easement. Offer of $100.00 approved by Mr. McIver, February 17, 1961.

BIG EDDY-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32434 - Sandra Kay Carlisle, et al. 11.20 acres for stock pile and material source. Offer of $280.00 approved by Mr. Fridley, February 7, 1961.

T. H. BANFIELD EXPRESSWAY

R-20068 - S. N. Mayhew, et ux. 2,875 square feet for storm sewer pipe line. Offer of $350.00 approved by Mr. McIver, February 23, 1961.

NESKOWIN-SALMON RIVER SECTION OF THE OREGON COAST HIGHWAY

R-30443 - Lawrence Gnos, et ux. 0.61 acre for right of way purposes and slide control. Offer of $50.00 approved by Mr. McIver, March 2, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31719 - Cora M. Kiernan, et vir. 3,440 square feet for right of way purposes. Offer of $200.00 approved by Mr. McIver, February 20, 1961.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31437 - W. L. Bell, et al. 4.27 acres for right of way purposes. Offer of $1,800.00 approved by Mr. Jackson, February 14, 1961.

A report was made by the Chief Counsel and accepted by the Commission concerning orders enacted by the Public Utility Commissioner in which the State Highway Commission has been a party. The orders are summarized, as follows:

PUX 363: LaSalle Street Crossing Signals, Harrisburg. This concerned application of the City of Harrisburg for an order to require Southern Pacific Company to install electric signals at the crossing of Southern Pacific's main line track and LaSalle Street in Harrisburg. A motion was made and allowed to withdraw the petition without prejudice.

March 10, 1961

PUX 366: Warrenton Grade Crossing, Oregon Coast Highway, Spokane, Portland and Seattle Railway Company, Clatsop County. This matter arose upon application of the Highway Commission for authority to construct a signalized grade crossing on the revised location of the Oregon Coast Highway. The issue was resolved in favor of the Highway Commission. A motion to amend the order has been filed to allow construction of 10-foot widths of pavement for stopping lanes, and to change the type of signaling.

PUX 367: Smith Point Grade Crossing, Oregon Coast Highway, Spokane, Portland and Seattle Railway Company, Clatsop County. Motion to amend order 37512, issued January 6, 1961, has been made to allow the State to construct additional 10-foot widths of pavement for stopping lanes, and to change the type of signal.

PUX 371: Weyerhaeuser Truck Road Crossing near Bly, Klamath Falls-Lakeview Highway. Concerns private truck road crossing across the highway near Bly. No costs were imposed upon the Highway Commission.

PUX 373: 2nd Hood River Overcrossing, Columbia River Highway, Hood River. This involves the second overcrossing of the tracks of Union Pacific Railroad. The order was issued in accordance with the petition and the testimony presented at the hearing.

PUX 378: State Street Grade Crossing, Silver Creek Falls Highway, Salem. This involves application of the Highway Commission to improve the existing grade crossing and change the location of the signals on the highway where it crosses the tracks of the Southern Pacific Company, near the State Highway Shops. The order was issued in accordance with the petition and testimony presented at the hearing.

PUX 381: Hocken Street Grade Crossing, Beaverton. This concerns improvement of an existing crossing of the tracks of Southern Pacific Company in Beaverton. The order provides for installation of automatic electric signals at the railroad grade crossing and the installation of traffic signals at the crossing of the Tualatin Valley Highway. The installation and maintenance of the highway traffic signals is to be the responsibility of the City of Beaverton.

PUX 386: Three Mile Lane Overcrossing, Southern Pacific Company, on the Salmon River Junction-West McMinnville Junction Section of the Three Mile Lane Highway in Yamhill County. This concerns an application of the Highway Commission for an overcrossing of the tracks of Southern Pacific Company. The order was issued in accord with the petition and testimony presented at the hearing.

PUX 391: Madras Overcrossing Widening, concerning an application by the State Highway Commission for the widening of an existing overcrossing structure over the Oregon Trunk Railway on the Warm Springs Highway, north of Madras. The order is in accord with the petition and testimony presented at the hearing.

PUX 392: Medford Corporation Private Truck Road Crossings, Medford. This matter involves construction of approximately 1.3 miles for private truck road to be used by Medford Corporation in lieu of an abandoned portion of its private logging railroad. Expense of the revision is to be borne by the State.

PUX 398: Medrord Corporation Private Truck Road Crossing of existing Pacific Highway at Medford. Medford Corporation is to bear the cost of the conversion, including installation and maintenance of electric signals. This conversion is a part of the over-all plan under PUX 392, above.

PUX 400: Sherman Highway Overcrossing, West of Biggs. Concerning an application of the State Highway Commission for an overcrossing of the tracks of Union Pacific Railroad on a revised location of the Sherman Highway. The revised location will provide a connection with the bridge being constructed across the Columbia River. The order was issued in accord with the petition and testimony presented at the hearing.

PUX 401: Sherman Highway Overcrossing, South of Biggs. Involving an application of the State Highway Commission for an overcrossing of the tracks of Union Pacific Railroad on a revised location of the Sherman Highway. The revised location will provide a connection with the bridge being constructed across the Columbia River. The order was issued in accord with the petition and testimony presented at the hearing.

A list of claims to be abandoned was presented by the Chief Counsel. He explained that the Legal and Right of Way Division has been going through its files of claims against others, and a number have been found in which collection appears to be hopeless. He pointed out that among some of the reasons for non-collection are bankruptcy, no insurance, no address, and small claims not worth collecting in court. The Commission approved abandonment of the following claims:

CAO No.	Name	Amount of Claim
59-256	Edward K. Kosak	$ 120.42
60-258	Veryl A. McFadden	158.84
60-124	Ralph D. Thomas	30.35
59-254	Leonard W. Bennett	154.43
58-228	Earl B. Jones	90.22
59-135	Thomas Amweg	245.00
59-97	William B. Wisor	36.20
60-132	Howard M. Humpage	225.46
58-169	George Shipp	20.55
58-26	Arthur Blick	53.51
58-19	James L. Hobbs	24.00
58-107	Harold D. Good	24.70
58-89	John W. Smith	61.04
60-97	Clay Thomas	231.00
58-108	Dean Warfield	36.83
58-159	Thomas G. Elliot	30.00
57-245	Gerald Duane Mendorff	98.97

(For additional details see the Chief Counsel's letter of March 3, 1961, entitled "Report of abandoned claims" in the General Files.)

The Chief Counsel brought up the matter of a legal action filed by Albert Straus and Frank Straus for damages in the amount of $102,000 caused by the alleged starting of a fire by a highway employee operating a mower on the Sams Valley Highway No. 271, about five miles northeast of Gold Hill. A rewritten complaint, he stated, has now been served in which the amount of damages asked is $79,000. Appropriate action, he stated, will be taken to defend the interest of the State. The Commission accepted the report.

The Commission considered a petition from Vernon D. Scott to vacate a portion of 15th Avenue East in Eugene, between Blocks one and two of Victoria Heights Addition to Eugene, extending from the center line of Maple Street (vacated) in an easterly direction to the northwest boundary of Birch Lane, the easterly terminus of said 15th Avenue East. The petition has been investigated, the Chief Counsel stated, and the vacation will not be detrimental to the State. He recommended that it be approved by the Commission, and that the Secretary be authorized to sign the "Consent to Vacate". The Commission approved the recommendation.

Consideration was given to a claim made by Cal-Pac Utilities Company for damages caused by water in offices below the Resident Engineer's office in the Rand Building in Baker. The Chief Counsel stated that because of a malfunction of equipment water had overflowed in the Resident Engineer's office June 23 and 24, 1960, and had damaged the utilities offices below in amount of $632. He recommended that the Commission pay damages in the amount of $500, the maximum permissible in an instance of this sort, provided the Utilities Company would give proper release. The Commission approved the payment.

Consideration was also given to a claim in the amount of $122.29 against L. M. Dent for labor furnished by the State for flagging traffic near the junction of the Green Springs and Siskiyou Highways in Jackson County. The Chief Counsel explained briefly that the expenses had been incurred when traffic had been detoured because of the house-mover's breakdown on January 8, 1959, but the insurance company had refused to pay the full amount and had offered to pay the sum of $50. Upon his favorable recommendation, the Commission authorized the compromise settlement in the sum of $50.

The Chief Counsel requested, and the Commission granted, authority to take legal action to recover damages on the following claims:

(1) Claim CAO 58-129, Harold H. Buessow in amount of $134.63 for damage to guardrail.

(2) Claim CAO 56-329, John Earl Shaffer in amount of $907.16 for damage to State equipment in automobile collision.

A brief oral report was presented by the Chief Counsel concerning the status of the case of Elmer Hyppa vs. State Highway Commission, The Grand Aerie, et al. He recalled that this case involved vehicular accidents which occurred a year or so ago on the Salem By-pass Section of the Pacific Highway. The case, as it now stands, has excluded the Highway Commission, but the State Highway Engineer is still involved. The insurance company apparently plans to make a settlement. The Commission accepted the report.

The Commission considered appointment of a Chief Counsel. Upon motion of Commissioner Fridley, seconded by Commissioner Jackson and declared unanimous by Chairman McIver, the Commission reappointed Mr. Leonard I. Lindas as Chief Counsel for a term of four years, beginning April 1, 1961, and thereupon adopted a resolution, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

The Engineer reported that he had made awards of contracts which had been referred to him by the Commission to award when certain conditions had been taken care of. The Commission confirmed award of the following contracts:

(1) Grading and paving the Irrigon-Umatilla Section of the Columbia River Highway, Morrow and Umatilla Counties. Bids received January 24, 1961. Contract awarded February 23, 1961 to R. E. Hall Construction Company, Pendleton, low bidder.

(2) Grading and paving the Harrisburg (LaSalle Street) Section in Linn County. Bids received January 24, 1961. Contract awarded March 2, 1961 to Roy L. Houck Sons' Corporation, Salem, low bidder.

The Commission considered the following item of unfinished business which appeared on the Secretary's Summary as of January 27, 1961: Offer of Harney County Judge C. W. Craddock to use County FAS funds for work on the Frenchglen State Secondary Highway No. 440: The Engineer recalled that at the previous meeting the offer had been presented by a delegation, including a request that the Commission also make available all additional funds possible. The Commission had instructed him to determine what work might be done. Harney County, he stated, has approximately $60,000 that they can apply on the Frenchglen Secondary Highway. He recommended the undertaking of a seven or eight mile job at an estimated cost of $250,000 to be financed with $60,000 County Federal-aid Secondary money, $40,000 State matching money, and $150,000 to be transferred from the Crane-Scotts Butte Highway in Program VII. He pointed out that although the transfer of funds would reduce the amount of money for work on the Crane-Scotts Butte Highway there would still remain enough from the original allocation of $405,000 in Program VII to resurface the most critical parts of the highway. He also mentioned the possibility of the State securing some Federal lands highway money on this project. The Commission approved the project as presented.

The placement of temporary construction speed zones was reported by the Engineer and approved by the Commission, as follows:

(1) 35 MPH on the Columbia River Highway, US 730, between M.P. 175.90 and M.P. 181.34 in Morrow and Umatilla Counties, effective 8:00 a.m. February 6, 1961.

(2) 35 MPH on the Goshen-Coast Fork Section of the Pacific Highway in Lane County, from M.P. 134.07 to M.P. 134.27; from M.P. 136.25 to M.P. 136.45; and from M.P. 137.75 to M.P. 137.95, effective 8:00 a.m. February 2, 1961.

(3) 30 MPH on the Rogue River Highway, near Homestead Overcrossing in Jackson County, between M.P. 12.44 and M.P. 12.94, effective 8:00 a.m. February 28, 1961.

The placing of a reduced load limit on the Elkton-Sutherlin Highway, No. 231, between M.P. 4.22 and M.P.7.09 was reported by the Engineer. This reduced limit, he stated, allows 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axle, effective 8:00 a.m. February 17, 1961, and is necessary until the roadbed becomes drier and more stabilized.

He also reported that the condition of the roadbed on the Elkton-Sutherlin Highway, No. 231, had improved to such an extent that a reduced load limit, which had been placed February 17, was removed 1:30 p.m., February 24, 1961, between M.P. 4.22 and M.P. 7.09. The Commission approved the Engineer's actions.

Installation of a traffic signal at the intersection of the Tualatin Valley Highway and Hocken Street in the City of Beaverton was considered. The Engineer explained that Hocken Street leads from the industrial area occupied by Textronics, Inc. and that completion of this street will result in a great deal of industrial traffic entering and crossing the Tualatin Valley Highway. Also, the proximity of the Southern Pacific Railroad on the southerly side of the Tualatin Valley Highway presents a hazardous condition. He recommended that a fully-actuated traffic signal be installed at the intersection, at an estimated cost of $15,000, to be interconnected with flashing light railroad signals which are to be installed at the railroad crossing. He pointed out that his recommendation is contingent upon the installation of the flashing light railroad signals. The City of Beaverton, he continued, has indicated its willingness to pay one-half of the cost of the installation of the traffic signal and to provide for all future maintenance and power consumption. Upon his favorable recommendation the Commission approved the project as presented.

The Engineer reported that about twenty years ago traffic signals were installed at certain intersections on North Interstate Avenue (Pacific Highway) in the City of Portland. The signals now are antiquated, worn out, and do not meet present standards. He recommended that traffic signals be revised at the following intersections on North Interstate Avenue:

(See following page)

North Russell Street
North Greeley Avenue
North Shaver Street
North Going Street
North Alberta Street
North Killingsworth Street
North Ainsworth Street
North Portland Boulevard
North Denver-Argyle Avenue

He estimated the total cost of the revision at $20,000 and stated that the City of Portland has indicated its willingness to pay one-half the cost of the installation and to continue to maintain the signals and pay for electrical energy used. The Commission approved the project.

Attention was given to a request from Mr. Albert Streiff, Portland, and others, for the installation of traffic signals at the intersection of the Beaverton-Hillsdale Highway and Shattuck Road, west of Portland. The Engineer stated an investigation disclosed that the accident record at this intersection has been relatively high and the traffic volumes exceed the warrants required for the installation of signals. He recommended that a two-phase, fully actuated traffic signal be installed at an estimated cost of $10,000 to be paid for with State funds as the intersection is outside of the City. The Commission approved the project.

The Commission also considered a request made by Mr. Bill Love, S. E. 112th Avenue and Powell Boulevard, Portland, for the installation of traffic signals at that intersection. The intersection, the Engineer stated, is a part of the Mt. Hood, Highway and an investigation conducted by the Traffic Engineer indicated that traffic conditions at this intersection do not meet the standard warrant for the installation of traffic signals; however, the accident record in the past five years has been bad, and the Engineer recommended that a flashing beacon be installed at an estimated cost of $1,000 to be paid for with State funds. The Commission approved the installation.

The matter of releasing to the City of Portland the Highway Commission's interest in the ornamental street lighting district along N. E. Grand Avenue, from N. E. Everett Street to N. E. Holladay Street, was discussed. The Engineer stated that the City is planning to take over the lighting system and integrate it with the over-all City system, to be operated at City expense. A "Form of Conveyance" has been presented for the Commission's approval releasing to the City the Highway Commission's interest in the lighting system. It was his recommendation that the conveyance be approved. The Commission accepted his recommendation.

Consideration was given to a letter from H. F. Logue, Secretary of the Ontario Chamber of Commerce, requesting that the road serving the Owyhee Reservoir area be oiled. This road, the Engineer commented, is approximately 16 miles in length and is in bad condition; however, it is not a state highway. He also commented that the number of people traveling the road to visit the Owyhee Reservoir area has increased greatly,

particularly during the last year. He requested, and the Commission granted, authority to conduct an investigation as to the cost of improving the road to a suitable standard and to discuss the matter with the Malheur County Court as to what cooperation they can provide.

A cooperative project with the City of Bandon was presented by the Engineer concerning improvement of the Oregon Coast Highway from Michigan Avenue to Grand Avenue in the City. For some time, he explained, negotiations have been underway with the City for widening this section, which is approximately 0.38 mile in length. The project would consist of grading, drainage, curbs, paving, et cetera, at a total estimated cost of $117,000. Included in the $117,000 estimate is the cost of replacing a structure over Ferry Creek estimated to cost $12,000 which he felt should be an obligation of the State. He recommended that the Commission approve the project, provided that the City will pay 25 per cent of $105,000, or $26,250. This, he pointed out, is in line with a long established policy of the Commission that such improvements be undertaken if the City will provide 25 per cent of the cost. The Commission approved the project as presented.

An agreement with the U.S. Corps of Engineers was presented, covering construction of four viewpoints on the Columbia River Highway, about 10 miles east of Umatilla in Umatilla County. The Engineer recalled that negotiations had been underway for some time, and the Commission at its meeting of August 19, 1960 had authorized entering into an agreement. The agreement provides that the Federal Government will grant an easement to the State on three parcels and fee title to a fourth, construct bull rails and place riprap as needed. The State is to do the necessary grading and surfacing on the viewpoints, at an estimated cost of $8,000, and is to maintain them after construction. Based on his favorable recommendation, the Commission approved the agreement.

The Commission considered a request for an extension of time within which to complete a highway construction contract. The Engineer explained the conditions which prevailed during the contract and made his recommendation on the following request:

(1) Earl L. McNutt Company, Contract No. 5445, for grading and structures on the West Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway No. 220 in Lane County, requested an increase from 170 days to 225 days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 29 workdays.

The Engineer reported that Contract Nos. 5057, 5408, 5424, 5425, 5553, 5561, 5562, 5605, 5621, 5698, 5731, 5763, 5773, 5774, 5778, and 5779 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

A petition, containing approximately 1,950 signatures from the Mt. Hood Pow-Wowers, was presented by the Engineer. The petition, he stated, requests early completion of the modernization of the Mt. Hood Highway between Portland and Mt. Hood, particularly a six-mile section from the end of the new construction, east of Sandy, easterly to the Forest Boundary. The Engineer pointed out that highway funds for the present biennium are already obligated, but he felt that serious consideration should be given to the project in the next biennium. The Commission discussed with the Engineer the relative values of future improvements on the Mt. Hood Highway between Sandy and Portland, and easterly from Sandy. The Engineer pointed out that another point had been brought up by the petitioners that if construction of the six-mile section easterly from Sandy cannot be undertaken in the next two years, could the Commission complete the survey and acquire the right of way for the improvement so that the property owners could make developments accordingly. After some further discussion the Commission instructed the Engineer to determine the feasibility of acquiring the necessary right of way on the unimproved six-mile section east of Sandy and to submit a recommendation to the Commission.

Attention was given to a request made by the City of Hood River for a one-block extension of the Second Street spur from Cascade Avenue to Oak Avenue. The Engineer explained that the Second Street spur had been built following a request from a Hood River delegation made in February, 1951. The spur was constructed in 1952. The one-block extension, he stated, is on a steep grade, does not comply with highway standards, and would require considerable maintenance, such as snowplowing and sanding. He pointed out that if the Commission approved this request it would be setting a precedent in many cities. The usual procedure is to provide a spur connection from the highway to the nearest city streets, and as this has been done, he recommended that the request for the spur extension be denied. The Commission accepted his recommendation.

A supplemental throughway agreement with the Lane County Board of County Commissioners covering the Coast Fork, Willamette-Divide Section of the Pacific Highway in Lane County was presented by the Engineer. The agreement, he stated, is needed in order to comply with legal requirements. The Commission approved the agreement.

A tabulation was presented by the Engineer showing eight projects in Columbia, Curry, Hood River, Lake, Linn, and Multnomah Counties. These projects, he stated, involve expenditure of $635,000 county FAS funds on county roads and have been requested by the various counties. The projects have been investigated and are eligible for construction with these funds. He also called attention to the cancellation of a project in Coos County and one in Curry County. The Commission approved projects as follows:

(See following page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Columbia	610	Beaver Creek Bridge	$ 35,000	'62
	817	South Fork Scappoose Creek Bridge	18,000	'62
Curry	881	Langlois-Russell Bridge Section, 1.6 miles. Grade and surface	$ 72,000	'61 & '62
Hood River	302 334	Reservoir Road-Oak Grove, & Saddle Club Road-Barrett Road, 2.5 miles. Grade & surface	$ 90,000	'61 & '62
Lake	407	Dry Creek Bridge	$ 30,000	'62
Linn	212	Grant Street Bridge	$ 55,000	'62
	769	Powers Slough Bridge	18,000	'62
Multnomah	654	Sandy Boulevard Overcrossing & OWR&N Overcrossing	$250,000	'61 & '62
Tillamook	617	Cape Lookout Section, grading	$ 67,000	'62
		SUBTOTAL, ADDITIONAL PROJECTS		$635,000
Previously Approved Projects Proposed for Cancellation				
Coos	806	Middle Fork Coquille River Bridge at Bridge, '61 funds	$ 75,000	
Curry	881	Floras Creek Bridge, '61 funds	$ 45,000	
		LESS PROJECTS APPROVED FOR CANCELLATION		$120,000
		TOTAL ADDITIONAL COUNTY FAS FUNDS		$515,000

SUMMARY BY FISCAL YEARS	1961 & 1962	1963 Estimated	Total
Available Funds	$4,295,000	$3,681,000	$7,976,000
Previously Approved	2,897,000	--	2,897,000
Unprogrammed Balance	$1,398,000	$3,681,000	$5,079,000
Projects Proposed 3/9/61	515,000	--	515,000
Unprogrammed Balance	$ 883,000	$3,681,000	$4,564,000

March 10, 1961

The Engineer presented requests for the prohibition of parking on highway shoulders on several sections of state highways. The conditions in each instance, he stated, were carefully investigated by the Traffic Engineering Division. Based on the facts determined from these investigations, he recommended that shoulder parking be prohibited, as follows:

(1) Cascade Secondary Highway No. 160 on both sides of the highway between a point 0.25 mile north of Redland Road, M.P. 14.12, and a point 225 feet north of Redland Road, M.P. 14.33, near Oregon City in Clackamas County. (See Exhibit "B-1")

(2) Willamina-Salem Highway on both sides of the highway between a point 0.22 mile east of State Farm Road, M.P. 21.41, and Riggs Street, M.P. 21.67, west of Salem in Polk County. (See Exhibit "B-2")

(3) Scholls Secondary Highway, No. 143 on both sides of the highway between a point 0.12 mile southwest of Montclair Drive, M.P. 11.88, and a point 200 feet northeast of Montclair Drive, M.P. 12.04, near the Raleigh School in Washington County. (See Exhibit "B-3")

(4) Pacific Highway East on the west side of the highway between a point 370 feet south of Oak Grove Boulevard, M.P. 7.95, and a point 0.12 mile south of Oak Grove Boulevard, M.P. 8.00, in Clackamas County. (See Exhibit "B-4")

The Commission accepted the Engineer's recommendation by adopting resolutions, marked Exhibits "B-1" through "B-4", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

The Engineer recommended, and the Commission approved, out-of-state travel expenses for the following personnel:

(1) W. C. Williams, State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer; P. M. Stephenson, Assistant State Highway Engineer; Tom Edwards, Construction Engineer; I. A. DeFrance, Maintenance Engineer; L. I. Lindas, Chief Counsel; and C. H. Maison, Auditor, to attend Annual Conference of WASHO in Las Vegas, Nevada, on April 24-28, 1961. Estimated cost $225 each.

(2) Ed Rief and David Berger, Bridge Division, to Auburn, Washington, on February 6 and 7, 1961 concerning inspection of state bridges. Estimated total cost $60. Confirmation.

(3) Forrest Cooper, Deputy State Highway Engineer, to attend national meeting jointly sponsored by AASHO and Better Highways Information Foundation in Washington, D. C. on March 27-29, 1961. Estimated cost $375.

(4) W. H. Kosesan, Agronomist, to attend meeting of Western Weed Control Conference in Salt Lake City, Utah, on March 21-22, 1961. Estimated cost $130.

Consideration was given to a form of agreement with the City of Aumsville concerning a change of grade for a short distance on each side of the Southern Pacific Railroad crossing on the old route of the North Santiam Highway in Aumsville. The Engineer explained briefly that the existing track is considerably above the general highway level causing an abrupt rise at the railroad tracks. He recommended that work be done with State maintenance forces to reduce the abruptness of the rise so as to provide a safer highway facility. The Commission approved the project.

A recess was declared by Chairman McIver for 10 minutes beginning at 10:20 a.m.

The Commission also considered a construction agreement and an easement agreement with Southern Pacific Company pertaining to widening of the North Clackamas Overcrossing structure on the Cascade Secondary Highway No. 160 in Clackamas County. The agreement forms, the Engineer stated, are necessary in the reconstruction of this section of highway, and he recommended that they be approved. The Commission approved the agreements.

Also considered was a construction agreement and an easement agreement with Southern Pacific Company concerning an overcrossing of the railroad tracks on the McMinnville By-pass Section of the Salmon River Highway in Yamhill County. These agreements, the Engineer stated, are necessary in the improvement of the highway in that area. Upon his favorable recommendation the Commission approved the agreement forms.

Installation of a historical marker at Emigrant Springs State Park on the Old Oregon Trail Highway in Umatilla County was considered. The text of the marker, the Engineer stated, has been approved by the Memorials Committee of the Oregon Historical Society. Cost of the installation of the marker he estimated at $500 and recommended that it be approved. The Commission approved installation of the marker to be inscribed with the following wording:

EMIGRANT SPRINGS
STATE PARK

EARLY PIONEERS OBTAINED WATER FROM A SPRING HERE AND CAMPED IN THE VICINITY OF THE PRESENT PARK ON THEIR WAGON ROUTE KNOWN AS THE OREGON TRAIL. THE SURROUNDING BLUE MOUNTAINS WERE NAMED FOR COLOR OF THE FOREST-COVERED SLOPES SEEN FROM A DISTANCE.

THE FIRST PARTY OF WHITE MEN TO CROSS THE BLUES COMPRISED SOME SIXTY MEMBERS OF THE WILSON PRICE HUNT PARTY SENT WEST BY JOHN JACOB ASTOR AND THE PACIFIC FUR COMPANY IN 1811. NATHANIEL J. WYETH ALSO USED THIS ROUTE IN 1832 AND 1834.

WHEELED CARTS WERE FIRST DRIVEN ACROSS THE MOUNTAINS IN 1840 AND SMALL PARTIES USED THE TRAIL, 1839-1842. IN 1843 OVER 900 PERSONS TRAVELED THIS ROUTE AND REACHED THE DALLES WITH THEIR WAGONS. THE OREGON TRAIL WAS THUS SUCCESSFULLY OPENED FOR FUTURE WESTERN PIONEERS.

The Commission approved a tabulation of voucher lists signed by the Secretary in behalf of the Commission during the period January 23 through March 3, 1961.

The Commission confirmed the date for the next Commission meeting for April 14, 1961 in the Conference Room of the State Highway Building in Salem. Chairman McIver indicated that he would attend the opening of bids in Salem on April 11, 1961. A tentative date for the following meeting was set for May 26, 1961 following the opening of bids on May 23. As Chairman McIver expects to be out of the state at that time, it was planned that Commissioners Fridley and Jackson would make award of contracts and take care of such items on the agenda as are required. The regular meeting date with all three commissioners in attendance was scheduled for June 9, 1961 in Salem.

A notice of street assessment from the City of North Bend in the amount of $12,047.72 was presented by the Engineer. He explained that the assessment is the State's share of street improvements adjacent to maintenance station property in the city. The improvement project has been investigated, he stated, and the assessment for paving and curbing appears to be in order. Based upon his favorable recommendation, the Commission approved payment of the assessment.

A form of resolution pertaining to permits which would allow the placement of pipe lines along State right of way was presented by the Engineer. He explained briefly that the new permit form has been revised to waive the insurance and bond requirements when the permittee is a federal, state, county or city agency if all work covered by the permit is performed by employees of those agencies. Such action will require the rescinding of a previous resolution dealing with this subject, specifically "Miscellaneous Resolution No. 191a". The Commission approved the new permit form as presented by the Engineer, including the rescinding of "Miscellaneous Resolution No. 191a", and thereupon adopted a resolution, marked "Exhibit "F", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

An agreement with the Klamath County Court was presented by the Engineer concerning construction of the Eastside By-pass in the city of Klamath Falls. The Engineer recalled that at a previous meeting the County had proposed that it construct the by-pass route, using its own or federal-aid secondary funds, after which the Highway Commission would take over the completed sections for maintenance. This proposal in its outlined form was approved by the Commission. The agreement being presented concerns the details of the proposal and refers only to that portion of the Eastside By-pass from Shasta Way to the Klamath Falls-Lakeview Highway (East 6th Street), 0.63 mile. He pointed out that the agreement does not obligate the County in any way on the balance of the 2.73-mile section except for that portion between Shasta Way and Sixth Street. The Commission accepted his recommendation that the agreement be approved.

An increase in authorization was requested by the Engineer for Contract No. 5492 on the Boones Ferry Road-Oswego Section on a Clackamas County road near the Lake Oswego Country Club. The overrun, he stated, was due to an increase in the amount of base rock needed to obtain a stable roadbed and because of an unusual amount of engineering detail. Upon his recommendation, the Commission approved an increase of $30,000, approximately 7 per cent above the contract authorization.

The Engineer recalled that on January 27, 1961 the Commission had approved "Abandonment and Retention Resolution No. 356a", abandoning to the adjoining property owners certain parcels of land on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County. Subsequently, it was found that part of the abandoned property should be retained to provide parking space, and it was also found that an access road leads through a portion of the abandoned property. A new "Abandonment and Retention" resolution has been prepared, and he recommended that the old one, adopted January 27, 1961, be rescinded and that the new resolution be adopted. The Commission rescinded "Abandonment and Retention Resolution No. 356a" and adopted a superseding resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of March 10, 1961".

The Commission discussed with the Engineer construction plans for the Highlands Interchange-Stadium Freeway Section in West Portland. The Engineer stated that the United States Bureau of Public Roads has approved the plan to 14th Street, and it is planned to ask them to approve it from there to the Fremont Bridge. Chairman McIver expressed the opinion that approval should be secured from both the City of Portland and the Bureau of Public Roads on the entire project in order to avoid complaints from property owners. The Engineer stated that he felt the matter could be resolved within 60 to 90 days.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear in the afternoon. No action was taken on any of these matters at this time.

The acquisition of St. Helens Hall on the Stadium Freeway Section in Portland was discussed briefly. Chairman McIver stated that the St. Helens Hall people have purchased other property near Beaverton and have requested that they be advised of the approximate amount that the State will pay them for their property. They want this information so that they will know how much money they will need to raise to construct the new school. The appraisals which have been furnished, he stated, are understood by them to be estimates only. These right of way estimates vary from $736,000 to $900,000.

At 11:00 a.m. the Commission announced awards of contracts, bids for which had been received on March 7, as follows:

(See following page)

BIDS RECEIVED IN SALEM ON MARCH 7, 1961

"Grading on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County. The Commission elected to accept the low bid of The Umpqua River Navigation Company, Reedsport, in the sum of $979,868.40 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Fort Stevens State Park Overnight Camping Area in Clatsop County. The Commission awarded the contract to the low bidder, Grimstad & Vanderveldt, Inc., Astoria, at $76,935.50.

"Paving on the Warren Section of the Columbia River Highway in Columbia County. The Commission awarded the contract to the low bidder, B & K Paving Company, Kelso, Washington, at $34,834.40.

"Paving and material in stockpile on the Vesper-Mist and Columbia County Line-Pebble Creek Road Section of the Nehalem Highway in Columbia and Washington Counties. The Commission awarded the contract to the low bidder, Acme Construction Company, Redmond, Washington, at $142,452.00.

"Two bridges and an interchange structure on the Powers Junction-Sugar Loaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at $399,818.85.

"Paving on the South Two Mile Creek-Langlois Section of the Oregon Coast Highway in Coos and Curry Counties. This project was withdrawn.

"Grading, oiling and two RCDG bridges on the East Unit, Post-Camp Creek Section of the Paulina Highway in Crook County. The Commission elected to accept the low bid of Durbin Bros., Eugene, in the sum of $378,312.00 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Port Orford-Euchre Creek Rock Production Project on the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, Barney Helser Rock Productions, Beaverton, at $32,500.00.

"Sisters Rock Production Project on three highways in Deschutes County. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at $22,000.00.

"Paving on the Jack Creek-Drain Section of the Umpqua Highway in Douglas County. The Commission awarded the contract to the low bidder, J.C. Compton Company, McMinnville, at $93,495.00.

"Paving on the John Day-Prairie City Section of the John Day Highway in Grant County. The Commission awarded the contract to the low bidder, E.H. Itschner Company, Molalla, at $122,445.00.

March 10, 1961

"Paving on the Hood River-Windmaster Corner Section of the Hood River Highway in Hood River County. The Commission awarded the contract to the low bidder, B & K Paving Company, Kelso, Washington, at $25,470.00.

"Clayton Creek-Bear Gulch Rock Production Project on the Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, Hughes & Dodd Company, Medford, at $31,575.00.

"Paving and crushed material in stockpiles on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County. The Commission awarded the contract to the low bidder, Acme Construction Company, Redmond, Washington, at $95,754.00.

"Phoenix (Fourth Street) Grading and Paving Project in Jackson County. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at $22,103.50.

"Leveling Course and oiling on the Iris Drive and Jericho Lane Sections on FAS Route 836, near Culver, in Jefferson County. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of $63,306.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Jefferson County is received and the sum of $14,300.00 is deposited by the County.

"Paving on the Culver Junction-Crooked River Section of The Dalles-California Highway in Jefferson County. The Commission awarded the contract to the low bidder, Arthur Simonsen and Company, Baker, at $74,180.00.

"Chiloquin (Yahooskin Street & 2nd Avenue) Paving Project in Klamath County. The Commission awarded the contract to the low bidder, Asphalt Paving Company, Klamath Falls, at $14,667.50.

"Paving on the Williamson River-Modoc Point Section of The Dalles-California Highway in Klamath County. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Medford, at $75,190.00.

"Grading and paving on the Leaburg Dam-Dorris Park Section of the McKenzie Highway in Lane County. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at $130,323.00.

"Mapleton-Triangle Lake Rock Production Project on the Siuslaw Highway in Lane County. The Commission awarded the contract to the low bidder, F. H. McEwen, Eugene, at $58,464.00.

"Honeyman State Park Overnight Camping Area on the Oregon Coast Highway in Lane County. The Commission awarded the contract to the low bidder, Harley E. Lowe and Rolla A. Bryant, Medford, at $56,003.00.

"Albany (Willamette River) Bridge Illumination in Linn and Benton Counties. The Commission awarded the contract to the low bidder, Marion Electric Company, Salem, at $8,480.00.

"Commercial Street (Salem) Traffic Signal Installation in Marion County. The Commission awarded the contract to the low bidder, Electric Corp., Salem, at $3,280.00.

"Ontario-Idaho Line Roadside Improvement Project on the Old Oregon Trail Highway in Malheur County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $97,261.50.

"Paving on the N.E. 71st Ave.-N.E. 99th Ave. (Portland) Section of the Sandy Boulevard Highway in Multnomah County. The Commission awarded the contract to the low bidder, Porter W. Yett, Oreg. Ltd., Portland, at $33,306.00.

"Paving on the Clatsop County Line-Washington County Line Section of the Sunset Highway in Tillamook County. The Commission awarded the contract to the low bidder, K. F. Jacobsen Company, Inc., Portland, at $69,419.00.

"Dufur-Maupin Rock Production Project on The Dalles-California Highway in Wasco County. The Commission awarded the contract to the low bidder, Cody Logging Company, Tygh Valley, at $21,900.00.

"Paving and material in stockpiles on the South Unit, Shaniko-The Dalles-California Junction Section of the Sherman Highway in Wasco County. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at $80,213.00.

"Paving and signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Commission awarded the contract to the low bidder, Frank G. Baulne, Inc., Yardley, Washington, at $996,460.81.

"Bullards Bridge Maintenance Painting on the Oregon Coast Highway in Coos County. The Commission awarded the contract to the low bidder, Tri-State Painting Company, Portland, at $16,400.00.

"Siuslaw River and Scottsburg Bridges Painting, on the Oregon Coast Highway and the Umpqua Highway, in Lane and Douglas Counties. The Commission awarded the contract to the low bidder, William A. Efraimson, Portland, at $19,163.00.

"Weiser Junction-Ontario Paving and Rock Production Project on the Olds Ferry-Ontario Highway in Malheur County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $93,955.00."

The Engineer stated it appears that after the Highway bid opening in May practically all available highway construction funds will be obligated until July 1, 1961.

Chairman McIver read a letter from Morrow County Judge, Oscar E. Peterson, in which the Judge asked the Commission to give early consideration to improvements on the Heppner-Spray project. The Engineer commented

that there is a possibility when a new forest highway program is arranged this Fall with the Forest Service and the Bureau of Public Roads, a project might be included on that section.

Chairman McIver inquired of the Auditor as to the status of Highway funds. The Auditor replied that there is on hand at this time an amount slightly less than $14,000,000. Gasoline revenue compared to last year, he continued, is up approximately 10 per cent, but motor carrier receipts, as well as motor vehicle licenses, have decreased, so that the overall receipts are about the same.

The Director of the Travel Information Division commented briefly on the status of his division in connection with proposed re-organization bills in the Legislature. Senate Bill 222, he stated, had been amended to leave the Travel Information Division under the jurisdiction of the State Highway Commission.

The Parks Superintendent, upon inquiry by Chairman McIver, stated that there is a bill in the State Legislature which would provide $25,000 matching funds, for a total of $50,000, to conduct a State-wide study of State Parks and Recreational developments. He stated that excellent cooperation had been received from other governmental agencies.

The Commission complimented Mr. Carl Jordan, Director of Travel Information Division, on his excellent presentation at the Governor's Conference concerning tourist matters in Oregon

The meeting was recessed at 11:40 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission signed a number of deeds, agreements and other papers.

Mr. Wesley S. Hamilton, Superintendent of Pilot Rock School District No. 2U, Pilot Rock, was spokesman for a group that appeared before the Highway Commission to request a traffic signal installation on the Pendleton-John Day Highway (US 395) at the Pilot Rock School. He introduced the following members of his group: Ralph Hutchison, Chairman of the School Board, and Mrs. Lois Luck, City Council Member, both from Pilot Rock. Mr. Hamilton exhibited pictures and a map of the area in question. He explained that the two elementary schools which are located at the south end of Pilot Rock, one on each side of US 395, have their facilities so divided that it is necessary for approximately 638 children to cross the highway each day between the schools. Because of the sharp curve and 6 per cent grade immediately south of the schools a hazard is created as the school crosswalk is visible to approaching northbound traffic for a distance of only 60 feet. The survey taken by the Highway Department in January, 1960, he pointed out, did not

reflect the 182 daily trips the log trucks now make over this highway. According to a traffic count recently conducted by the local police, he added, 223 vehicles travelled US 395 during the noon hour when the children were crossing the street. He requested that an amber flashing light be installed at the intersection of US 395 and N.W. Birch Street, with a remote control device that could be turned red to traffic on US 395 during the time the children are crossing the highway. The City of Pilot Rock has offered to pay for the maintenance and electrical energy used should the installation be approved. Mrs. Luck explained that when the City submitted its request for the installation of three traffic signals it neglected to list this light near the schools as its first priority. Mr. Hutchison, whose home is located south of the schools, stated that many times he has observed traffic approach the curve near the school at high speeds. He urged the Commission to approve this installation before a disaster occurs. Chairman McIver thanked the delegation for advising the Commission of their problem, and told them that they will be informed of the Commission's decision. (Later in the session the Commission instructed the Engineer to conduct a further investigation and to submit a report on his findings.)

Mr. W. H. Steiwer, Sr., representing the City of Fossil, appeared before the Commission with a delegation to request improvements to the Service Creek-Mitchell Secondary Highway (ORE 207). He introduced the following members of his group: Elmer Jackson, Farmer, Mitchell School Board; Lawrence Sigfirt, City Councilman; and John Collins, Wheeler County Commissioner, all from Mitchell; Gus Hagglund, Deschutes Farmer's Coop, Redmond; Russ Vernon, Mayor, Ivan Chappell and R. W. Lakin, Prineville Chamber of Commerce, Prineville. Mr. Steiwer thanked the Commission for the work that is being accomplished on the Donnelly Grade Section. The next important section of this highway, he continued, is the portion from Mitchell to Girds Creek. In support of his request, he filed with the Commission nine letters from various businesses and groups in Prineville which urged the completion of ORE 207. Mr. Lakin stated that the Prineville Chamber of Commerce is most anxious to see this highway improved. Mr. Jackson pointed out that the Mitchell-Girds Creek Section has been one of the key factors in the school reorganization in the area, and any information regarding the improvement of the section would be helpful in resolving their problems. He complimented the maintenance men for the good job they have done on this highway section. Mr. Collins congratulated the Highway Department on the fine publicity Oregon had received in a recent national magazine. The County, he added, is now building roads connecting to the Service Creek-Mitchell Highway which will accommodate trucks and trailers transporting livestock; however, the highway section mentioned above does not meet the necessary qualifications for log hauling and is dangerous for trucks and trailers. People in Redmond are particularly interested in the improvement of ORE 207, Mr. Hagglund advised, because if the cattle and grain markets can be brought closer together it will affect the economy by lowering costs to both grain growers and cattlemen. Mr. Sigfirt spoke in behalf of the businessmen in Mitchell, pointing out their desire for the straightening of the crooked, slick, and dangerous ten-mile section from Mitchell north. Messrs. Vernon and Chappell concurred in the remarks of the other speakers. Chairman McIver thanked the delegation for their presentation. (Later in the session the Engineer was instructed to look into the matter of making further improvements on this highway and to submit a report to the Commission.)

The Commission discussed with the Engineer the procedure followed in furnishing statistics and information to the Legislature, particularly on the proposed interstate bridge at Astoria. At the request of Commissioner Fridley, the Engineer explained briefly the features of the bill now in the Washington Legislature regarding the proposed Astoria Bridge.

A delegation from Grant County Chamber of Commerce, headed by Mr. Joe Oliver, Rancher from John Day, appeared before the Commission concerning further improvements to the John Day Highway. Mr. Joe Oliver introduced the following members of his group: from John Day-- Herman Oliver, Mayor; Gene Sharp, City Councilman; Al Reinertson, Henry Gohring, Robert Larkin, Frank Sorenson, Bert Tallman, all from Grant County Chamber of Commerce; T. W. Smith, President of the Grant County Chamber of Commerce; Eugene Mulcare, Assistant Postmaster; and Hollis Owens, Freight Lines; from Mt. Vernon-- Jim Damon, Telephone Company; Al Freauff, Restaurant man; Leslie Holland, County Judge; Homer Damon, Herman DeSouza, Robert C. Ellis, Laurence G. Smith, Vernon Rehder, Donald Gates, Jack McKenna, and Harold Castle, all from Chamber of Commerce; from Long Creek-- Leonard Carter, Rancher and Chamber of Commerce, and Virgil Piquet, President of the Grant County Stock Growers; from Canyon City-- Bill Gardner and Erb McGetrick, both from Chamber of Commerce; and from Dayville--James Driscoll, Chamber of Commerce. Mr. Smith stressed the importance of the John Day Highway since it is the only available form of transportation in and out of the area. Mr. Joe Oliver displayed a map on which was outlined the highway sections he discussed. Improvement of the roads in the area, he pointed out, will have a definite influence on the freight truck rates in the vicinity. He requested improvement of (1) the sharp curves near Brogan Hill on US 26, (2) the section along the John Day River on US 19 from Spray south, excluding a short section near Kimberly, and (3) the Field Creek Section on US 26. He expressed appreciation for the work that has been done on the Cummings Hill Section of the John Day Highway. He requested information on the Commission's schedule of work in their area. In answer to Chairman McIver's inquiry as to what is their number one priority project, Mr. Oliver replied that it would be the Field Creek Section. The Engineer, in response to Chairman McIver's request, explained that the Commission has been trying to allocate at least one-half million dollars a year on ORE 19; however, in the next two year program $1,375,000 has been allocated on that highway which is one-third of all primary moneys available in Division 5. It was the Commission's understanding from previous delegations, he continued, that the money should be spent on the Spray-Ochoco Junction and on the Condon-Fossil Sections. In accordance with such understanding, the Commission has allocated all available money on these two sections of ORE 19 -- $520,000 on the Ochoco Junction Section and $815,000 on the Thirtymile Creek-Platill Creek Section, which is between Fossil and Condon. The Field Creek Section, he added, is not in the next two-year program. Mr. Oliver pointed out that the delegation does not want to jeopardize the present projects that are now scheduled on ORE 19; however, they wish to know if the Commission has future plans for the Field Creek Project. Chairman McIver replied in the negative. Mr. Oliver stated their desire to have included in the next five-year program the Beech Creek and the Long Creek Mountain Sections of US 395. The Engineer pointed out that the road between Beech Creek and Mt. Vernon is not a state highway but a county road over which US 395 traffic is temporarily routed. The designated route of US 395 via John Day, he advised, has not been construct-

ed. Mr. Piquet told of the difficulty encountered by livestock haulers on the crooked, narrow roads and of the money that could be saved were the roads improved. Mr. Damon submitted a petition, signed by approximately 954 persons in Grant County, requesting reconstruction of US 395 from Mt. Vernon north. It is their opinion, he continued, that the area would be better served by designation of the Beech Creek Secondary Highway as the permanent route of US 395 and improving it from Mt. Vernon north approximately 5¼ miles. He presented letters from the Mt. Vernon City Council and the Grant County Chamber of Commerce supporting this position and asked that a survey be made of this highway and that it be improved. In response to Chairman McIver's inquiry if the petitioners wish this project considered before the others mentioned by the Engineer, Mr. Damon answered negatively. Mr. Herman Oliver pointed out that the John Day Highway was built 40 years ago by a Grant County bond issue and that portions of it are still in its original state without any improvement. He concluded by requesting the Commission to step up the programming of the John Day Highway. Chairman McIver thanked the delegation for their presentation.

There being no further business to come before the Commission Chairman McIver declared the meeting adjourned at 2:35 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

March 10, 1961

VOLUME 46

VOLUME 46

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1961

TO

MARCH 31, 1962

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OREGON STATE HIGHWAY COMMISSION

M. K. McIver, Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner

- - - - -

W. C. Williams, State Highway Engineer
(April 1, 1961, to November 30, 1961)
Forrest Cooper, State Highway Engineer
(November 30, 1961, to March 31, 1962)
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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TABLE OF CONTENTS

Page	Date 1961	Subject
33029	Apr. 14	SECRETARY REPORTS:
		MINUTES of March 10, 1961, approved.
		PARKS SUPT. REPORTS:
		PARKS ADVISORY COMMITTEE. Name change proposed to "State Parks & Recreation Advisory Committee".
		CLATSOP COUNTY. Fort Stevens State Park concession privileges. No bids received April 4, 1961.
33030		JACKSON COUNTY. Pacific Hwy. White property. Establishment of park progress report given.
		STATEWIDE STUDY of Parks & Recreation. Progress report given.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		R/W ACQUISITION. Status report given.
		MULTNOMAH COUNTY. Laurelhurst Route. No plans for r/w acquisition at present.
		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Ashland Section. Quackenbush property option rejected.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		MULTNOMAH COUNTY. Minnesota Freeway. Public sale of property. Report accepted.
33031		PUBLIC SALE OF PROPERTY authorized as follows:
		WASHINGTON COUNTY. Wilson River Hwy. Washburn-North Plains Section. Files: #19836-#19838.
		MARION COUNTY. Silver Creek Falls Hwy. File #S-571.
		MULTNOMAH COUNTY. Columbia River Hwy. 42nd Ave. - 92nd Ave. Section. File #14857.
		WASHINGTON COUNTY. Sunset Hwy. Vadis-Gardner Ranch Section. File #6543.
		CLATSOP COUNTY. Oregon Coast Hwy. Roosevelt Drive Seaside. File #23379.
		MULTNOMAH COUNTY. Pacific Hwy. East. 17th St. - Union Ave. Section. Portland. File #2865.
		MULTNOMAH COUNTY. Pacific Hwy. East. 17th St. - Union Ave. Section. Portland. File #2870
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. File #17850.
33032		COOS COUNTY. Oregon Coast Hwy. Hauser-North Bend Section. File #18809.
		MULTNOMAH COUNTY. Columbia River Hwy. 42nd Ave. - 82nd Ave. Section. Portland. File #14882.
		YAMHILL COUNTY. Salmon River Hwy. Valley Jct. -Sheridan Section. Yoder property. Access granted.
		MALHEUR COUNTY. Owyhee Project. Stockpile site. Lease of tract from Bureau of Reclamation approved.
		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway. Oregon Investment Co. Warehouse property. Wall removal agreement approved.

Page	Date 1961	Subject
33032	Apr. 14	RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway. Lots 2-7. Removal agreement for 4-story wall approved.
33033		INDENTURE OF ACCESS as follows:
		COOS COUNTY. Oregon Coast Hwy. Forest Boundary-Hauser Section. Lewis property.
		DIRECT SALE OF PROPERTY approved as follows:
		DOUGLAS COUNTY. Oakland-Shady Hwy. Roseburg-Yoncalla Section. Stockpile site. File #9461.
		LINN COUNTY. Santiam Hwy. Lebanon-Sweet Home Section. 1st Ave. -"M" St. Jct. Transfer of property to Sweet Home approved.
		LANE COUNTY. Siuslaw Hwy. Goldson Maintenance Site Section. Cline property. Easement approved.
		JACKSON COUNTY. Pacific Hwy. Evans Creek-Rock Pt. Section. Contract #5834. Gold extraction agreement with contractor approved.
33034		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY. Authority granted.
		BAKER COUNTY. Sumpter Valley Hwy. Sumpter-McEwen Section. Little property.
		CONDEMNATION CASES TRIED. Report accepted.
33036		MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. Russell property. Report given.
33037		CONDEMNATION CASES SETTLED. Report accepted.
33039		CONDEMNATION CASES. Offers for property confirmed.
33041		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
33042		TILLAMOOK COUNTY. Manzanita. Ocean beach traffic from 9/15 to 5/15 discussed.
		PROPERTY DAMAGE CLAIMS COLLECTED. Quarterly report accepted.
		DESCHUTES COUNTY. Terrebonne. "H" Avenue and 9th St. Vacation of streets approved.
33043		UMATILLA COUNTY. Oregon-Washington Hwy. Milton-Freewater. Portion of hwy. annexation to City approved.
		JACKSON COUNTY. Sams Valley Secdy. Hwy. Gold Hill NE. Straus fire damage case #2.
		JEFFERSON COUNTY. The Dalles-California Hwy. North Unit Irrigation District. Hwy. exclusion approved.
		LEONARD W. PEARLMAN resignation reported.
		JEFFERSON COUNTY. Cove Palisades State Park relocation. Agreement with PGE re Round Butte Dam approved.
		ABANDONMENT OF 16 CLAIMS approved.
33044		ENGINEER REPORTS:
		JEFFERSON COUNTY. The Dalles-California Hwy. Warm Springs Hwy. Jct. Island improvement-"Blue Star Memorial" marker placement authorized.
		AWARD OF CONTRACTS confirmed.

Page	Date 1961	Subject
33045	Apr. 14	ENGINEER REPORTS: (Cont.)
		UNFINISHED BUSINESS as follows:
		MALHEUR COUNTY. Owyhee Reservoir Access Road. Cooperative improvement agreement approved.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-east Section. Survey now underway
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pilot Rock School District. Flashing beacon approved
33046		WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy Mitchell north. Additional improvement deferred.
		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Olene RR crossing illumination agreement approved.
		MULTNOMAH COUNTY. Mt. Hood Hwy. Boring Road Jct. Stop signs-flashing beacon installation approved.
		POLK COUNTY. Pacific Hwy. West. Orr Corner RR Crossing. Agreement with RR re signals approved.
33047		SURVEYS ADOPTED as follows:
		LANE COUNTY. Eugene-Springfield Hwy. 1st Ave.-Coburg Road Section.
		LINCOLN COUNTY. Siletz Hwy. Siletz-Corvallis-Newport Hwy. Jct. Section.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange-Stadium Freeway Section.
		COOS COUNTY. Coos Bay-Roseburg Hwy. Bridge-Frenchie Creek Section.
		MARION COUNTY. Salem Area Transportation Study Participation by Hwy. Commission approved.
		JACKSON COUNTY. Mt. Ashland Ski Resort Road. County-Forest Service-State snow removal approved
33048		MALHEUR COUNTY. Old Oregon Trail Ontario Idaho Ave.-W. 1st St. North Section widening approved.
		MULTNOMAH COUNTY. FAS 647 (Marine Drive) addition to FAS System approved.
		COOS COUNTY. Oregon Coast Hwy. Hauser area. North Slough Diking District tide gates replacement agreement approved.
		MULTNOMAH COUNTY. Pacific Hwy. Morrison St. Interchange. Construction agreement with SPRR approved.
		EXTENSIONS OF TIME for contracts acted on
33049		CONTRACTS completed and accepted.
		LANE COUNTY. McKenzie Hwy. Judkins Point-Willamette River Section. Jiggle-bar median construction approved.
		NO PARKING ZONE ESTABLISHED as follows:
		LANE COUNTY. McKenzie Hwy. MP 0.36 - MP 1.19.
		BIDS received April 11, 1961. Action deferred.
		PORTLAND-VANCOUVER Metropolitan Transportation Study Procedure discussed and approved

Page	Date 1961	Subject
33050	Apr. 14	ENGINEER REPORTS: (Cont.)
		BENTON COUNTY. Corvallis-Newport Hwy. "A" St. -"C" St. Section widening approved cooperatively.
		MORROW COUNTY. Columbia River Hwy. Boardman-Irrigon Section. Agreement with West Extension Irrigation District of Irrigon approved.
		CONSTRUCTION SPEED ZONE established as follows:
		COOS COUNTY. Coos Bay-Roseburg Hwy. Sugarloaf Mt. - King Creek Section.
33051		SPEED ZONES ESTABLISHED as follows:
		LANE COUNTY. McVay Secdy. Hwy. Glenwood area.
		BENTON COUNTY. Corvallis-Newport Hwy. Corvallis west.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
33052		LANE COUNTY. "Q" St. Interchange. Springfield. Agreement with City confirmed.
		LINN COUNTY. Albany Airport. Air easement agreement approved.
		UMATILLA COUNTY. Extensions approved for:
		Weston-Elgin Hwy.
		Sunnyside-Umapine Hwy.
		Athena-Holdman Hwy.
		CLACKAMAS COUNTY. Clackamas Secdy. Hwy. extension of 28.5 miles approved.
33053		LANE COUNTY. Siuslaw Hwy. North Fork Siuslaw River Section. Abandonment agreement approved.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria-Camp Rilea Section. Agreement with SP&SRR confirmed.
		JACKSON COUNTY. Pacific Hwy. Kane Creek Interchange. Supplemental throughway agreement confirmed.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES approved.
		BID LETTING of May 23, 1961. Mr. Jackson will attend.
		ENGINEER REPORTS: (Cont.)
		COMMISSION FIELD TRIP about July 24, 1961. Discussed.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass. "E" St. -"F" St. Extension placed on hwy. system. "M" St. Section removed from hwy. system.
33054		WASCO-SHERMAN COUNTIES. Columbia River Hwy. Celilo-Rufus. Easement with OWRR&N approved.
		JACKSON COUNTY. Pacific Hwy. Mistletoe Undercrossing. Agreement with SPRR approved.
		FOREST HWY. ROUTES. Agreement correcting route names approved.
		DELEGATION PROBLEMS discussed.
		CONTRACTS. Award of contracts publicly announced.
33057		MARION COUNTY. Salem. State Hwy. Building. First National Bank banking facilities for employees declined.
		SHERMAN COUNTY. Sherman Hwy. Spanish Hollow Section. Use of Rufus-Wasco County Road as detour discussed.

Page	Date 1961	Subject
33058	Apr. 14	CHIEF COUNSEL REPORTS: (Cont.)
		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Neil Creek Section. Gillette property. Settlement accepted.
		MALHEUR COUNTY. Nyssa. Snake River Bridge damage. Convoy Co. Inc. Claim settlement with surety approved.
		PARKS SUPT. REPORTS: (Cont.)
		CROOK COUNTY. Prineville Reservoir. Boat launching ramp-swimming beach project authorized.
		AGREEMENTS and other papers signed.
33060		K. N. FRIDLEY sworn in for 3-year term as Hwy Commissioner by Governor Hatfield.
		DELEGATIONS:
		LINCOLN COUNTY. Oregon Coast Hwy. Oceanlake north. Shrubbery removal from divider discussed.
33061		MALHEUR COUNTY. Ontario east. Snake River Bridge. Request for 2nd bridge discussed.
		LEGISLATION. Reduction in Road Use Taxes on Large Trucks. Press release approved.
		EQUIPMENT. Four-door Sedan (Buick, Chrysler, Oldsmobile class). Purchase authorized.
		CHIEF COUNSEL REPORTS: (Cont.)
		STATE VS FRED R. HEYER, et al. File L-3606. Settlement approved.
		MULTNOMAH COUNTY. Banfield Expressway. 122nd St. - 132nd St. Service Road abandonment approved.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33063	May 26	SECRETARY REPORTS:
		MINUTES of April 14, 1961, approved.
		PARKS SUPT. REPORTS:
		PARKS ADVISORY COMMITTEE name change to "State Parks & Recreation Advisory Committee" approved.
		Mr. McGregor and Mr. Sparks appointments submitted to Governor for approval.
		TILLAMOOK COUNTY. West State Park. Neahkahnie Mt. Installation of TV Translator Station approved.
33064		WASCO COUNTY. Mayer State Park. Acquisition of additional property authorized.
		HOOD RIVER COUNTY. Columbia River Gorge. Lausmann property. Gift of 126 acres for park purposes accepted.
		DESCHUTES COUNTY. Tumalo State Park. Johnson County Road. 60' easement for revised alignment approved.
		ENGINEER REPORTS:
		CLATSOP COUNTY. Cannon Beach. Nighttime vehicular traffic on beach protested. Investigation and report.
33065		PARKS SUPT. REPORTS: (Cont.)
		STATEWIDE PARK AND RECREATIONAL STUDY. Progress discussed.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		WASHINGTON COUNTY. Nehalem Secdy. Hwy. VanDyke stockpile site. 3-year lease approved.
		PUBLIC SALE OF PROPERTY authorized as follows:
33066		JACKSON COUNTY. Pacific Hwy. Blackwell Hill - 7 Oaks Section. Files: #18068 - #21082.
		JEFFERSON COUNTY. The Dalles-California Hwy. Madras-Crooked River Section. File #8588.
		LINN COUNTY. Albany-Junction City Hwy. Albany Section. File #5882.
		LANE COUNTY. Pacific Hwy. Eugene Section. File #8862.
		DIRECT SALE OF PROPERTY approved as follows:
		CROOK COUNTY. Paulina Secdy. Hwy. Prineville-Post Section. File #16773.
		MALHEUR COUNTY. Central Oregon Hwy. Vale-Cairo Jct. Section. Files: #Q-90; #Q-100; #Q-253.
		MULTNOMAH COUNTY. Beaverton-Hillsdale Hwy. Washington Co. Line-Hillsdale Section. Sewer easement granted.
33067		LANE COUNTY. Siuslaw Hwy. Low Pass Summit. Access granted for access road connection.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
		CONDEMNATION CASES TRIED. Report accepted.

Page	Date 1961	Subject
33070	May 26	CHIEF COUNSEL REPORTS: (Cont.)
		CONDEMNATION CASES SETTLED. Report accepted.
33072		CONDEMNATION CASES. Offers for property confirmed.
33074		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
		COOS COUNTY. Whobrey Gravel Bar. Dolan Const. Co. case. Contract #5629. Discussed.
		DOUGLAS COUNTY. Pacific Hwy. Roseburg north. State scales. Delbert Anderson case referred to insurance carrier.
33075		WASHINGTON-YAMHILL COUNTIES. Pacific Hwy. Middleton-Yamhill Co. Line Section. Slate case. Contract #5338.
		HARNEY COUNTY. Miles case. Report submitted.
		JACKSON COUNTY. Tiller-Trail Hwy. Douglas Co. Line-Trail Section. Release of stockpile site approved.
		DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Property sold to School District. File #17850.
33076		JACKSON COUNTY. Sams Valley Secdy. Hwy. Straus case. Report submitted.
		LEGISLATION. National System of Interstate Highways. Advertising agreement authorized.
		UNION COUNTY. LaGrande-Perry-Oro Dell area. Durbin blast damage cases settled out of court.
		LAKE COUNTY. Humble Oil & Refining Co. oil-gas lease termination approved.
		WASCO COUNTY. Columbia River Hwy. The Dalles. R/W progress report presented.
33077		ENGINEER REPORTS: (Cont.)
		AWARD OF CONTRACTS confirmed.
		UNFINISHED BUSINESS as follows:
33078		PARKS ADVISORY COMMITTEE name change and staggering of terms of members considered.
		TILLAMOOK COUNTY. Manzanita beach area. Request for closure of beach deferred.
		LINCOLN COUNTY. Oregon Coast Hwy.. Oceanlake. Shrubbery not to be removed from median strip.
		CONSTRUCTION SPEED ZONES established as follows:
		DOUGLAS COUNTY. Pacific Hwy. Rice Hill-North Oakland Jct. Section.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport. 4th St. -Boundary St. Section.
		MARION COUNTY. Pacific Hwy. Willamette River Bridge-Woodburn Interchange Section.
		COOS COUNTY. Oregon Coast Hwy. Davis Slough-Bullards Bridge Section.
33079		LOAD LIMITS as follows:
		DOUGLAS-KLAMATH COUNTIES. East Diamond Lake Secdy. Hwy. Entire length posted.
		KLAMATH COUNTY. Sun Mt. Secdy. Hwy. MP 0.0 - MP 24.42 removed.

Page	Date 1961	Subject
33079	May 26	ENGINEER REPORTS: (Cont.)
		LOAD LIMITS as follows: (Cont.)
		MULTNOMAH COUNTY. Lewis & Clark Park Road. Posted.
		DOUGLAS COUNTY. Crater Lake North Secdy. Hwy. MP 0.0 - MP 3.81 posted.
		DOUGLAS COUNTY. West Diamond Lake Secdy. Hwy. MP 8.0 - MP 23.89 posted.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5823-#5784-#5825-#5758.
33080		UNION COUNTY. LaGrande Equipment Shop Yards enlargement. Hunt property. Acquisition authorized.
		LINN COUNTY. Albany-Jct. City Hwy. Albany. Waverly Lake area. Widening to 4-lanes deferred.
		LINN COUNTY. Harrisburg. LaSalle St. RR Crossing. Payment of $1,720 to SPRR approved.
		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Ruch-Jacksonville Section. Hwy. improvement deferred.
33081		EXTENSIONS OF TIME for contracts acted on.
		CONTRACTS completed and accepted.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Polallie Creek Bridge construction. Funds approved.
33082		BENTON COUNTY. Pacific Hwy. West. Seavy Road Jct. Installation of flashing beacon approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. SW City Limits-Harbor Drive Section. Lighting agreement approved.
		UMATILLA COUNTY. Pendleton. SW 20th Street. Surfacing project denied.
		JACKSON COUNTY. Pacific Hwy. Medford. Bear Creek Weir. Agreement with Irrigation District approved.
		FAS COUNTY ROAD PROJECTS approved for 4 counties.
33083		SURVEYS ADOPTED as follows:
33084		MULTNOMAH COUNTY. Pacific Hwy. West. SW Hamilton St. -SWSlavin Road Section.
		GILLIAM-MORROW COUNTIES. Columbia River Hwy. Arlington-Boardman Jct. Section.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Hood River Section. Survey. Wapinitia Jct. -Hood River Section. Throughway designation.
		LAKE COUNTY. Winnemucca-to-the-Sea Route. Adel-Nevada State Line Section. Status report given.
		COMMISSION - GENERAL:
		HIGHWAY BONDS - $8,000,000. 1961 State Legislature. Bond sale authorized.
33085		ENGINEER REPORTS: (Cont.)
		SPEED ZONES ESTABLISHED as follows:
		WASHINGTON COUNTY. Beaverton-Tualatin Hwy. Tigard-Tualatin Section.
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-Alder Creek Section.

Page	Date 1961	Subject
33085	May 26	ENGINEER REPORTS: (Cont.)
		TRAVEL - OUT OF STATE for hwy. personnel approved.
33086		BAKER COUNTY. Baker area. Coyote Peak State Building. Radio equipment installation joint-use agreement approved.
		JACKSON COUNTY. Roxy Ann Butte Radio Transmitter Bldg. Agreement with Forest Service approved.
		LANE COUNTY. Eugene-Springfield Secdy. Hwy. Mohawk Road-McKenzie Hwy. Section designated throughway.
33087		UMATILLA COUNTY. Oregon-Washington Hwy. Pendleton-Milton Freewater Section designated throughway.
		MARION COUNTY. Salem. State Hwy. Building. Fire Insurance. State Restoration Fund to cover.
		DOUGLAS COUNTY. Roseburg. South Umpqua River Bridge. Construction agreement with City approved.
		DESCHUTES COUNTY. The Dalles-California Hwy. Lapine. 7th St. Connection approved.
		MARION COUNTY. Pacific Hwy. Salem area. Frontage roads naming approved.
33088		TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section. Agreement with SPRR approved.
		CONTRACTS. Award of contracts publicly announced.
33092		LANE COUNTY. Pacific Hwy. Cottage Grove east. Agreement with OPERR Co. for overcrossing approved.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES approved.
		FIELD TRIP beginning July 24, 1961. Western-southern Oregon. Action deferred.
		COMMISSION confirmed prior approval of 4 agreements.
		UMATILLA COUNTY. Oregon-Washington Hwy. Weston-Milton Freeway Section. Agreement with UPRR approved.
		ENGINEER REPORTS: (Cont.)
		LANE COUNTY. Eugene. Ferry St. Ramps. Eugene Fruit Growers Ass'n. lease of property for parking approved.
33093		MORROW COUNTY. Columbia River Hwy. Boardman Jct. - Irrigon Section. Relocation contract with US Corps of Engineers approved.
		COLUMBIA COUNTY. Columbia River Hwy. West Rainier stockpile site. Sale of corner to Drainage District approved.
		FEDERAL INTERSTATE FUNDS RELEASE. $13,000,000 additional. June 27 bid letting planned.
		WILLIAM A. TUGMAN - deceased. Resolution to be drawn expressing appreciation for services rendered.
		AGREEMENTS and other papers signed.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33097	June 9	PARKS SUPT. REPORTS:
		CURRY COUNTY. Oregon Coast Hwy. (old). Brookings north. Sale of 5 timbered tracts approved.
		JEFFERSON COUNTY. Cove Palisades State Park. Exchange of tracts of land with PGE approved.
33098		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		ACCESS CHANGES approved as follows:
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Eddyville Section. Guy Roberts Lumber Co. property.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Eddyville Section. Cook property.
33099		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Eddyville Section. Dickson property.
		LINCOLN COUNTY. Corvallis-Newport Hwy. Toledo-Eddyville Section. Lee property.
		WHEELER COUNTY. John Day Hwy. Mayville-Fossil Section. Stout property.
		CURRY COUNTY. Oregon Coast Hwy. Myers Creek-Brookings Section. Martin property.
		CURRY COUNTY. Oregon Coast Hwy. Myers Creek-Brookings Section. Martin property.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro-Reedville Section. Richfield Oil Corp. property.
		CURRY COUNTY. Oregon Coast Hwy. Hunters Creek-Myers Creek Section. Newhouse-Young-Wiancko property.
		GRANT OF ACCESS approved as follows:
		CURRY COUNTY. Oregon Coast Hwy. Greggs Creek-Wedderburn Section. R. M. Knox & Son, Inc. property.
33100		WASCO COUNTY. Columbia River Hwy. Chenoweth Creek-The Dalles Section. Agreement with BPA approved.
		CLACKAMAS COUNTY. Pacific Hwy. Boones Ferry Road-Boeckman Road Section. Access granted to frontage road.
		JOSEPHINE COUNTY. Redwood Hwy. Hayes Hill-Grants Pass Section. County requests release from public use clause in r/w acquisition approved.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
33101		CONDEMNATION CASES TRIED. Report accepted.
33102		CONDEMNATION CASES SETTLED. Report accepted.
33103		CONDEMNATION CASES. Offers for property confirmed.
33105		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
33106		REVISED PAY PLAN for Attorneys approved.
		E. H. ITSCHNER COMPANY. Assignment of contracts from partnership to corporation approved.

Page	Date 1961	Subject
33107	June 9	CHIEF COUNSEL REPORTS: (Cont.)
		SALE OF $ 8,000,000 BONDS authorized by 1961 Legislature deferred pending completion of Oregon-Washington agreement.
		GEORGE E. ROHDE. Assistant Chief Counsel. Reappointment approved.
		SIGNS ON INTERSTATE-DEFENSE HIGHWAYS. Revised Agreement-Plan-Rules-Regulations approved.
		MULTNOMAH COUNTY. SW Portland. Oregon Sign & Neon Corp. property condemnation case. Report presented.
		MARION COUNTY. Sargent property assignment to Phillips approved.
		STATE VS WALTER C. BODYFELT, ET AL. L-3255A. Dismissal of case authorized.
33108		MULTNOMAH COUNTY. Pacific Hwy. Portland. NE Union Ave. -Fremont Bridge Section. Warehouse removal from r/w authorized.
		JACKSON COUNTY. Rogue River Valley Irrigation District. Removal of hwy. land from District approved.
		MULTNOMAH COUNTY. Portland Zoo area damage case. Status report given.
		COMMISSION SECRETARY or Assistant Secretary to sign agreement-contracts-other papers.
		ENGINEER REPORTS:
		AWARD OF CONTRACTS confirmed.
33109		KLAMATH COUNTY. Projects discussed: Klamath Falls SE. Washburn Way Grade Separation denied. Westside By-Pass project given priority when funds available.
33110		LANE COUNTY. "Q" St. Interchange. Clarification of financing project discussed.
		SOILS SAMPLES ANALYSIS. Agreement with Oregon State University in cooperation with BPR approved.
		SURVEYS ADOPTED as follows:
		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. Rufus-Arlington Section.
		LANE COUNTY. Siuslaw Hwy. Florence-Cushman Section.
33111		EXTENSION OF TIME for contract acted on.
		CONTRACTS completed and accepted.
		COMMISSION - GENERAL:
		COMMISSION MEETING DATES confirmed.
		INSPECTION TRIP DATES confirmed.
		BID LETTINGS set for June 27 and July 27, 1961.
		ENGINEER REPORTS: (Cont.)
		CONSTRUCTION SPEED ZONE established as follows:
		DOUGLAS COUNTY. Umpqua Hwy. MP 45.35 - MP 50.20.
		FOREST HIGHWAY PROGRAM. Request of BPR for revision in program approved.

Page	Date 1961	Subject
33112	June 9	ENGINEER REPORTS: (Cont.)
		TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. MP 2.25 - MP 5.00. Hwy. improvement deferred.
		LANE COUNTY. Pacific Hwy. Judkins Pt.-Goshen Section. Cooperative construction agreement with Eugene approved.
		TRAVEL - OUT OF STATE for hwy. personnel approved.
		C. H. MAISON - Auditor. Reappointment approved.
33113		MULTNOMAH COUNTY. Portland. Metropolitan Division Building. Blind person to operate coffee shop approved.
		FLOYD QUERY - Secretary to Commission. Salary increase approved.
		W. C. WILLIAMS - State Highway Engineer. Salary increase approved.
		LOG HAULING VIOLATIONS decrease discussed.
		CLATSOP COUNTY. Cannon Beach and Tolovana Park Beach. Complaints re conditions. Report to be made.
		CHIEF COUNSEL REPORTS: (Cont.)
		FIRE INSURANCE on State-owned buildings on hwy. r/w. Renewal authorized.
33114		DELEGATIONS:
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Ash St. - Harbor Drive Overpass. Group protests project.
33115		KLAMATH COUNTY. Washburn Way RR Overpass. Hwy. funds for project denied.
		MORROW-WHEELER COUNTIES. Heppner-Spray Secdy. Hwy. improvements to be considered.
		GRANT-WHEELER COUNTIES. Ochoco Hwy. Mitchell Hill Section improvements to be considered.
33116		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Designation from FAS Hwy. to FAP Hwy. discussed.
33117		ENGINEER REPORTS: (Cont.)
		A. B. C. FUNDS. Oregon may receive $300,000 additional funds.
		COMMISSION - GENERAL: (Cont.)
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Ash St. Ramp. Appointment of 4 qualified men to discuss merits of underpass or overpass construction.
		SERVICE PINS presented by Mr. McIver as follows: Mark Astrup, Parks Superintendent - 15-year pin. Floyd Query, Commission Secretary - 30-year pin.
		AGREEMENTS and other papers signed.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33120	June 27	PARKS SUPT. REPORTS:
		LANE COUNTY. Honeyman State Park. 3 Rivers Girl Scout Campsite. 5-year lease extension approved.
		LANE COUNTY. Honeyman State Park Overnight Camp Area. Line extension agreement with Central Lincoln PUD approved.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
33121		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Public sale of 2 parcels of excess property authorized.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
		CASES SETTLED. Confirmation on cases: #L-3717 (R-30230); R-30305.
33122		LANE COUNTY. Florence. Oak Street. Vacation of portion of street approved.
		UMATILLA COUNTY. Hermiston Secdy. Hwy. Irrigation District. Exclusion of hwy. r/w approved.
		COOS COUNTY. North Bend. Newmark Street. Vacation of portion of street approved.
		OVERWEIGHT-OVERWIDTH VEHICLES. No permits to be issued contrary to Title 23, US Code, Section 127.
33123		ENGINEER REPORTS:
		AWARD OF CONTRACT confirmed.
		LOAD LIMITS REMOVED as follows:
		DOUGLAS COUNTY. Crater Lake-North Secdy. Hwy. MP 0.0 - MP 3.81.
		DOUGLAS COUNTY. West Diamond Lake Secdy. Hwy. MP 8.0 - MP 23.89.
		DOUGLAS-KLAMATH COUNTIES. East Diamond Lake Secdy. Hwy. Entire length.
		CONSTRUCTION SPEED ZONES established as follows:
		MARION COUNTY. Pacific Hwy. Willamette River Bridge-Woodburn Interchange Section.
		MULTNOMAH - WASHINGTON COUNTIES. Pacific Hwy. Capitol Hwy. Interchange-Haines Road Undercrossing.
		UNION COUNTY. Old Oregon Trail. Glover-Perry Section.
		JACKSON COUNTY. Green Springs Hwy. Emigrant Reservoir Section.
33124		UMATILLA COUNTY. Old Oregon Trail. Deadmans Pass-Meacham Section. Paving completion scheduled for 9/61.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5856-#5809.
		POLK COUNTY. Salem-Dayton Secdy. Hwy. Orchard Heights Road Jct. Installation of flashing beacon approved.
		COOS COUNTY. Oregon Coast Hwy. Clear Lake-Forest Boundary Section. BPA line agreement approved.

Page	Date 1961	Subject
33125	June 27	ENGINEER REPORTS: (Cont.)
		EXTENSION OF TIME for contract acted on.
		CONTRACTS completed and accepted.
		LINN COUNTY. Albany-Junction City Hwy. Albany area. Widening to 4 lanes again deferred.
		SPEED ZONES ESTABLISHED as follows:
		WALLOWA COUNTY. Joseph-Wallowa Lake Secdy. Hwy. Chief Joseph Monument area.
33126		JOSEPHINE COUNTY. Pacific Hwy. Wolf Creek.
		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton.
		WASHINGTON COUNTY. Scholls Bridge site. Sale of steel span to Grant County confirmed.
		TRAVEL - OUT OF STATE for hwy. personnel approved. Report on budget for travel expenses.
		BENTON COUNTY. Route ORE 34 extension from Philomath to Lebanon approved.
		MALHEUR COUNTY. Central Oregon Hwy. Juntura-Horseshoe Bend Section. Overcrossing agreement with UPRR approved.
33128		MULTNOMAH COUNTY. Banfield Expressway. NE 7th Ave. east. Easement agreement with OWRR&N Co. approved.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES approved
		ENGINEER REPORTS: (Cont.)
		MULTNOMAH COUNTY. Pacific Hwy. East. Portland. Holgate St. Jct. Left-turn refuge approved.
		MARION COUNTY. Salem. State Hwy. Building. Conversion of elevators to automatic approved.
		MULTNOMAH COUNTY. Columbia River Hwy. Portland west. Forestry informational sign approved.
		MORROW COUNTY. Columbia River Hwy. Boardman-Irrigon Section. RR overcrossing agreement approved.
33129		CHIEF COUNSEL REPORTS: (Cont.)
		MULTNOMAH COUNTY Sunset Hwy. Portland Zoo Area lawsuit. Proposed settlement by City denied.
		COMMISSION - GENERAL:
		KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. reclassification from FAS to FAP again deferred.
		AGREEMENTS and other papers signed.
33130		CONTRACTS. Award and signing of approved contracts: State Hwy. Engineer authorized to award the contracts. Secretary of Commission authorized to sign the contracts. Bids for hwy. construction opened and read aloud. Award of contracts publicly announced.

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TABLE OF CONTENTS

Page	Date 1961	Subject
3135	July 28	SECRETARY REPORTS:
		MINUTES of May 26 and June 9, 1961, approved.
		PARKS SUPT. REPORTS:
		MULTNOMAH COUNTY. Columbia River Hwy. Vista House. Installation of Lancaster plaque approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Apple Growers Ass'n. property. Water agreement approved.
3136		NON-URBAN PARK & RECREATION STUDY FUNDS. Additional authorization of funds approved.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Few complaints in acquiring properties.
		R/W STATUS REPORT on other hwys.
		JACKSON COUNTY. Gold Hill area. Rogue River Material Source. Acquisition for overnight camping area discussed.
3137		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		PUBLIC SALE OF PROPERTY authorized.
3138		ACCESS CHANGES approved.
3139		LANE COUNTY. Cottage Grove. 7th St. -Madison St. State-owned house reroofing authorized.
		MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive-Barbur Blvd. Section. Title transfer of SW 55th Ave. -Pasadena St. Connection approved.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
3140		CONDEMNATION CASES TRIED. Report accepted.
3142		ATTORNEY FEES. Relief from payment appealed to Supreme Court. Legislative means should be used. Court's decision.
		CONDEMNATION CASES SETTLED. Report accepted.
3148		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
3149		CLAIMS. Abandonment of collection in 15 cases approved.
3150		QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS. Report accepted.
		MULTNOMAH COUNTY. Columbia River Hwy. Dodson Interchange Section. Bucher property. Easement approved.
		UMATILLA COUNTY. Hermiston Irrigation District. Exclusion of 4 acres of land approved.
		JACKSON COUNTY. Medford Irrigation District. Exclusion of 150 acres of land approved.
		MULTNOMAH COUNTY. Relinquishment of Title approved. NE 122nd Avenue. 1.3 acres of land. NE Rose Parkway. 0.51 acre of land.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Blaue house encroachment removed from agenda.

Page	Date 1961	Subject
33150	July 28	CHIEF COUNSEL REPORTS: (Cont.)
		DESCHUTES COUNTY. Cove Palisades State Park relocation. Amendment to Government land lease approved.
33151		F. H. MC EWEN VS STATE. Contract #5516. Report of legal action.
		BAKER COUNTY. Old Oregon Trail. Brownlee Pool. Flowage Easement approved for 4 parcels of land.
		LANE COUNTY. Pacific Hwy. Albany-Judkins Pt. Section. McKenzie property. Condemnation settlement approved.
		UMATILLA COUNTY. Annexation to Pendleton authorized on Oregon-Washington and Old Oregon Trail Hwys.
33152		ENGINEER REPORTS:
		AWARD OF CONTRACTS confirmed.
		CLATSOP COUNTY. Cannon Beach. Use of motor vehicles discussed.
		CONSTRUCTION SPEED ZONES established as follows:
		SHERMAN COUNTY. Columbia River Hwy.
		CURRY COUNTY. Oregon Coast Hwy. Burnt Hill-Brookings Section.
		MORROW COUNTY. Heppner-Spray Secdy. Hwy.
		LINN COUNTY. Clear Lake-Belknap Springs Secdy. Hwy.
33153		KLAMATH COUNTY. Exchange of county roads for state hwys. denied.
		SURVEYS ADOPTED as follows:
		POLK COUNTY. Kings Valley Secdy. Hwy. Polk Station-Dallas Section.
33154		WASHINGTON COUNTY. Beaverton-Tigard Hwy. The Sunset Hwy.-Pacific Hwy. Section.
		MULTNOMAH-CLACKAMAS COUNTIES. Mt. Hood Hwy. Anderson Road-Duncan Road Section.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Pelican City-South 6th St. Section.
		JOSEPHINE COUNTY. Pacific & Redwood Hwys. Interchange. Traffic signal agreement with Grants Pass approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5857-#5838.
		FAS COUNTY ROAD SYSTEM additions-revisions approved for 10 counties.
		FAS COUNTY ROAD PROJECTS approved for 2 counties.
33156		CITY STREET FUNDS ALLOCATION approved.
		EXTENSIONS OF TIME for 2 contracts acted on.
33157		CONTRACTS completed and accepted.
		NO PARKING ZONE ESTABLISHED as follows:
		LANE COUNTY. Pacific Hwy. West. Eugene north.
		ABANDONMENT RESOLUTIONS APPROVED as follows:
		DESCHUTES COUNTY. The Dalles-California Hwy. Revere Ave.-Franklin Ave. Section (Bend).
		KLAMATH COUNTY. The Dalles-California Hwy. Lapine-Diamond Lake Jct. Section.

Page	Date 1961	Subject
3157	July 28	ENGINEER REPORTS: (Cont.)
		CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy-Alder Creek Section.
3158		LANE COUNTY. Willamette Hwy. Dexter Reregulating Dam Section.
		THROUGH HWYS. AND STOP SIGNS RESOLUTIONS. Amendments approved for:
		UMATILLA COUNTY. Lexington-Echo Secdy. Hwy. Echo.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Eastside Bypass.
		THROUGHWAY AGREEMENT approved for:
		MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway.
		TRAVEL INFORMATION DIVISION. Cole & Weber advertising agreement extension approved.
		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie-Westport Section. RR easement agreement approved.
3160		UMATILLA COUNTY. Hermiston Secdy. Hwy. Hermiston-Hinkle Section. RR agreement approved.
		JACKSON COUNTY. Pacific Hwy. Rock Pt. -7 Oaks Section RR agreement approved.
		WASCO-JEFFERSON COUNTIES. Warm Springs Hwy. Installation of 2 signs by Bureau of Indian Affairs approved.
		SHERMAN COUNTY. Sherars Bridge Secdy. Hwy. Brown property. Agreement to relinquish cattle pass approved.
		UNION COUNTY. Wallowa Lake Hwy. Rhinehart-Elgin Section. UPRR Haul-Road Crossing agreement approved.
		LANE COUNTY. Armitage State Park roadway connection. SPRR easement and trestle changes approved.
3161		HOOD RIVER COUNTY. Koberg Beach Wayside pipe line crossing agreement with UPRR approved.
		MULTNOMAH COUNTY. Columbia River Hwy. Portland. Payment for damage to city water pipe approved.
		LOADS & HAULING RESOLUTIONS. Revised resolutions adopted for #24c; #24d; #25a.
		SECRETARY REPORTS on papers signed approved.
		SECRETARY authorized to sign agreements and contracts.
3162		COMMISSION MEETING DATES confirmed.
		ENGINEER REPORTS: (Cont.)
		BID LETTING scheduled for September 13, 1961.
		SCHOOL BUS STOP SIGNS to be changed to conform with 1961 Legislative revision.
		UNION COUNTY. Old Oregon Trail. Perry-LaGrande Section. Easement-construction agreement with UPRR approved.
		JEFFERSON COUNTY. Warm Springs Hwy. Madras Overcrossing RR agreement approved.
		ACCOUNTING DIVISION. Public audit authorized.
		TRAVEL - OUT OF STATE for hwy. personnel approved.

Page	Date 1961	Subject
33163	July 23	ENGINEER REPORTS: (Cont.)
		HOOD RIVER COUNTY. Cascade Locks Drainage Agreement approved.
		POLK COUNTY. Salem-Willamina Hwy. West Salem. Acquisition of strip of land outside hwy. r/w denied.
33164		CONTRACTS. Award of contracts publicly announced.
33165		HWY. REVENUES REPORT presented by Auditor.
		STATE PARKS. Increase of visitors discussed.
		LONG-RANGE R/W ACQUISITION PROGRAM on the ABC System discussed. Report requested.
		ENGINEER REPORTS: (Cont.)
		COLUMBIA COUNTY. FAS 610. Beaver Creek Bridge. Bridge construction agreement approved.
33166		AGREEMENTS and other papers signed.
33169		DELEGATIONS:
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Ash Street Overpass.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33175	Sept. 15	SECRETARY REPORTS:
		MINUTES of June 27 and July 28, 1961, approved.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		ACCESS CHANGES approved.
33176		DIRECT SALE OF PROPERTY approved.
33177		PUBLIC SALE OF PROPERTY authorized.
33178		MULTNOMAH COUNTY. Portland. 3215 NE Clackamas Street. House repairs authorized.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
33179		CONDEMNATION CASES TRIED. Report accepted.
		CASES TRIED from July 1, 1960, through June 30, 1961. Report accepted.
		INTEREST-ATTORNEY FEES discussed.
		CONDEMNATION CASES SETTLED. Report accepted.
33182		CONDEMNATION CASES. Offers for property confirmed.
33187		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
		LEGAL PERSONNEL changes:
		CHARLES PETERSON resignation.
		J. ROBERT PATTERSON appointment to fill vacancy.
		ROBERT HOLLAND employment.
33188		CHARLES PETERSON employed as special assistant on:
		Cronin vs State Hwy. Commission.
		City of Portland vs State Hwy. Commission.
		Cronin case house damage discussed.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland Harbor-North Russell St. Section. House purchase.
		$210 pmt. to Mrs. Murphy on adjusted bid confirmed.
		CLAIMS. Abandonment of collection in 15 cases approved.
33189		COOS COUNTY. North Bend. Menasha Wooden Ware road connection agreement. Release approved.
		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Neil Creek Section. Applegate property dedicated as public road.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Lake Road-Oregon City Section. Blaue house encroachment approved.
		COOS COUNTY. North Bend. Weyerhaeuser Co. request for vacation of certain streets approved.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland-North Russell St. Section. Arend condemnation cases (2) settlement approved.
33190		GRANT COUNTY. John Day-Burns Hwy. Canyon City-Seneca Section. Cresap case settlement approved.

Page	Date 1961	Subject
33190	Sept. 15	PARKS SUPT. REPORTS:
		LINCOLN COUNTY. Corvallis-Newport Hwy. Ellmaker property. 80 acres for park purposes accepted.
		WALLOWA COUNTY. Wallowa Lake State Park. Boat ramp; parking; channel project; approved.
33191		TILLAMOOK COUNTY. Beach south of Cape Kiawanda No parking zone established on 300-foot section.
		TILLAMOOK COUNTY. Manzanita Beach. Restricted speed limit for vehicles approved.
		YAMHILL COUNTY. Maud Williamson State Park Acquisition of 4 acres for park purposes approved.
		ENGINEER REPORTS:
		CLATSOP COUNTY. Cannon Beach. Vehicular traffic report.
33192		AWARD OF CONTRACTS confirmed.
		GILLIAM-SHERMAN COUNTIES. Columbia River Pool. Arlington. No access to pool provided. Rufus and Blalock. Access provided.
		LONG-RANGE R/W ACQUISITION PROGRAM on the ABC System. Report not finished.
		CONSTRUCTION SPEED ZONES established as follows:
		UNION COUNTY. Ukiah-Hilgard Hwy.
		JACKSON COUNTY. Redwood Hwy. Applegate River-Grants Pass Section.
		MORROW COUNTY. Old Oregon Trail.
		MORROW COUNTY. Columbia River Hwy.
		LANE COUNTY. Pacific Hwy. Judkins Pt.-Goshen Section.
33193		KLAMATH-DOUGLAS-JACKSON COUNTIES. East Diamond Lake & West Diamond Lake Hwys. Reduced load limits.
		LANE COUNTY. Eugene-Springfield Hwy. Eugene. Ferry St. Interchange signals agreement with City approved.
		MARION COUNTY. North Santiam Hwy. RR crossing. Aumsville. Revised signal agreement with SPRR approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5792-#5840-#5807.
33194		TILLAMOOK COUNTY. Wilson River Hwy. (old). MP 2.17. Truck scale. Joint use-maintenance agreement cancelled.
		HIGHWAY RESEARCH BOARD CORRELATION SERVICE. Pmt. of $5,476.00 one year's dues authorized.
		FAS 1963 FUNDS ALLOCATION to counties authorized.
33195		FAS COUNTY ROAD PROJECTS approved for 4 counties.
33196		FAS COUNTY ROAD PROJECTS AGREEMENTS for 7 counties approved.
33197		SURVEYS ADOPTED as follows:
		MULTNOMAH COUNTY. Pacific Hwy. East. Grand Ave. RR Overcrossing.
		WASCO COUNTY. The Dalles-California Hwy. Butler Canyon-White River Section. Transfer of $230,000 approved.

Page	Date 1961	Subject
33197	Sept. 15	ENGINEER REPORTS: (Cont.)
		DOUGLAS COUNTY. Pacific Hwy. Yoncalla-Rice Hill Section. Northerly interchange approved.
		DOUGLAS COUNTY. FAS Route 241. Bellows St.-Madrone St. Section (Roseburg).
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Pelican City-South 6th St. Section. Designated as throughway.
		POLK COUNTY. Kings Valley Hwy. Polk Station-Dallas Section. Designated as throughway.
33198		BENTON COUNTY. Alsea-Deadwood Secdy. Hwy. improvement project approved.
		HARNEY COUNTY. Central Oregon Hwy. Burns. Alternate hwy. location discussed. Present location to remain.
		MULTNOMAH COUNTY. Portland. Oak St. Left-Turn Ramp. Request to remain open must come from City.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Ash St. Off-Ramp project cancelled by agreement.
		LANE COUNTY. Marcola-Drury Creek county project. Agreement with BPR for rock production approved.
33199		WASCO COUNTY. The Dalles Maintenance Headquarters. Action deferred on lease agreement with Corps of Engineers.
		EXTENSIONS OF TIME for 3 contracts.
		CONTRACTS completed and accepted.
33200		LANE COUNTY. McKenzie Hwy. Springfield. 54th St. Stockpile Site. Sanitary sewer line easement approved.
		SPEED ZONES ESTABLISHED as follows:
		MALHEUR COUNTY. Olds Ferry-Ontario Hwy. Ontario NW.
		TILLAMOOK-CLATSOP-WASHINGTON-COLUMBIA-MULTNOMAH COUNTIES. Sunset Hwy.
		CLACKAMAS COUNTY. Cascade Hwy. Mulino.
		LINN COUNTY. Corvallis-Lebanon Hwy. Lebanon west.
		KLAMATH COUNTY. Green Springs Hwy. Keno.
		JOSEPHINE COUNTY. Oregon Caves Hwy. Cave Junction east.
33201		NO PARKING ZONES ESTABLISHED AS FOLLOWS:
		JEFFERSON COUNTY. Warm Springs Hwy. Deschutes River Bridge north.
		LINN COUNTY. Santiam Hwy. Lost Lake area.
		DOUGLAS COUNTY. Oakland-Shady Hwy. Roseburg north.
		TRAVEL - OUT OF STATE approved for hwy. personnel.
		INFORMATIONAL SIGN PERMITS GRANTED as follows:
		JACKSON COUNTY. Lake of the Wood Hwy. Lakecreek-Klamath County Line Section. Forest Service sign.
		COLUMBIA COUNTY. Building permits signs:
		Columbia River Hwy. MP 18.39.
		Nehalem Hwy. MP 37.73 and MP 67.72.
		UMATILLA COUNTY. Old Oregon Trail. MP 177.31. Umatilla Ordnance Depot location.

Page	Date 1961	Subject
33201	Sept. 15	ENGINEER REPORTS: (Cont.)
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend north. 3rd St. RR Overcrossing. Agreement with RR approved.
		LOADS & HAULING RESOLUTIONS. Revised resolutions adopted for #24f; #25b.
33203		UMATILLA COUNTY. Columbia River Hwy. McNary Lock & Dam viewpoints. Revised agreement with US Engineers approved.
		LAKE-HARNEY COUNTIES. Adel-Nevada State Line Road. Agreements approved.
		THROUGHWAY AGREEMENTS APPROVED as follows:
		UMATILLA COUNTY. Oregon-Washington Hwy. Athena-Blue Mt. Station Section.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Swalley Canal-East Revere Ave. Section.
		KLAMATH COUNTY. Klamath Falls-Malin Hwy. Shasta Way-So. 6th St. Section
33204		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Agreement with Reclamation & Irrigation Co. approved.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Agreement with Central Oregon Irrigation District approved.
		COLUMBIA COUNTY. Columbia River Hwy. Woodson-Clatskanie Section. Agreement with Magruder Drainage District approved.
		CLACKAMAS COUNTY. Pacific Hwy. East. New Era-Canby Section. Agreement with SPRR approved.
		MARION COUNTY. North Santiam Secdy. Hwy. Old section. Designated as Aumsville-Mehama Hwy. #165.
		ABANDONMENT RESOLUTIONS APPROVED as follows:
33205		JEFFERSON COUNTY. The Dalles-California Hwy. Lyle Gap-Madras Section. North Unit.
		UNION COUNTY. Old Oregon Trail. Perry-Oro Dell Section.
		LANE COUNTY. Siuslaw Hwy. Siuslaw River Section.
		DOUGLAS COUNTY. Oakland-Shady Hwy. Roseburg. Supplemental agreement approved.
		RR AGREEMENTS APPROVED for:
		HOOD RIVER COUNTY. Columbia River Hwy. Hood River RR Overcrossing.
		BAKER COUNTY. Haines-Anthony Secdy. Hwy. Haines RR Crossing.
		POLK COUNTY. Willamina-Salem Hwy. West Salem RR Overcrossing.
		MULTNOMAH COUNTY. Banfield Expressway. Willamette River-42nd Ave. Section.
33206		LANE COUNTY. Pacific Hwy. Eugene-Harrisburg Section. Request for signs designating old route denied.
		MALHEUR COUNTY. Old Oregon Trail. Olds Ferry Interchange-Ontario Section. Designating-signing old route denied.

Page	Date 1961	Subject
33206	Sept. 15	ENGINEER REPORTS: (Cont.)
		MULTNOMAH COUNTY. NE Portland Hwy. Fairview Ave. Jct. Stop Sign changes approved.
		"YIELD RIGHT OF WAY" Sign authorized by 1961 Legislature-approved by Commission-placed in Manual on Uniform Traffic Control Devices.
		TRAVEL INFORMATION DIVISION ADVISORY COMMITTEE. Appointment of William Manion to fill vacancy approved.
33207		DOUGLAS COUNTY. Oakland-Shady Secdy. Hwy. MP 12.17. Agreement to increase size of County picnic area approved.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES confirmed
		ENGINEER REPORTS: (Cont.)
		JACKSON COUNTY. Roxy Anne Butte Radio Building. Joint Use Agreement with Medford and US Forest Service approved.
		LANE COUNTY. Pacific Hwy. Judkins Pt. -Goshen Section. Indenture RR Easement approved.
		JACKSON COUNTY. Pacific Hwy. Rock Pt.-7 Oaks Section. Agreement with Gold Hill Irrigation District approved.
		DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Agreement with US Bureau of Reclamation & North Unit Irrigation District approved.
33208		JOSEPHINE COUNTY. Rogue River Material Source. Acquisition of area for park purposes discussed.
		SALE OF BONDS authorized by 1961 Legislature. Agreement with State of Washington re Columbia River Bridge at Astoria approved and signed.
		Chief Counsel authorized to prepare resolution covering sale of hwy. bonds.
		CONSTRUCTION SPEED ZONES established as follows:
		WASHINGTON COUNTY. Sunset Hwy. Cornell Road-Barnes Road Section.
		DOUGLAS COUNTY. Coos Bay-Roseburg Hwy. King Creek Bridge Project.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Hood River Section. Amended survey resolution approved.
33209		MULTNOMAH COUNTY. Banfield Expressway-Pacific Hwy. Interchange. RR construction agreement approved.
		CONTRACTS. Award of contracts publicly announced.
33212		COLUMBIA COUNTY. Columbia River Hwy. Woodson-Clatskanie Section to be readvertised to include Westport-Clatskanie.
33213		JACKSON COUNTY. Radio Transmission Site. Assignment of Lease to Oregon Mobile Radio Co. from BLM and Bill of Sale for building approved.
		LINN COUNTY. Pacific Hwy. Butte Creek flooding. Garwood property damage and claim settlement approved.

Page	Date 196	Subject
33213	Sept. 15	TOURIST INFORMATION STATISTICS REPORT presented. Meeting of Advisory Committee September 22, 1961.
		HIGHWAY REVENUES REPORT presented by Auditor.
		COMMISSION - GENERAL:
		ORGANIZATION CHART REVISED dated September 1961. Parks Supt. to report to Assistant State Hwy. Engineer.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin north. Map indicating feasible route to be prepared.
		AGREEMENTS and other papers signed.
33217		DELEGATIONS:
		MORROW COUNTY COURT & HEPPNER-MORROW COUNTY CHAMBER OF COMMERCE cancelled their appearance.
		SUTHERLIN CHAMBER OF COMMERCE re Elkton-Sutherlin Hwy. improvement did not appear.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33218	Oct. 20	SECRETARY REPORTS:
		MINUTES of September 15, 1961, approved.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MULTNOMAH COUNTY. Pacific Hwy. North Portland Harbor-Russell St Section. No problems in acquiring properties.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
33219		DIRECT SALE OF PROPERTY approved.
		PUBLIC SALE OF PROPERTY authorized.
33220		ACCESS CHANGES approved.
		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie-Delena Section. Willson property. Grant of Access approved.
		CURRY COUNTY. Oregon Coast Hwy. Rocky Pt. -Gold Beach Section. Tweedy property. Access modification approved.
		WASHINGTON COUNTY. Beaverton-Tigard Hwy. Denny Road-Pacific Hwy. West Section. McGriff property. Access granted.
		MARION COUNTY. North Santiam Hwy. Sanitary Fill Interchange. Access restrictions lifted on Russell County Road.
33221		LANE COUNTY. Siuslaw Hwy. MP 37.21. Stockpile site. Easement of access granted BLM.
		CROOK COUNTY. Ochoco Hwy. Crooked River-Prineville Section. Release of Slope Easement to Shell Oil Company approved.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
		CONDEMNATION CASES TRIED. Report accepted.
33222		Cronin vs State Hwy. Commission case dismissed.
		CONDEMNATION CASES SETTLED. Report accepted.
33226		JACKSON COUNTY. Medford area. Gravel sources. Revision of appraisals due to rise in market value.
		MULTNOMAH COUNTY. Sunset Hwy. Portland Zoo damage suit. Status report.
		CONDEMNATION CASES. Offers for property confirmed.
33229		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
33230		LAKE COUNTY. Warner Secdy. Hwy. Adel-Blizzard Gap Section. Contract #5541. Court action report accepted.
		QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS. Report accepted.
33231		MAXIMUM GROSS WEIGHTS on City Streets & County Roads. Resolution adopted.
		HIGHWAY BONDS SALE authorized as follows:
		Clatsop County. Columbia River Bridge. Astoria. $12,000,000.
		Coos Bay-Roseburg Hwy. & The Dalles-California Hwy. south of The Dalles. $8,000,000.

Page	Date 1961	Subject
33231	Oct. 20	CHIEF COUNSEL REPORTS: (Cont.)
		JACKSON COUNTY. Medford Irrigation District. Exclusion of 152 acres of hwy. land from District authorized.
33232		JACKSON COUNTY. Pacific Hwy. 7 Oaks-Neil Creek Section. Nerton condemnation case settlement approved.
		MULTNOMAH COUNTY. Portland. SW Barbur Blvd. Davis residence. Payment of water line damage claim approved.
		JACKSON COUNTY. Pacific Hwy. Valley View Road-South Ashland Section. Bohnenkamp property. Settlement approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Harbor Drive-Barbur Blvd. Section. Kuckenberg request to disapprove sale of land denied.
		ENGINEER REPORTS:
		MARION COUNTY. Silver Falls State Park Concession Lease. 1-year extension of lease with Campbells approved.
33233		HOOD RIVER COUNTY. Columbia River Hwy. Koberg Beach Wayside. Agreement with PP&L Co. approved.
		MULTNOMAH COUNTY. Columbia River Hwy. Lewis & Clark Park. Martin land. Gift of 0.4 acre of land accepted.
		JOSEPHINE COUNTY. East-west forks jct. of Illinois River. Frerich property. Acquisition of 97 acres for park approved.
		AWARD OF CONTRACTS confirmed.
33234		WASCO COUNTY. The Dalles Maintenance Headquarters. 50-year lease with Corps of Engineers approved.
		AWARD OF CONTRACTS. Harley E. Lowe accepted 1 contract;
		CROOK COUNTY. Ochoco State Park latrine. Contract #5958.
		JACKSON COUNTY. Laurelhurst State Park latrine. Contract #5963. Awarded to B. D. Greene.
33235		KLAMATH COUNTY. Collier Memorial State Park latrine. Contract #5965. Awarded to P. J. Bush & Sons Const. Co.
		LANE COUNTY. Pacific Hwy. Pacific Concrete Co. Contract #5968. Return of bid bond approved.
		CONSTRUCTION SPEED ZONES established as follows:
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Clackamas Overcrossing-Park Place Section.
		TILLAMOOK COUNTY. Netarts Secdy. Hwy. Tillamook River Bridge Section.
		MULTNOMAH COUNTY. Portland. Traffic signals approved: (1) Pacific Hwy. East. (2) Cascade Secdy. Hwy.
		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. SW 78th Ave. Jct. Installation of traffic signal approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contract #5615.
		LINCOLN COUNTY. Waldport Maintenance Headquarters Site. Enlargement of site approved.
		DOUGLAS COUNTY. Pacific Hwy. Rice Hill Interchange construction report submitted. Action deferred.

Page	Date 1961	Subject
33237	Oct. 20	SECRETARY AUTHORIZED TO SIGN:
		COOPERATIVE CONSTRUCTION AGREEMENTS 2 agreements.
		FINANCE AGREEMENTS. 2 agreements.
		ENGINEER REPORTS: (Cont.)
		BUDGET for 1962 (proposed). Discussion and deferred for future study.
33238		TRAVEL INFORMATION DIVISION BUDGET for 1962 approved.
		ENGINEER REPORTS: (Cont.)
		FAS COUNTY ROAD PROJECTS approved for 3 counties.
33239		ASSIGNMENT OF CONTRACT #5924 to Walter Goodat, dba Goodat Crane Service & George E. Berry approved.
		SURVEYS ADOPTED as follows:
		JACKSON COUNTY. Crater Lake Hwy. Cascade Gorge-Forest Boundary Section.
		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Crawfordsville Bridge Section
		BAKER COUNTY. Baker-Homestead Hwy. Middle Bridge Road-Love Bridge Section.
		JOHN DAY DAM CONSTRUCTION. Highway relocation agreement with Corps of Engineers approved.
33240		EXTENSIONS OF TIME for 9 contracts.
33242		CONTRACTS completed and accepted.
		SPEED ZONES ESTABLISHED as follows:
		MULTNOMAH COUNTY. Pacific Hwy. Tigard Interchange-Harbor Drive Section.
		JACKSON COUNTY. Pacific Hwy. Rogue River-Rock Pt. Section.
33243		WASCO COUNTY. Mosier-The Dalles Secdy. Hwy. Rowena area.
		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Sweet Home.
		UMATILLA COUNTY. Weston-Elgin Secdy. Hwy Tollgate area.
33244		NO PARKING ZONES ESTABLISHED as follows:
		WASHINGTON COUNTY. Beaverton-Tualatin Hwy. Tigard.
		LINN COUNTY. Santiam Hwy. Albany area.
33245		WASHINGTON COUNTY. Beaverton-Hillsdale Hwy. Raleigh Hills area. Discussion of need for traffic separation.
		TRAVEL - OUT OF STATE approved for hwy. personnel
		HIGHWAY RESEARCH BOARD'S AASHO TEST ROAD REPORT. Completion of report in June or July, 1962.
		ABANDONMENT RESOLUTIONS ADOPTED as follows:
		DESCHUTES COUNTY. McKenzie Hwy. Deschutes River Section.
33246		LINCOLN COUNTY. Corvallis-Newport Hwy. Pioneer Mt. Section.
		ABANDONMENT AGREEMENT APPROVED as follows:
		WHEELER COUNTY. John Day Hwy. Cummings Pass-Fossil Section.

Page	Date 1961	Subject
33246	Oct. 20	FLOYD QUERY. Secretary to the Commission. Reappointment approved for 4 years.
		ENGINEER REPORTS: (Cont.)
		JACKSON COUNTY. Rogue River Park Grade Crossing. Indenture agreement with SP Company confirmed.
		JACKSON COUNTY. Pacific Hwy. North Ashland Interchange-South Ashland Interchange Section. Crossing agreement with Talent Irrigation District approved.
		WASCO COUNTY. The Dalles (East) Overcrossing. Agreement with UPRR approved.
		COLUMBIA COUNTY. Columbia River Hwy. Columbia City. Relocation agreement with Crown Zellerbach Corp. approved.
33247		HOOD RIVER COUNTY. Columbia River Hwy. Mitchell Pt.-Hood River Section. Throughway agreement approved.
		BAKER COUNTY. Radio Station Site. Joint-use agreement for county to use site approved.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES confirmed.
		ENGINEER REPORTS: (Cont.)
		CLATSOP-COLUMBIA COUNTIES. Columbia River Hwy. Westport-Clatskanie Section. Agreement with Westport Diking District #15 approved.
		COOS COUNTY. Powers Secdy. Hwy. Powers. Request for improvement denied. Pedestrian hazards to be investigated.
33248		CHIEF COUNSEL REPORTS: (Cont.)
		LINN COUNTY. Pacific Hwy. Albany Municipal Airport. Request from City for an "Air Easement" approved.
		ENGINEER REPORTS: (Cont.)
		TILLAMOOK COUNTY. Manzanita Beach. Neah-Kah-Nie Community Club request to close beach to traffic denied.
		HIGHWAY DEPARTMENT BUDGET for 1962 approved.
		TRAVEL INFORMATION DIVISION BUDGET. Engineer instructed to express appreciation of Commission to Mr. Notson for fine presentation of budget.
		CONTRACTS. Award of contracts publicly announced.
33250		DELEGATION PROBLEMS discussed.
		WHEELER COUNTY. Heppner-Spray Secdy. Hwy. Request from Spray Grange for hwy. improvements deferred.
33251		AGREEMENTS and other papers signed.
33253		DELEGATIONS:
		BAKER COUNTY. Anthony Lakes Road. Request to place road on Forest Hwy. System to be considered.
33254		YAMHILL-WASHINGTON COUNTIES. Tualatin Valley Hwy. McMinnville-Forest Grove Section improvement.
33255		DOUGLAS COUNTY. Pacific Hwy. Rice Hill Interchange. Merits of high level plan and low level plan discussed. Low level plan to be used.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33257	Nov. 15	SECRETARY REPORTS:
		MINUTES of October 20, 1961. Portion re sale of Highway Bonds approved.
		SALE OF HIGHWAY BONDS. Bids opened and read for:
		$12,000,000 bonds for Columbia River Bridge at Astoria.
		$8,000,000 hwy. bonds for other highway improvement.
33258		MINUTES of October 20, 1961. Portion approved for:
		WASCO COUNTY. The Dalles Maintenance Site. Lease agreement for 15 acres of land from Corps of Engineers
33259		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved
		MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. No knowledge of "hardship" cases.
		R/W STATUS REPORT on other hwys. presented
		CHIEF COUNSEL REPORTS:
		MULTNOMAH COUNTY. Portland. Marquam Bridge Pier Project. Permit of Entry with PGE Company approved.
		BENTON COUNTY. Alsea-Deadwood Secdy. Hwy. Bummer Creek Section. Rhoades property. Condemnation authorized
		JOHN DAY DAM. Corps of Engineers. Revision of hwy. agreement approved.
33260		ENGINEER REPORTS:
		AWARD OF CONTRACTS confirmed.
		TILLAMOOK COUNTY. Netarts-Sand Lake Hwy. Jackson Creek Section. Linn-Lane Const. Co. bid bond released Reawarded to Buckley Bell.
		DOUGLAS COUNTY. Umpqua Hwy. Drain area. Request for hwy. improvement of 6-mile section deferred
33261		JACKSON COUNTY. Medford-Provolt Secdy. Hwy. Jacksonville west. Hwy. widening-straightening approved.
		CLACKAMAS COUNTY. Pacific Hwy. East. Milwaukie Traffic signal installation approved at River Road-Scotts St.
		MULTNOMAH COUNTY. (82nd Ave.) Cascade Secdy. Hwy. Division St. Jct. Left-turn channelization approved.
		MP 4.04 - MP 4.53. No parking zone established
		SPECIAL STREET FUND - $250,000. Allocated to 15 cities
33262		LINN COUNTY. Corvallis-Eastside Secdy. Hwy. Tallman area. SPRR Grade Crossing. Signals-widening-paving approved.
33263		EXTENSIONS OF TIME for 2 contracts.
		CONTRACTS completed and accepted.
33264		CONSTRUCTION SPEED ZONE established as follows:
		JACKSON COUNTY. Pacific Hwy. Rock Pt. -7 Oaks Section.
		SPEED ZONE established as follows:
		UMATILLA COUNTY. Freewater Secdy. Hwy. MP 0.00 - Milton-Freewater north Section. Revised.

Page	Date 1961	Subject
33264	Nov. 15	ENGINEER REPORTS: (Cont.)
		NO SHOULDER PARKING ZONE established as follows:
		POLK COUNTY. Willamina-Salem Hwy. Independence Secdy. Hwy. Jct. area.
		TRAVEL - OUT OF STATE approved for hwy. personnel.
33265		EXPENSES AUTHORIZED. Discussion and further study.
		MULTNOMAH COUNTY. Portland. Barbur Blvd. Fruit peddler's stand. Property acquisition or access to be barred.
		AASHO - ILLINOIS ROAD TEST REPORT. Discussion and resolution proposed that report be made soon.
		WASHINGTON COUNTY. Sunset Hwy. MP 47.63. Permit granted to install Forestry fire danger sign.
		MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange-Stadium Freeway Section. Throughway agreement approved.
33266		LINN COUNTY. Cascadia State Park area. Phillips property. Water-pipe line agreement approved.
		ABANDONMENT RESOLUTIONS ADOPTED as follows:
		BAKER COUNTY. Haines-Anthony Secdy. Hwy. Portion of hwy.
		LAKE COUNTY. Fremont Hwy. Chandler Park Section.
		WHEELER COUNTY. John Day Hwy. Cummings Pass-Fossil Section.
		MALHEUR COUNTY. Central Oregon Hwy. Namorf-Harper Section.
33267		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Whiskey Creek Section.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Smith Bridge-Kellogg Bridge Section.
		RR AGREEMENTS APPROVED as follows:
		LANE COUNTY. Eugene-Mapleton Hwy. Siuslaw River-Walton Section.
		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section.
		UMATILLA COUNTY. Oregon-Washington Hwy. Athena-Blue Mt. Section.
		LANE COUNTY. Pacific Hwy. Willamette River-Judkins Pt. Section.
		HOOD RIVER COUNTY. Cascade Locks.
33268		JOSEPHINE COUNTY. Pacific Hwy. East Grants Pass Interchange. Traffic signals at 3 intersections approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Lowell St. -21st Ave. Unit. Contract #5110 completion date to be date materials report is received.
		MULTNOMAH COUNTY. Pacific Hwy. South Portland. Hwy. opening on limited basis December 1, 1961.
		GUARD RAIL CONSTRUCTION. Lumber Industry inquiry re use of lumber in guard rails. Explanation of procedure.

Page	Date 1961	Subject
33268	Nov. 15	ENGINEER REPORTS: (Cont.)
		LANE COUNTY. Pacific Hwy. Eugene. Willamette River Bridge opening planned for December, 1961.
		CHIEF COUNSEL REPORTS: (Cont.)
		SALE OF HIGHWAY BONDS. Low bidders announced for Series 1962 - A and Series 1962 - B. Awards subject to written opinion of bond attorneys.
33269		Motion passed by Commission as follows:
		1962-A bonds. $8,000,000. Bid of the First National Bank of Chicago & Associates accepted.
		1962-B bonds. $12,000,000. Bid of Harris Trust & Savings Bank & Associates accepted.
		CENTURY 21 EXPOSITION - SEATTLE, WASHINGTON:
		STATE HIGHWAY BOOTH. Increase in floor space authorized.
		ENGINEER REPORTS: (Cont.)
		COOS BAY-ROSEBURG HIGHWAY (ROUTE 42). Widening and straightening project discussed.
		AGREEMENTS and other papers signed.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33272	Nov. 30	SPECIAL TELEPHONE MEETING. 9:00 a.m. STATE HIGHWAY COMMISSION appointed Forrest Cooper as Acting State Highway Engineer following death of W. C. Williams, State Highway Engineer. R. L. Porter appointed as Assistant State Highway Engineer.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33273	Dec. 2	SPECIAL MEETING due to death of W. C. Williams on November 30, 1961.
		CONFIRMATION of telephonic action November 30, 1961, appointing Forrest Cooper as Acting State Highway Engineer and R. L. Porter as Assistant State Highway Engineer.
		SECRETARY REPORTS:
		EXCERPT FROM MINUTES of November 15, 1961, pertaining to sale of highway bonds approved.

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TABLE OF CONTENTS

Page	Date 1961	Subject
33274	Dec. 8	SECRETARY REPORTS:
		MINUTES of October 20, 1961, approved.
		COMMISSION BUSINESS:
		FORREST COOPER appointed State Highway Engineer.
		G. S. PAXSON appointed Deputy State Highway Engineer.
		R. L. PORTER confirmed as Assistant State Highway Engineer.
		TOM EDWARDS appointed as Assistant State Highway Engineer.
		P. M. STEPHENSON retained as Assistant State Highway Engineer.
33275		SECRETARY administered the Oath of Office to each of the new appointees.
		CHAIRMAN MC IVER commented on the outstanding leadership of W. C. Williams.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		ACCESS CHANGES approved.
33276		MULTNOMAH COUNTY. Pacific Hwy. East. Grand Ave. Section. Lazzeroni property. Grant of Access approved.
		PUBLIC SALE OF PROPERTY authorized.
33277		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized.
33278		CONDEMNATION CASES TRIED. Report accepted.
33280		CONDEMNATION CASES SETTLED. Report accepted.
33282		MULTNOMAH COUNTY. Sunset Hwy. Portland Zoo damage case. Trial set for March 19, 1962.
		CONDEMNATION CASES. Offers for property confirmed.
33287		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
33288		CLAIMS. Abandonment of collection in 19 cases approved.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Russell St.-Curry St. Section. Henry-Feves property. Missing personal property claim settlement approved.
33289		RIGHT OF WAY APPRAISAL PROCEDURE CHANGE. Report presented. Revised appraisal procedure approved.
		MAI COURSE FOR APPRAISAL "I" at Portland State College. February, 1962. Training approved for 20 appraisers.
33290		IRRIGATION DISTRICTS. Exclusion of Hwy. land approved:
		JACKSON COUNTY. Medford Irrigation District. 4 parcels.
		JACKSON COUNTY. Rogue River Irrigation District. 8 parcels.
		DOUGLAS COUNTY. Oregon Coast Hwy. Lake Tahkenitch dam. Easement to International Paper Company approved.
		LEO V. NUTTMAN. Staff Attorney. Resignation reported.
		ENGINEER REPORTS:
		TILLAMOOK COUNTY. Cape Meares Lighthouse Reservation. Revocable license agreement with US Coast Guard approved.
33291		LANE COUNTY. Mapleton-Eugene Hwy. Linslaw County Park. Construction of deceleration lane and parkingarea approved.

Page	Date 1961	Subject
33291	Dec. 8	ENGINEER REPORTS: (Cont.)
		COOS COUNTY. Oregon Coast Hwy. Bullards Beach State Park (proposed). Acquisition of land for park approved.
		FOREST HIGHWAY PROGRAM - 1963. Approved.
33294		AWARD OF CONTRACT confirmed.
		SURVEYS ADOPTED as follows:
		COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Pt. Section.
		DOUGLAS COUNTY. Elkton Sutherlin Secdy. Hwy. Kellogg Bridge-Tyee Bridge Section. North Unit.
		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5786; #5829; #5836.
33295		LANE COUNTY. Junction City-Eugene Secdy. Hwy. Eugene. RR Blvd.-Van Buren Jct. Traffic signals installation approved.
		CLACKAMAS COUNTY. Oswego Hwy. Oregon City. Willamette River Bridge. Illumination agreement approved.
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Sunnyside Road Jct. Installation of traffic signals approved.
		AASHO PROGRAM OF RESEARCH ACTIVITIES under the National Academy of Sciences discussed and approved.
33296		JACKSON COUNTY. Pacific Hwy. Medford. 9th St.-So. Central Ave. Jct. Cooperative construction agreement approved
		CONSTRUCTION SPEED ZONE established as follows:
		SHERMAN COUNTY. Sherman Hwy. MP 0.38 - MP 1.93.
		MULTNOMAH COUNTY. Pacific Hwy. 26th Ave. Interchange Section. Roadside improvement project approved.
		WASCO COUNTY. The Dalles. Hwy. Maintenance Hdqtrs. Area adjacent to hdqtrs. deeded to Museum Commission.
33297		EXTENSION OF TIME for 1 contract.
		CONTRACTS completed and accepted.
		FAS COUNTY ROAD PROJECTS approved for 6 counties.
33298		FAS 1963 FUNDS ALLOCATION to counties authorized.
33299		SPEED ZONES ESTABLISHED as follows:
33300		JOSEPHINE COUNTY. Pacific Hwy. Grants Pass north.
		JACKSON COUNTY. Pacific Hwy. Rogue River west.
		SUNSET HIGHWAY. MP 0.10 - MP 72.14.
		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls south.
		WASCO COUNTY. Mosier-The Dalles Secdy. Hwy. Columbia River Hwy.-The Dalles Section.
33301		NO PARKING ZONE ESTABLISHED as follows:
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Clay-Market Couplet.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Entrance into Harbor Drive. Traffic count shows 22,000 vehicles daily. Barbur Blvd. Section. Traffic count is 31,000 vehicles daily.
		MULTNOMAH COUNTY. Pacific Hwy. Portland. Ash Street Ramp. No further developments.

Page	Date 1961	Subject
33301	Dec. 8	ENGINEER REPORTS: (Cont.)
		MULTNOMAH COUNTY. Portland. Stadium Freeway Route added to the state primary system as State Highway #61.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Polallie Creek-Parkdale Road Section abandonment.
		Hood River Secdy. Hwy. extension.
33302		TRAVEL - OUT OF STATE approved for hwy. personnel.
		NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES-1961. Oregon Manual to be amended to conform with National Manual.
		MULTNOMAH COUNTY. Portland. Agreement Extension Rider with UPRR Company to drill test holes confirmed.
		SOIL TESTING AGREEMENT with Oregon State University. 1-year extension at cost of $5,600 approved.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass Interchange Section. Agreement with Irrigation District approved.
33303		WASCO COUNTY. The Dalles. Maintenance Headquarters. Water-sewer agreement with the Seuferts approved.
		FAS COUNTY ROAD PROJECTS AGREEMENTS for 2 counties approved.
		SECRETARY REPORTS on papers signed approved.
		COMMISSION MEETING DATES confirmed.
		ENGINEER REPORTS: (Cont.)
		THROUGHWAY AGREEMENTS approved:
33304		KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. El Dorado Blvd. closure and relocation.
		HOOD RIVER COUNTY. Hood River. Removal of utilities; 2nd St. Interchange reconstruction; frontage road construction; closure of unnamed street.
		CHIEF COUNSEL REPORTS: (Cont.)
		UMATILLA COUNTY. Umatilla-Stanfield Hwy. Hermiston Airport. Clear Zone Easement approved.
		COMMISSION POLICY:
		INTERSTATE ROUTES. Hwy. signing as established by AASHO adopted.
33305		ENGINEER REPORTS: (Cont.)
		JACKSON COUNTY. Pacific Hwy. Ashland Interchange Section. Agreement with Talent Irrigation District approved.
		JACKSON COUNTY. Pacific Hwy. Rock Pt.-7 Oaks Section. Agreement with Gold Hill Irrigation District approved.
		CONTRACTS. Award of contracts publicly announced
33307		AGREEMENTS and other papers signed.
33310		ENGINEER REPORTS: (Cont.)
		DIVISION 3 REORGANIZATION of maintenance sections. Acquisition of Canyonville maintenance building site approved.
		JACKSON COUNTY. Pacific Hwy. (old). Medford north. Agreement with Medford Corp. for hwy. reinforcement & signals approved.

Page	Date 1961	Subject
33310	Dec. 8	ENGINEER REPORTS: (Cont.)
		STATE SPEED CONTROL BOARD. Appointment of Engineer to Board and F. B. Crandall as alternate approved.
		LANE COUNTY. Richardson-Eugene Secdy. Hwy. Siuslaw River-Walton Section. Easement agreement with SPRR approved.
33311		CENTRUY 21 EXPOSITION. Seattle, Washington. Lease agreement for larger space approved.
		HIGHWAY DEPARTMENT PUBLIC INFORMATION SERVICE to be established under Highway Engineer.
		DELEGATIONS:
		CLATSOP COUNTY. Lower Columbia River Hwy. & Astoria Ferry Service improvements discussed.
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy early completion requested.
33312		MALHEUR COUNTY. Sucker Creek Route; new Ontario Bridge construction; Route 201 (Ontario-Nyssa Section) 4-laning urged.
		MORROW COUNTY. Willow Creek Cutoff construction; Heppner-Spray Hwy. improvements; reconstruction on Heppner Hwy. urged.
33313		CHIEF COUNSEL REPORTS: (Cont.)
		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Oregon City. Annexation of portion of hwy. to city approved.
		1963 LEGISLATURE. Request granted for attempt to repeal section of Oregon Laws pertaining to gold bearing bonds.
		DAMAGE CLAIM against Shaffer's Insurance Company for damage to guard rail. Compromise settlement approved.
33314		CHAIRMAN MC IVER congratulated members of Commission's staff and extended best wishes to employees of Department.
		HASKINS & SELLS selected to conduct fiscal procedures-management study of State Hwy. Department.
		PARKS STUDY REPORT. Engineer authorized to select agency to complete report being prepared.
		PUBLIC INFORMATION SERVICE. Engineer authorized to select person, firm or corporation to handle service.

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TABLE OF CONTENTS

Page	Date 1962	Subject
33316	Jan. 19	SECRETARY REPORTS:
		MINUTES of November 15, November 30, December 2, and December 8, 1961, approved.
		HASKINS & SELLS. Administrative-fiscal study of Department. Engineer introduced Mr. Coltman and Mr. Scherer of the firm.
		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized
33317		CONDEMNATION CASES TRIED. Report accepted.
33318		CONDEMNATION CASES SETTLED. Report accepted.
33320		CONDEMNATION CASES. Offers for property confirmed.
33325		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
		CLAIMS. Abandonment of collection in 24 cases approved.
33326		DAMAGE CLAIMS. Counsel authorized to commence legal action in 9 cases.
33327		QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS presented.
		LAWSUITS REPORT on 3 cases presented:
		Morrison-Knudsen Co. Inc., - Contract #5243.
		Rex C. Ayers - Contract #5498.
		Roy Farella. $10,000 backwater damages from culvert stoppage.
		PERSONNEL CHANGES IN LEGAL DEPARTMENT confirmed.
33328		COURT CASES. 223 cases pending.
		MARION COUNTY. North Santiam Hwy. Mill City-Gates Section. Champ property settlement approved.
		UMATILLA COUNTY. Pendleton. Annexation of portion of Old Oregon Trail and Oregon-Washington Hwys. approved.
		OIL DRILLING OPERATIONS. Lease applications by 3 oil companies discussed. No action.
		IDENTICAL BIDS. Purchase of asphalt and other products handled by Department of Finance and Administration.
33329		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		DOUGLAS COUNTY. Bellows St. -Madrone St. (Roseburg) Section. Smith property. Option approved.
		MISCELLANEOUS SALES & RENTALS REPORT accepted.
		WASCO COUNTY. Columbia River Hwy. The Dalles Interchange. Transfer of title to County on 80-foot strip of land approved.
		JACKSON COUNTY. Pacific Hwy. Rock Pt.-Blackwell Hill Section. Stone property. Easement granted.
		MULTNOMAH COUNTY. Columbia River Hwy. Dodson-Bonneville Section. Greutter-Miller-Heuker properties. Water line easement granted.
33330		PUBLIC SALE OF PROPERTY authorized.
		DIRECT SALE OF PROPERTY approved.
33331		CLACKAMAS COUNTY. Pacific Hwy. East. Jennings Lodge Section. Transfer of land to county approved.

Page	Date 1962	Subject
33331	Jan. 19	RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		GILLIAM COUNTY. Columbia River Hwy. Arlington. Sale of house to Corps of Engineers approved.
		ACCESS CHANGES approved.
		CLATSOP-COLUMBIA COUNTIES. Quarry properties. Extension of joint-use agreement with Crown Zellerbach Corp. approved.
33332		LANE COUNTY. Pacific Hwy. Judkins Pt.-Goshen Section. Trust agreement with BPA approved.
		LINN COUNTY. Pacific Hwy. Albany-Judkins Pt. Section. Revised Air Easement over hwy. approved.
		ENGINEER REPORTS:
		LANE COUNTY. McKenzie Hwy. Leaburg Fish Hatchery site. Acquisition of 13.5 acres for park denied.
33333		MARION COUNTY. Silver Creek Falls State Park. Road easement granted BLM.
		MARION COUNTY. Champoeg State Park. Employment of architect for museum building deferred pending final report of National Park Service.
		DOUGLAS-COOS COUNTIES. Oregon Coast Hwy. Eel Lake area development for park purposes approved. Name of "William M. Tugman State Park" approved.
33334		TILLAMOOK COUNTY Pacific City south. Nestucca Spit area acquisition for park purposes approved.
		PARKS STUDY REPORT COMPLETION. Mr. Lee Edson retained to complete final state-wide report. Confirmed.
		LAKE COUNTY. Fort Rock area. Acquisition of Fort Rock for park purposes authorized.
		AWARD OF CONTRACTS confirmed.
33335		JACKSON COUNTY. Rogue River Bridge Area Park Facilities. Contract #6004. Westgaard & Howard default. Collection of 5% bid bond approved. Reawarded to M. C. Lininger & Sons.
		BAKER COUNTY. Anthony Lakes Hwy. 2.7-mile Section. Hwy. improvement with State forces approved.
33336		LAKE-HARNEY COUNTIES. Warner Secdy. Hwy. Blizzard Gap-Nevada Line Section. Hwy. surfacing approved.
		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie-Delena Section. Transfer of quarry site to county approved.
		MULTNOMAH COUNTY. FAS 654. Sandy Blvd. & UPRR Section 122nd Ave. Undercrossing. FAS Project Agreement signed.
		LINN COUNTY. FAS 569. Butte Creek Bridge. FAS Project Agreement signed.
		SALE OF SNOW-REMOVAL EQUIPMENT to Oregon cities and counties authorized.
33337		FAS COUNTY ROAD PROJECTS approved for 4 counties.
		LINN COUNTY. Santiam Hwy. Sweet Home. Maintenance Headquarters. Payment of street assessment approved.
		INCREASE IN PROJECT AUTHORIZATION approved for contract #5811.

Page	Date 1962	Subject
33338	Jan. 19	ENGINEER REPORTS: (Cont.)
		EXTENSIONS OF TIME for 6 contracts
33339		CONTRACTS completed and accepted
		SPEED ZONES ESTABLISHED as follows:
		UMATILLA COUNTY. Oregon-Washington Hwy. Milton-Freewater area.
33340		CLACKAMAS COUNTY. Cascade Secdy. Hwy. Marquam area.
		LANE COUNTY. Eugene-Springfield area. 4-way supplemental agreement with U of O for overall transportation study approved.
		COLUMBIA COUNTY. Columbia River Hwy. Columbia City. Cooperative construction agreement approved.
		AASHO DUES - 1962. Payment of $1,519.50 authorized.
		WASHINGTON COUNTY. Farmington Secdy. Hwy. Farmington River Road Jct. Safety improvements approved.
33341		POLK COUNTY. Willamina-Salem Hwy. West Salem. Addition to Salem-Dayton Secdy. Hwy. authorized.
		ABANDONMENT AGREEMENTS APPROVED as follows:
		LINCOLN COUNTY. Alsea Hwy. Five Rivers Section.
		TILLAMOOK COUNTY Netarts Secdy. Hwy. Tillamook River Bridge Section.
		COOS COUNTY. Powers Secdy. Hwy. Coquille Jct.-Rhoda Creek Section.
		JOSEPHINE COUNTY. Redwood Hwy. Jerome Prairie-Grants Pass Section.
33342		US GEOLOGICAL SURVEY. Small drainage areas run-off cooperative agreement extension authorized.
		MORROW COUNTY. Columbia River Hwy. Boardman Jct. Irrigon Section. Clarke Overcrossing. RR haul-road agreement confirmed.
		WASCO COUNTY. The Dalles east. Hwy. Maintenance Building (proposed). Pipe line crossing agreement with UPRR approved.
		MALHEUR COUNTY. Ontario State Hwy. Office Building. Water agreement with City of Ontario approved
33343		SECRETARY REPORTS on papers signed approved.
		Necessity to prepare list of papers for Commission referred to Counsel.
		COMMISSION MEETING DATES confirmed.
		ENGINEER REPORTS: (Cont.)
		MALHEUR COUNTY. Central Oregon Hwy. Harper Jct. - Burrell Section. Agreement with Irrigation District approved.
		CLATSOP COUNTY. Astoria. Columbia River Bridge. Employment of Dames & Moore for foundation work confirmed
		TRAVEL - OUT OF STATE approved for hwy. personnel.
33344		HIGHWAY FUNDS ALLOCATION for second half of 1961. Resolution adopted.
		MULTNOMAH COUNTY. East Bank Freeway-Banfield Freeway Interchange. RR agreement & indenture of access approved.

Page	Date 1962	Subject
33344	Jan. 19	ENGINEER REPORTS: (Cont.)
		BAKER COUNTY. Old Oregon Trail. Baker-Pleasant Valley Section. Power line extension agreement with California-Pacific Utilities Co. approved.
		EXTENSION OF TIME for 1 contract.
		US HIGHWAY ROUTE 12. Detroit, Michigan - Missoula, Montana Final termination point discussed.
33345		MALHEUR COUNTY. Central Oregon Hwy. Harper Jct.-Burrell Section. Agreement with Warm Springs Irrigation District approved.
		CONTRACTS. Award of contracts publicly announced.
33347		RIGHT OF WAY ENGINEER REPORTS: (Cont.)
		POLK COUNTY. Willamina-Salem Hwy. Bonneville Station-Patterson Ave. $50,000 option approved. File #26168.
		CHIEF COUNSEL REPORTS: (Cont.)
		UMATILLA COUNTY. Hat Rock State Park. Settlment of $100 for fire damage to park approved.
		ENGINEER REPORTS: (Cont.)
		PROJECTS TO BE CONTRACTED in future. Various aspects discussed.
		WASCO COUNTY. US 197. Eightmile-Dufur Section. Route along existing hwy. preferred route.
		DELEGATIONS:
		SEATTLE WORLD'S FAIR EXHIBIT Fred Oppenheimer of Color & Design, Inc., Portland, presented ideas for exhibit.
33348		GILLIAM COUNTY. Columbia River Hwy. Arlington. Plans for off-ramp construction discussed.
		DELEGATIONS: (Cont.)
		TILLAMOOK COUNTY. Hwy. improvements requested on Necanicum Hwy.; Oregon Coast Hwy.; Boyer Cutoff construction.
33349		AGREEMENTS and other papers signed.

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TABLE OF CONTENTS

Page	Date 1962	Subject
33352	Mar. 2	SECRETARY REPORTS:
		MINUTES of January 19, 1962, approved.
		RIGHT OF WAY ENGINEER REPORTS:
		REAL PROPERTY acquisition approved.
		MULTNOMAH COUNTY. Stadium Freeway. Portland. Delay of r/w acquisition ordered.
		MISCELLANEOUS SALES & RENTALS REPORT accepted
33353		GRANT COUNTY. John Day Hwy. Prairie City. Stockpile site transfer to City approved.
		ACCESS CHANGES approved.
		HOOD RIVER COUNTY. Columbia River Hwy. Viento-Hood River Section. Deed to Mr. Pipkin for land approved.
33354		MULTNOMAH COUNTY. Release of Access Restrictions to Columbia Boulevard: Multnomah County Road. Blomgren property. File #32507. Pacific Hwy. Minnesota Freeway Section. Neal property. File #32508.
		PUBLIC SALE OF PROPERTY authorized.
33355		DIRECT SALE OF PROPERTY approved.
33356		CHIEF COUNSEL REPORTS:
		CONDEMNATION OF REAL PROPERTY authorized
		CONDEMNATION CASES TRIED. Report accepted.
33358		SUPREME COURT DECISIONS on 3 Hwy. Cases Report accepted: State vs Hewett - L-3469A; State vs Hurliman - L-3254A; State vs Assembly of God - L-3553.
		CONDEMNATION CASES SETTLED. Report accepted.
33360		CONDEMNATION CASES. Offers for property confirmed.
33365		PUC MATTERS RE HIGHWAY COMMISSION. Report accepted.
		CLAIMS. Abandonment of collection in 20 cases approved.
33366		LAKE COUNTY. Fremont Hwy. Chandler Park-White River Section. Release of 60-acre quarry site to BLM approved.
		PERSONNEL CHANGES IN LEGAL DIVISION approved.
		MULTNOMAH COUNTY. East Bank Freeway. Portland. NW Ice & Cold Storage Co. case against State discussed.
33367		WHEELER COUNTY. John Day Hwy. Butte Creek-Burton Canyon Section. Hamilton fencing case against State discussed.
		MULTNOMAH COUNTY. Stadium Freeway. Portland. Request for interest payment on properties acquired not approved.
		POLK COUNTY. West Salem. Lincoln Street. Repines' request for vacation of portion of street authorized.
		OIL DRILLING OPERATIONS. Counsel authorized to draw up form of lease to be signed by 4 applicants.
33368		ENGINEER REPORTS:
		AGREEMENTS APPROVED as follows:
		LINCOLN COUNTY. Depoe Bay State Park Building Concession. Assignment of lease to Mr. & Mrs. Thomas.

Page	Date 1962	Subject
33368	Mar. 2	ENGINEER REPORTS: (Cont.)
		LINCOLN COUNTY. Devil's Lake State Park sewer system connection with Oceanlake disposal plant. Extension approved.
		OREGON STATE DEPT. OF PLANNING & DEVELOPMENT. Financial agreement to participate in State Non-Urban Parks & Recreation Study approved.
		MULTNOMAH COUNTY. Shepperd's Dell State Park. Acquisition of Gordon Creek Tree Farm, Inc., by Columbia River Gorge Commission approved.
33369		KLAMATH COUNTY. Collier Memorial State Park. Acquisition of adjacent 150 acres for overnight camping area approved.
		STATE RECREATION DIRECTOR. Appointment of Mr. David G. Talbot approved.
		CURRY COUNTY. Pistol River State Park (proposed). Acquisition of 135 acres from BLM approved.
		NON-URBAN STATE PARK STUDY: BLM park development plans to be requested. Progress report given on park study.
33370		AWARD OF CONTRACTS confirmed.
		SPEED ZONES ESTABLISHED as follows:
		COLUMBIA COUNTY. Columbia River Hwy. Westport-Clatskanie Section.
		SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. John Day River Bridge Project.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Whiskey Creek Section.
		HOOD RIVER COUNTY. Columbia River Hwy. Mitchell Pt. - Hood River Section.
		COLUMBIA COUNTY. Columbia River Hwy. Clatskanie area.
		MULTNOMAH COUNTY. Columbia River Hwy. Portland. 102nd Avenue Exit Ramp Section.
33371		LOAD LIMITS REMOVED. Tillamook County. Little Nestucca Secdy. Hwy. Little Nestucca River Bridge.
		LANE COUNTY. Siuslaw Hwy. Low Pass Summit Section east. Hwy. improvement of $\frac{1}{2}$ mile section approved.
		SURVEYS ADOPTED as follows:
		COOS COUNTY. Coos Bay-Roseburg Hwy. Frenchie Creek-Remote Section.
		YAMHILL COUNTY. Pacific Hwy. West. Rex Hill-Newberg Section.
		DESCHUTES COUNTY. McKenzie Hwy. Deschutes River-Redmond Section.
		CLATSOP COUNTY. Oregon Coast Hwy. Astoria Bridge South Approach Ramp & Columbia Ave.-Hamburg Ave. Sections.
		WASCO COUNTY. The Dalles-California Hwy. 8 Mile Creek-Dufur Section.
33372		COOS COUNTY. Coos Bay-Empire Secdy. Hwy. 7th St. Jct. & 10th St. Jct. Installation of traffic signals approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Walker Road Jct. Installation of traffic signals approved.

Page	Date 1962	Subject
33372	Mar. 2	ENGINEER REPORTS: (Cont.)
		MULTNOMAH COUNTY. Sunset Hwy. Highland Interchange-Washington County Line Section. Landscape FA Project approved.
		FAS COUNTY ROAD PROJECTS approved for 3 counties.
33373		EXTENSIONS OF TIME for 3 contracts.
33374		CONTRACTS completed and accepted.
		LINCOLN COUNTY. Oregon Coast Hwy. Newport assessment payment of $202.61 approved.
		LANE COUNTY. "Q" St. Route. Springfield. Transfer of excess r/w parcels to City approved.
		SPEED ZONES ESTABLISHED as follows:
		THE DALLES-CALIFORNIA HWY. Sherman Hwy. -California Line Section. 11 speed zones rescinded; 6 established.
33375		KLAMATH COUNTY. Lake of the Woods Hwy. Klamath Falls west.
		LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Mapleton.
		NO PARKING ZONE ESTABLISHED as follows:
		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro east.
		TRAVEL - OUT OF STATE approved for hwy. personnel.
33376		CLATSOP COUNTY. Astoria. Columbia River Bridge. Federal funds use on bridge construction.
		JACKSON COUNTY. Pacific Hwy. Rogue River Park access. Approval pending BPR decision.
		MULTNOMAH COUNTY. East Bank Freeway. Portland. Morrison St. Bridge Interchange. Scrap steel sold to Clackamas County.
33377		AGREEMENTS approved as follows:
		HOOD RIVER COUNTY. Mt. Hood Hwy. Whiskey Creek-Fikes Corner Section. RR agreement confirmed.
		MALHEUR COUNTY. Central Oregon Hwy. Harper Jct. - Burrell Section. Crossing agreement confirmed with Vale Irrigation District & US Bureau of Reclamation.
		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Whiskey Creek Section. Agreement with East Fork Irrigation District.
		MALHEUR COUNTY. Owyhee Reservoir Road construction. Supplemental agreement re overrun approved.
		ABANDONMENT AGREEMENTS approved as follows:
		DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Kellogg Bridge Section.
		BENTON COUNTY. Alsea-Deadwood Secdy. Hwy. Bummer Creek Section.
		POLK COUNTY. Dolph Corner-Dallas Secdy. Hwy.
33378		ABANDONMENT RESOLUTION adopted as follows:
		JACKSON COUNTY. Lake of the Woods Hwy. Forest Boundary west.

Page	Date 1962	Subject
33378	Mar. 2	ENGINEER REPORTS: (Cont.)
		THROUGHWAY AGREEMENTS approved as follows:
		POLK COUNTY. Kings Valley Secdy. Hwy. Polk Station-Dallas Section. Construction & closure of county roads.
		POLK COUNTY. Kings Valley Secdy. Hwy. Dallas. Closure of city streets.
		FAS COUNTY ROAD PROJECTS AGREEMENTS approved for 3 counties.
33379		WASCO COUNTY. Columbia River Hwy.-US 197 Connection. Revised resolution adopted to conform with 1959 agreement.
		SECRETARY REPORTS: (Cont.)
		VOUCHER LISTS discontinued for Commission.
		COMMISSION MEETING DATES confirmed.
		RODNEY B. LAND, Management Analyst, to attend course in business management at U of O, March 18-23, 1962.
		ENGINEER REPORTS: (Cont.)
		AGREEMENTS APPROVED as follows:
		JACKSON COUNTY. Pacific Hwy. Mistletoe Underpass agreement with SPRR.
33380		CURRY COUNTY. Oregon Coast Hwy. Brookings. Relinquishment of excess r/w to City.
		JOHN DAY DAM PROJECT. Hwy. relocation supplemental agreement with US Corps of Engineers.
		WASCO COUNTY. Columbia River Hwy. Big Eddy-Celilo Section. RR agreement re foundation explorations for Bridge.
		MULTNOMAH COUNTY. Cascade Secdy. Hwy. Portland Airport Undercrossing. Supplemental RR agreement.
		FAS COUNTY ROAD SYSTEM ADDITIONS approved for 3 counties.
		INTERSTATE HIGHWAY PROGRAM FUNDS. Blatnik Report discussed.
		ENGINEER REPORTS: (Cont.)
33381		CONTRACTS. Award of contracts publicly announced.
33383		COMMEMORATIVE RESOLUTION NO. 18. In memory of Mr. W. C. Williams who died November 30, 1961.
		DELEGATION PROBLEMS discussed:
		ENGINEER REPORTS: (Cont.)
33384		ENGINEER quoted from status report submitted by Haskins & Sells.
		COUNSEL REPORTS: (Cont.)
		CLACKAMAS COUNTY. Gladstone. Railroad Avenue. "Consent to Street Vacation" approved.
		DELEGATIONS:
		CHAMPOEG STATE PARK. Dr. John A. Hussey, Historian for US National Park Service reported on Study.
		LINN COUNTY. Albany-Junction City Hwy. Albany. Request for hwy. improvements in next construction program.
33385		GRANT COUNTY. John Day Hwy. & John Day-Pendleton Hwy. improvements urged.

Page	Date 1962	Subject
33386	Mar. 2	DELEGATIONS: (Cont.) HIGHWAY 20 ASSOCIATION requests following hwy. projects: Corvallis-Newport Hwy. Little Elk Mt. Section Santiam Hwy. Lebanon east. CENTURY 21 EXPOSITION. Seattle, Washington. Oregon Exhibit design-construction contract award to Richter-Zieser of Medford for $62,563.00. Agreement approved. AGREEMENTS and other papers signed.

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Salem, Oregon
April 14, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the meeting held March 10, 1961.

The Engineer introduced Mr. A. R. Rao, Executive Engineer, Orissa Highway Department, India, who is studying highway construction and maintenance methods in the State of Oregon.

The State Parks Superintendent proposed that the name of the State Parks Advisory Committee be changed to "State Parks and Recreation Advisory Committee", and that the terms of the members be staggered so as to provide a continuity of organization and experience. It was his suggestion that the maximum term be for a period of four years. In discussing this matter Chairman McIver mentioned the possibility of including within the same resolution the members of the Travel Advisory Committee. The Engineer commented that the Travel Advisory Committee has status established by law whereas the State Parks Advisory Committee is an outgrowth of a practice started by Governor Paul Patterson. The Commission deferred action on the matter and instructed that an investigation be made as to the legal aspects of the change in name and length of terms for both committees, and that a report be presented at the next meeting.

The State Parks Superintendent also reported that no bids had been received at the bid opening scheduled for April 4, 1961, for operation of the concession privilege at Fort Stevens State Park, Clatsop County. He pointed out that bids have been called for twice within the last few months and no bids were received at either time. It was his opinion that the concession would not be operated by the State Parks and Recreation Division. He also commented that the park season will begin April 18 and eight state parks with overnight camping facilities will be open to the public on that date to

accommodate particularly those who wish to use them for the opening of the fishing season on April 22.

Chairman McIver inquired as to what progress is being made for establishment of a state park previously authorized on the White property along the Rogue River in Jackson County. The Parks Superintendent replied that plans are being prepared for both day and overnight facilities and that an application for a railroad crossing at grade had been initiated.

In reply to an inquiry from Commissioner Jackson, the Parks Superintendent stated that the state-wide study of parks and recreation is progressing satisfactorily and that excellent cooperation is being received from both federal and state agencies.

The Right of Way Engineer presented for consideration options, pages 1 through 53, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

In connection with the options presented, Chairman McIver inquired concerning the status of right-of-way acquisition for future construction projects. The Right of Way Engineer replied that acquisition is on schedule. The Chairman also inquired as to the status of plans for freeway construction in the City of Portland as far as right of way is concerned. The Engineer replied that no plans had been developed for the Laurelhurst Route, but good progress is being made for acquisitions on other routes which have been authorized by the Commission.

The Right of Way Engineer requested that the Commission reject the option taken from V. L. Quackenbush, File R-29338, on the 12th Street (Medford)-Valley View Road Unit, Seven Oaks-Ashland Section of the Pacific Highway, in the amount of $1,490. Although an agreement had been reached on the price of the land, he pointed out, the owner had insisted that certain restrictions be incorporated into the option. He explained that the option had been presented, knowing that it would not be acceptable, because the property owner had requested that it be presented to the Commission. The Commission rejected this option as requested.

The Property Manager's report covering sales of miscellaneous properties and rentals of state-owned property was presented by the Right of Way Engineer. Since the last Commission meeting, he stated, miscellaneous sales have been made totaling $26,159.50, and rental receipts for February and March totaled $6,851.82. The Commission accepted the report. The Right of Way Engineer also reported that 337 houses on the Minnesota Freeway Section of the Pacific Highway in Portland had been sold for an average amount of $571 each.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of excess highway property. Each parcel, he stated, has been cleared through the Engineering Division as to its need for highway purposes. Access provisions are consistent with Department policies as practiced in the vicinity of each parcel and the minimum consideration is based upon appraised value or upon an offer which exceeds appraised value. Upon his favorable recommendation, the Commission authorized public sale of the following parcels of real property and thereupon adopted resolutions relative thereto, marked Exhibits "E-1" through "E-6", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

(1) Three parcels of property, Files No. 19836 and 19838, on the Washburn-North Plains Section of the Wilson River Highway in Washington County, for a minimum consideration of $1,075. No access is to be allowed to the Wilson River Highway. (See Exhibit "E-1")

(2) 1.4 acres, File No. S-571, a stockpile site on the Silver Creek Falls Highway in Marion County, for not less than $1,250, with no access to the Silver Creek Falls Highway. (See Exhibit "E-2")

(3) 3,450 square feet of land, File No. 14857, on the 42nd Avenue-92nd Avenue Section of the Columbia River Highway in Multnomah County, for not less than $1,725, with no access to the Columbia River Highway, and with an advertising sign restriction to be imposed. (See Exhibit "E-3")

(4) 2.88 acres, File No. 6543, on the Vadis-Gardner Ranch Section of the Sunset Highway in Washington County, for not less than $1,000, without access to the Sunset Highway. (See Exhibit "E-4")

(5) 1,742 square feet of land, File No. 23379, on the Roosevelt Drive Section of the Oregon Coast Highway in Seaside, Clatsop County, for not less than $200, and with no access to Roosevelt Drive.

(6) 2,054 square feet of land, File No. 2865, on the 17th Street-Union Avenue Section of the Pacific Highway East in Portland, Multnomah County, for not less than $750 and with no access to the Pacific Highway East.

(7) 1,300 square feet of land, File No. 2870, on the 17th Street-Union Avenue Section of the Pacific Highway East in Portland, Multnomah County, for not less than $500, and without access to the Pacific Highway East.

(8) 24,829 square feet of land, File No. 17850, on the Deady-Shady Section of the Pacific Highway in Douglas County, for not less than $950, with no access to the Pacific Highway, and with an advertising sign restriction to be imposed.

(9) 1.9 acres, File No. 18809, on the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, for not less than $2,000 and with no access to the Oregon Coast Highway. (See Exhibit "E-5")

(10) 0.42 acre, File No. 14882, on the 42nd Avenue-82nd Avenue Section of the Columbia River Highway in Portland, Multnomah County, for not less than $10,000, with no access to the Columbia River Highway and with an advertising sign restriction to be imposed. (See Exhibit "E-6")

Attention was given to a form of permit granting to Mr. & Mrs. Roman Yoder the right to cross state highway property on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County, adjacent to the county road easterly from Sheridan. The Right of Way Engineer explained briefly that in a real property transaction in August, 1960, access to a public road had been inadvertently denied the Yoders. The permit allows them to cross a 160-foot strip until the strip is utilized for a grade separation approach, at which time the strip retained by the State will be deeded to the County, thus giving the Yoders direct access to a public road and terminating all rights granted in this permit. Upon his favorable recommendation, the Commission approved the permit.

The matter of leasing a 0.9 acre tract of land from the Bureau of Reclamation, Owyhee Project, Malheur County, for a stockpile site was brought up by the Right of Way Engineer. The site, he stated, is located approximately two miles south of Nyssa and was used previously under permit from the Bureau of Reclamation. No consideration is involved. Upon his favorable recommendation, the Commission approved the lease for a period of ten years, beginning April 14, 1961.

The Commission considered a proposed agreement with Fern Meltzer, trustee, for removal of an existing party wall from the present four-story level down to the two-story height of the adjacent building on the East Bank Freeway Section of the Pacific Highway, Multnomah County. The Right of Way Engineer explained that the four-story building formerly owned by the Oregon Investment Company Warehouse is on highway right of way and will be removed under the Morrison Street Bridge structure contract. As the wall is no longer of any value to the State, the agreement transfers to the adjacent owner all the State's right, title and interest in the remaining wall, including the responsibility for the ownership and maintenance. Following his favorable recommendation the Commission approved the agreement.

The Commission considered a similar agreement with Sam Tonkin for removal of an existing party wall from the present four-story level to the single-story height of the adjacent building. The Right of Way Engineer explained that the previously considered agreement with Fern Meltzer provided for removal of the party wall to the two-story level as it pertained to Lots 3 and 6. The agreement under consideration covers the portion of the wall between Lots 2 and 7. The party wall is no longer of value to the State and the agreement transfers to the adjacent owner all right, title, and interest in the remaining wall, including responsibility for ownership and

maintenance. He also mentioned that the party wall agreements supersede the original agreement, dated August 31, 1908. Upon his favorable recommendation, the Commission approved the agreement.

An indenture of access to the Win Lewis property on the Forest Boundary-Hauser Section of the Oregon Coast Highway in Coos County was presented by the Right of Way Engineer. He explained briefly that the indenture provides for a change in point of access from Highway Engineer's Station 417+70 to an access at Engineer's Station 418+50. This change, he stated, is requested for the convenience of the property owner and for the safety of the traveling public. The Commission approved the indenture of access.

Direct sale of 1.34 acres of a former stockpile site, File No. 9461, on the Roseburg-Yoncalla Section of the Oakland-Shady Highway, Douglas County, was brought up by the Right of Way Engineer. The property, he stated, is almost surrounded by property owned by F. R. Hunt who wishes to purchase it. The property has been appraised at $870 and he recommended that it be sold to Mr. Hunt for that amount, with two points of access, 25 feet in width and unrestricted as to use, to the Oakland-Shady Highway. The Commission approved the sale.

The matter of deeding to the City of Sweet Home 0.0162 acre on the Lebanon-Sweet Home Section of the Santiam Highway, Linn County, was considered. The Right of Way Engineer explained that the small parcel is located on the southeast corner of First Avenue and "M" Street, and is a part of the highway maintenance headquarters. The City plans to improve the intersection of First Avenue and the Santiam Highway, and the tract is needed to provide a workable curb radius. The Commission approved transfer of the property to the City.

A Grant of Easement to L. Z. and Lillian D. Cline to construct, operate, and maintain a roadway over and across state highway property on the Goldson Maintenance Site Section of the Siuslaw Highway, Lane County, was discussed. The Right of Way Engineer explained that prior to the State's acquiring a maintenance site at Goldson, a public roadway existed along the easterly side of the property which had been used by the Clines for service of their property. The proposed easement, he stated, is to make the roadway a matter of public record. It also provides that the Clines are to erect a Type II fence along the westerly side of the 20-foot roadway easement and to perpetually maintain the fence. Following his favorable recommendation, the Commission approved the easement.

An agreement with Roy L. Houck Sons' Corporation was presented concerning recovery of precious metals in connection with the Houck's prosecution of the Evans Creek-Rock Point paving project on the Pacific Highway in Jackson County, Contract No. 5834. The Right of Way Engineer explained briefly that the contractor is of the opinion that there may be gold in sufficient quantities to warrant extraction from materials used in the contract, and that a form of agreement has been worked out whereby the State will participate in any financial returns derived from the extraction of precious metals. The agreement, he stated, has been approved by the Engineering Division, and he recommended that it be approved by the Commission. The Commission accepted his recommendation.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "H-1" through "H-20", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated April 14, 1961, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

The Chief Counsel also requested, and the Commission granted, authority to condemn if necessary the J. E. Little property (Northwest Development Company), File No. R-30774, on the Sumpter-McEwen Section, Sumpter Valley Highway, Baker County, and approved amended condemnation resolutions, as follows:

Parcel No. 5: 0.94 acres, temporary easement for removal of roadbuilding materials to April 14, 1961.

Parcel No. 6: 1.36 acres, temporary easement for stock pile site to end December 31, 1961.

Parcel No. 7: 0.27 acre, temporary easement for haul road to extend to April 14, 1961.

A report of cases tried since the last Commission meeting was presented by the Chief Counsel and accepted by the Commission. He commented briefly on some of the cases which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3640 Milo M. Martindale, et al	Clackamas	Cascade Secondary	Lake Road-Oregon City	$10,100	$25,300 (Answer)	$13,660
L-3546 Rose Garrett, et al	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 6,500	$12,000	$ 8,890

(Report of Condemnation Cases Tried - Continued)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3318 Roger von der Hellen, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$21,240	$44,428 (Answer)	$24,690
L-3587 Clarence M. Urey, et al	Lane	Country Club Road	Country Club Road-Coburg Road	$ 1,200	$ 1,200	$ 1,200
L-3475 Elmer A. Flowers, et al	Multnomah	Pacific	East Bank Freeway	$3,750	$ 3,750	$ 3,750
L-3534 Beulah A. Johnson, et vir	Wheeler	John Day	Cummings Pass-Fossil	$ 1,500	$10,000 (Answer)	$ 2,000
L-3493 L. J. Marks, et ux	Wheeler	John Day	Cummings Pass-Fossil	$ 3,870	$ 8,000	$ 8,000 plus $ 1,790 fencing
L-3479 Christena Sieben	Clackamas	Clackamas	Rock Creek	$ 200	None	$ 200 Judgment
L-3651 Henry C. Willener, et al	Clatsop	Oregon Coast	Smith Point-Camp Rilea	$ 1,820	$ 4,386.77	$ 2,432.27 including Timber
L-3641 Myrle B. Menck, et vir	Clatsop	Oregon Coast	Smith Point-Camp Rilea	$ 100	None	$ 100
L-3596 Gus Russell, et ux	Lincoln	Oregon Coast	Neskowin-Salmon River	$ 500	$ 1,500	$ 2,200
L-3553 Assembly of God Pentecostal of Albany, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$ 2,375	$ 4,300	$ 3,792.75

April 14, 1961

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demand of Plaintiff	Verdict
L-3588 Albert Straus, et al	Ernest King, et al	Jackson	Damages by reason of fire alleged to have been started on State Highway right of way due to failure to equip state-owned tractor with spark arresters and failure to extinguish or control the fire.	$104,827.10	None
L-2735 Joseph Cereghino, et al	State of Oregon	Multnomah	Water damage case	$ 10,000	$ 4,250
L-2739 William E. Tegart, et ux	State of Oregon	Multnomah	Water damage case	$ 7,500	$ 3,500
L-2740 S. B. Hall, et al	State of Oregon	Multnomah	Water damage case	$ 13,500	$ 5,500
L-3627 State of Oregon	Lottie Mae Wright	Klamath	To recover damages to State vehicle resulting from automobile accident	$ 350.82	None

Concerning the von der Hellen case, L-3318, the Chief Counsel stated that the State's highest witness' figure was caused by additional appraisals made subsequert to the offer and an additional factor involving re-establishment of irrigation facilities, the cost of which had been estimated in the offer. The actual cost, however, was $4,340.00, or more than $1,000 above the original estimate. Concerning the Tegart, Hall, and Cereghino cases, he stated that evidence was submitted to a jury in the Cereghino case, and in the cases of Tegart and Hall evidence was presented to Judge Crawford without a jury. Appeals are contemplated in all three cases on the form of judgment.

(For additional details see the Chief Counsel's letter of April 7, 1961, and his supplemental letter of April 13, 1961, entitled "Report of Cases Tried" in the General Files.)

Concerning the case of Loren Russell vs. State, File L-3569, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, the Chief Counsel reported that after acquisition of a portion of Mr. Russell's property a slide occurred and the State acquired his entire property for $18,500. Subsequent to this settlement Mr. Russell sued the

insurance company who in turn has made the State a party defendant and asked for an additional $10,000 on the theory that the State bought the property in its damaged condition rather than in its condition before the taking. Without prior knowledge of the State's attorneys, the case was dismissed before it came to trial, apparently because the insurance company reached a settlement with the land owner. The State, however, has made no settlement because it dealt in good faith with the property owner and paid him the true market value for his property.

A report of cases settled was also presented by the Chief Counsel and approved by the Commission, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30885 Ralph C. Webber, et al	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 655	$ 1,000
R-31238 Ray T. Yasui, et al	Hood River	Columbia River	Cascade Locks-Viento	$ 290	$ 500
		(Owner submitted appraisal by Mr. Kolberg in amount of $500 and review appraiser approves.)			
R-31146 Robert R. Dickey, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$9,650	$9,650
R-31132 Ruby Lee Taylor, et al	Jackson	Pacific	Seven Oaks-Ashland	$2,450	$2,600
R-30997 Howard Carey, et al	Linn	Santiam	Albany-Pacific Highway Interchange	$1,040	$1,300
R-30186 F. J. Hantze, et al	Linn	Santiam	Pine Street-Market Drive (Lebanon)	$ 425	$ 425
R-23477 William C. Ralston, et ux	Multnomah	Pacific	Hamilton Street-Slavin Road	$1,000	$2,650 (See remarks in letter)
R-30879 Equitable Life Insurance Co. of Iowa, et al	Clackamas	Pacific East	New Era-Canby	$1,250	None
		(Original complaint called for the taking of a slope easement. Settlement involves instead the construction of a curb and installation of two catch basins and re-establishing approaches for which defendant has agreed to dismissal of case without compensation.)			

April 14, 1961

(Report of Condemnation Cases Settled - Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31823 Walter L. Scott, et ux	Jackson	Pacific	Gold Hill	$ 600	$ 2,500
		(Subsequent to letter of offer, appraisals revised to include damages not originally considered.)			
R-32092 George K. Lowe, et ux	Lane	Pacific	Judkins Point-Goshen	$ 150 (including fencing)	$ 150 (including fencing)
R-29123 Pacific Builders Supply Co., et al	Multnomah	Pacific	East Bank Freeway	$49,000	$65,000
		(Prior approval of Bureau of Public Roads obtained.)			
R-27929 Malcolm S. Rasmussen, et al	Multnomah	Pacific West	Hamilton Street-Slavin Road	$ 5,130 (original taking of 0.07 acre plus 460 square feet)	$ 900
		(Telephonic approval of M.K. McIver April 6, 1961)			
R-20408 John L. McClaskey, et al	Wasco	The Dalles-California	The Dalles-Eight Mile Creek	$30,000	$40,000
		(Although a deposit of $30,000 was made, interest in the amount of $1,325.00 would be built up on difference between deposit and State's appraisal and for period prior to deposit.)			

In the case with Pacific Builders Supply Co., revised appraisals indicate that the property has a value of approximately $61,000, which includes about $3,500 interest due. The Bureau of Public Roads, the Chief Counsel stated, has agreed to approve the settlement in the amount of $65,000. In the John L. McClaskey case, he pointed out that the property owners had originally asked $101,000. He felt that the State's highest appraisal, including interest, in the amount of $33,290 is not substantially out of line with the amount of settlement at $40,000. The Commission approved the settlements as presented.

(For additional details see the Chief Counsel's letter dated April 7, 1961, entitled "Report of Cases Settled", and his supplemental letter on the same subject dated April 13, 1961, in the General Files.)

Confirmation of telephonic approval by members of the Commission was requested by the Chief Counsel on offers made to property owners prior to the institution of condemnation proceedings. The Commission confirmed offers, as follows:

BIGGS-THORNBERRY SECTION OF THE SHERMAN HIGHWAY

R-31787 - Lulu B. Fulton, et al. 1.26 acres for right of way purposes. Offer of $1,860 approved by Mr. Fridley, March 16, 1961.

BOARDMAN JUNCTION-UMATILLA SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32100 - Mary Doherty, et al. Parcel No. 1: 16.0 acres for right of way purposes; Parcel No. 2: 6.6 acres for right of way purposes; and Parcel No. 3: 0.12 acre for right of way purposes. Offer of $1,150 approved by Mr. Fridley, March 13, 1961. An offer of $680 was approved by Mr. Fridley, January 24, 1961. This revised amount is due to the elimination of a construction item. (stock under pass)

R-32319 - Port of Morrow. Parcel No. 1: 1.0 acre for right of way purposes; and Parcel No. 2: 0.98 acre for right of way purposes. Offer of $75 approved by Mr. Fridley, March 13, 1961. An amount of $25 was approved by Mr. Fridley, February 14, 1961. This increase is due to the addition of Parcel No. 2.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-32964 - Eleanor M. Rich, et al. 80 square feet for right of way purposes. Offer of $100 approved by Mr. McIver, April 10, 1961.

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY

R-32438 - Lawrence I. Chestnut, et al. 0.23 acre for right of way purposes. Offer of $450 approved by Mr. Jackson, April 12, 1961.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32083 - Gordon Brown, et al. 3,400 square feet for right of way purposes. Offer of $5,100 approved by Mr. McIver, April 10, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-32236 - Hayes Oyster Company, et al. 15,350 square feet for right of way purposes. Offer of $465 approved by Mr. McIver, April 5, 1961.

R-32241 - William Weber, et ux. 8,000 square feet for right of way purposes. Offer of $480 approved by Mr. McIver, April 5, 1961.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-27727 - Pape' Bros. Inc. Parcel No. 1: 3.66 acres for right of way purposes; Parcel No. 2: 0.31 acre for right of way purposes; and Parcel No. 3: 1.43 acres for permanent easement. Offer of $15,000 approved by Mr. Jackson, March 30, 1961.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY - Cont.

R-27741 - Ethan R. Lewis, et ux. 1.05 acres for right of way purposes. Offer of $4,600 approved by Mr. Jackson, April 5, 1961.

R-28785 - Kenneth W. Bales, et al. 2,205 square feet for right of way purposes. Offer of $500 approved by Mr. McIver, March 20, 1961.

R-31826 - Knute K. Folgedalen, et ux. 0.67 acre for right of way purposes. Offer of $1,350 approved by Mr. McIver, March 20, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29680 - Charles N. Walker, et al. 3,333 square feet for right of way purposes. Offer of $5,500 approved by Mr. McIver, March 21, 1961.

R-29743 - Edward E. Jarvi, et al. 10,000 square feet for right of way purposes. Offer of $35,750 approved by Mr. McIver, March 24, 1961.

R-29746 - Ben W. Marley, et al. 5,000 square feet for right of way purposes. Offer of $25,400 approved by Mr. McIver, March 21, 1961.

R-32213 - Virgil E. Davis, et ux. 2,125 square feet for right of way purposes. Offer of $865 approved by Mr. McIver, April 5, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31722 - Leonard M. Thompson, et al. Parcel No. 1: 400 square feet for right of way purposes; and Parcel No. 2: 293 square feet for permanent easement. Offer of $275 approved by Mr. McIver, March 20, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-28375 - Frank L. Earhart, et al. Parcel No. 1: 3.48 acres for right of way purposes; and Parcel No. 2: 0.24 acre for right of way purposes. Offer of $14,500 approved by Mr. Jackson, March 13, 1961.

R-28877 - Frances Earhart, et vir. Parcel No. 1: 2.0 acres for right of way purposes; Parcel No. 2: 2.02 acres for right of way purposes; and Parcel No. 3: 0.56 acre for permanent easement. Offer of $23,500 approved by Mr. Jackson, March 13, 1961.

R-29341 - Harry and David. Parcel No. 1: 8.5 acres for right of way purposes; and Parcel No. 2: 6.0 acres for material source. Offer of $18,900 approved by Mr. Jackson, March 14, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30537 - E. R. Smart, et al. 1.0 acre for right of way purposes. Offer of $23,450 approved by Mr. Fridley, March 30, 1961.

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31548 - Edwin L. Kleger, et al. 2.0 acres for right of way purposes. Offer of $610 approved by Mr. McIver, March 20, 1961.

R-31551 - Ralph J. Kleger, et al. 1.8 acres for right of way purposes. Offer of $540 approved by Mr. McIver, March 20, 1961.

R-31552 - Zita B. Clifford, et vir. 1.89 acres for right of way purposes. Offer of $615 approved by Mr. McIver, April 3, 1961.

R-31561 - Vincent K. Tichenor, et al. 6.8 acres for right of way purposes. Offer of $450 approved by Mr. McIver, April 12, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31654 - Dorothy Butler, et vir. 9,645 square feet for right of way purposes. Offer of $2,000 approved by Mr. McIver, April 6, 1961.

A written report was presented by the Chief Counsel, and accepted by the Commission, concerning orders received from the Public Utility Commissioner regarding matters in which the State Highway Commission has been a party. These orders are summarized as follows:

PUX 150: Train Speeds - Rogue River, Jackson County. The order authorizes an increase of speed from 35 to 50 miles per hour. As the Highway Commission has no direct interest in the matter, no representations were made as to the advisability of the revised speeds.

PUX 388: Hermiston-Hinkle Grade Crossing, Union Pacific Railroad Co., Umatilla County. This concerns an application to construct a crossing at grade over railroad tracks on the Hermiston Secondary Highway No. 333, between Hermiston and Hinkle. The petition proposed that signals be installed at the crossing. Contentions made by the Railroad Company were denied, and the order was issued in accordance with the testimony presented at the hearing.

PUX 394: Clackamas Overcrossing widening over the tracks of Southern Pacific Company on the Cascade Secondary Highway No. 160, north of Clackamas in Clackamas County. This matter involves widening of an existing crossing constructed under an order issued in 1940. The order is in accord with testimony presented at the hearing.

PUX 397: Dee Grade Crossing on a county road at Dee in Hood River County. The crossing is not on any highway under the jurisdiction of the Highway Commission, and no objection was made to the issuance of a proper order.

PUX 399: Bay City Overcrossing of the tracks of Southern Pacific Company on revised location of the Oregon Coast Highway between Garibaldi and Bay City, Tillamook County. The order was issued in accord with the testimony presented at the hearing.

PUX 404: Adams Street Grade Crossing of the tracks of Southern Pacific Company in Milwaukie, Clackamas County. As the crossing is not on a street under the jurisdiction of the Highway Commission, no objection was made to the issuance of a proper order.

PUX 409: Garibaldi (South) Grade Crossing of the tracks of Southern Pacific Company on revised location of the Oregon Coast Highway between Garibaldi and Bay City, Tillamook County. This matter arose upon application of the Highway Commission for authority to construct a signalized grade crossing of the tracks of Southern Pacific Company. The order was issued in accord with testimony presented at the hearing.

Consideration was given to a request from the City of Manzanita for an amendment to "Miscellaneous Resolution No. 231" in order to allow motor vehicular traffic on the ocean beach during the period from September 15 to May 15. The Chief Counsel explained that the original resolution, adopted August 18, 1960, provided for closure of the beach to vehicular traffic and landing of aircraft, except in emergencies, during the entire year. The Engineer commented that the revision as requested would allow vehicles to drive upon the ocean beach during the fall and winter months when few people are on the beach. The requested procedure will allow persons to salvage driftwood from the beach. He could see no real objection to the request, but it would cause some inconvenience in administration and in the masking or removal of signs on the beach. Commissioner Jackson pointed out that closure of the beach is not needed for the safety of pedestrians on the beach during the fall and winter months, and he felt that the request should be granted as the request for modification comes from the same source as the original request for closure. Commissioner Fridley inquired whether such closure might be construed as a Commission policy for other beaches in the State. The Engineer pointed out he could see no particular objection to the City's request, except for enforcement of the restriction during the summer months. After some further discussion, the Commission instructed the Engineer to study the matter and submit a report to the Commission in August, or near that time.

A quarterly report of property damage claims collected during the first three months of 1961 was presented by the Chief Counsel. He mentioned briefly that during this period the sum of $13,898.83 had been collected. The Commission accepted the report.

Attention was given to a request, made by Lee R. Miller, that the State consent to vacation of "H" Avenue and Ninth Street in the town of Terrebonne in Deschutes County. This petition, the Chief Counsel explained, had been directed originally to the Deschutes County Court, but as the Highway Commission owns property in Block 81 and Block 82 which abuts on the streets to be vacated, it is necessary that the Commission give its approval. This request has approval of the Engineering Department. As the State will not suffer any loss or inconvenience because of the vacation requested, he

recommended that it be approved. The Commission approved the consent to vacate.

The Commission also considered a request from the City of Milton-Freewater for annexation within the city limits of Milton-Freewater of a portion of the Oregon-Washington Highway No. 8, between the existing city limits south of the Little Walla Walla River and the East-West centerline through Section 1, T5N, R35 E.W.M. The proposed annexation, the Chief Counsel stated, will not be detrimental to the interests of the State and he recommended that it be approved. The Commission approved the annexation.

A brief report was presented by the Chief Counsel concerning Albert Straus and Frank Straus and Grange Mutual Insurance Company vs. Ernest W. King, Louis Thelien and the State Highway Commission. The Chief Counsel stated that this is a companion case to the Straus brothers case previously filed, in which they sued for damages caused by a fire allegedly started by operation of a Highway Department vehicle on Secondary Highway No. 271, Jackson County. Allegations in this case are identical to those in the Straus brothers case. The matter, he stated, has been reviewed by staff attorneys and such action as is necessary to protect the interests of the State and the Highway Commission will be taken. The Commission accepted the report.

The matter of excluding 182.86 acres of right of way on The Dalles-California Highway from the North Unit Irrigation District in Jefferson County was discussed. The Chief Counsel presented a form of Petition directed to the Board of Directors of the Irrigation District requesting that the lands be excluded from the district thereby relieving the Highway Department from future assessments and charges. Upon the Chief Counsel's favorable recommendation the Commission approved the petition.

The Chief Counsel reported that Mr. Leonard W. Pearlman, Staff Attorney, will resign in the near future to accept employment with the State Fish Commission at a considerably increased salary. He requested, and the Commission granted, authority to hire an attorney to replace Mr. Pearlman.

An "Addendum" Agreement with Portland General Electric Company pertaining to the Round Butte Dam Project on the Deschutes River in Jefferson County was presented by the Chief Counsel. He recalled that an agreement had been approved by the Commission with the Portland General Electric Company concerning relocation of Cove Palisades State Park, which will be necessary when the dam is constructed and the reservoir filled. In the original agreement a parcel of land had been omitted, consisting of approximately one acre. In the "Addendum" Agreement this parcel is to be conveyed by the State to the Portland General Electric Company. Upon his favorable recommendation the Commission approved the agreement.

A list of claims was presented by the Chief Counsel which he requested be abandoned because collection is either impossible or not worthwhile. Among the reasons for abandonment, he cited lack of legal liability, out of state residence, inability to locate persons who caused the damage, no insurance, bankruptcy, and death.

(Continued on following page)

CAO No.	Date	Name	Amount
60-24	December 9, 1959	Lloyd Hayes	$160.20
59-4	July 27, 1958	G. P. Whatley	53.60
59-311	October 31, 1959	William C. Mobry	313.05
57-237	October 9, 1957	Dorris O'Neal	713.98
60-84	February 8, 1960	William H. Torrence	240.00
60-20	December 26, 1959	Dean Wheeler	79.55
60-48	August 5, 1959	Dorothy McQuiston	70.89
58-271	November 22, 1958	Jean Marsellis	741.60
58-166	June 22, 1958	Marla Harris	53.34
58-257	November 12, 1958	J. H. Calhoun	52.26
58-180	July 28, 1958	Charles T. Welch	180.27
58-69	February 1, 1958	Forrest Rosenberry	17.79
58-193	July 22, 1958	James Beeler	39.67
58-17	December 28, 1957	Jack R. Prock	120.82
58-179	July 6, 1958	Leonard Zacker	259.24
59-259	August 7, 1959	Edward Neylon	405.31

The Commission approved abandonment of the claims.

(For additional details see the Chief Counsel's letter of April 13, 1961, entitled "Report of abandoned claims" in the General Files.)

The Engineer presented a request from Mrs. John L. Campbell, in behalf of the Jefferson County Garden Club, for improvement of the island at the north edge of Madras, at the junction of The Dalles-California Highway (US 97) and the Warm Springs Highway (US 26), and for authorization to place a "Blue Star Memorial" marker in this island. This request, he pointed out, has been investigated by the Parks Division. The Commission approved the Engineer's recommendation for the improvement of the island at an estimated cost of $5,895 and granted the Garden Club permission to install the "Blue Star Memorial" marker.

The Engineer reported that, as instructed by the Commission, he had made awards of contracts referred to him to award when certain conditions had been satisfied. These conditions have been taken care of, he stated, and the Commission confirmed awards of the following contracts:

(1) Overcrossing structure over Union Pacific Railroad tracks, grading, surfacing, and signing on the Structure "A", Banfield Interchange, East Bank Freeway Section of Pacific Highway, Multnomah County. Bids received January 24, 1961. Contract awarded March 14, 1961 to Kuckenberg Construction Co., Inc., Portland, low bidder.

(Continued on next page.)

(2) Leveling course and oiling on Iris Drive and Jericho Lane Sections on FAS Route 836, near Culver, Jefferson County. Bids received March 7, 1961. Contract awarded March 14, 1961 to Babler Brothers, Inc., Portland, low bidder.

(3) Grading, oiling and two 120' RCDG bridges on East Unit, Post-Camp Creek Section of the Paulina Highway, Crook County. Bids received March 7, 1961. Contract awarded April 4, 1961 to Durbin Brothers, Eugene, low bidder.

(4) Grading the North Unit, Astoria-Camp Rilea Section of Oregon Coast Highway, Clatsop County. Bids received March 7, 1961. Contract awarded April 6, 1961 to The Umpqua River Navigation Co., Reedsport, low bidder.

The Commission considered the following items of unfinished business which appeared on the Secretary's summary as of March 10, 1961:

(1) Request from H. F. Logue, Secretary of the Ontario Chamber of Commerce, for oiling the road leading to Owyhee Reservoir: The Engineer reported that an agreement has been worked out with Malheur County to oil surface the county road leading to Owyhee Reservoir recreational area. This agreement calls for a 20-foot roadway with adequate crushed rock base, and for the County to award all contracts or perform all work with its own forces and to supervise construction of the project. All costs of the project will be paid initially by the County. The State agrees to pay to the County $35,000 upon commencement of the job and an additional $35,000 on completion. The agreement also states that when the work has been completed the County will assume maintenance of and jurisdiction over the project at its sole expense. Upon the favorable recommendation of the Engineer, the Commission approved the agreement. This item is to be removed from the list of unfinished business.

(2) Request from Mt. Hood Pow-Wowers for early completion of the Mt. Hood Highway, particularly the six-mile section from the new construction east of Sandy to the forest boundary; or if construction is not feasible, the possibility of acquiring rights of way: The Engineer explained that the survey on this section is now underway but it will be some time before it will be completed and the appraisal of the rights of way made. He suggested that this item be removed from the list of unfinished business and that it be presented at a future date when the survey is completed and an estimate of the cost of the right of way is available. The Commission accepted the Engineer's suggestion and ordered the item removed from the list of unfinished business.

(3) Request of Pilot Rock School District delegation for a traffic signal on the Pendleton-John Day Highway (US 395) at the school in Pilot Rock: Further investigation, the Engineer explained, had disclosed that the traffic signal is not warranted; however, he did recommend the installation of overhead "School Crossing" signs with flashing beacons at a cost of approximately $400. The school officials, he continued, will be responsible for the operation of the flashing beacons only during the periods when the

crosswalks are being utilized by the school youngsters. After installation of the signs the City of Pilot Rock and/or the School District will care for maintenance and power consumption costs. The School District has indicated its approval of this arrangement. The Commission approved the sign installation as recommended. The item is to be removed from the list of unfinished business.

(4) Request of W. H. Steiwer, Sr., and others, for additional improvement to the Service Creek-Mitchell Secondary Highway (ORE 207): Additional study has been made, the Engineer stated, regarding Mr. Steiwer's request, and it was ascertained that improvement of this highway north of Mitchell to a modern standard would be quite costly. No formal estimate of the construction cost has been made, but it would probably cost about $15,000 per mile to do even a minimum job. Upon the Engineer's recommendation, the Commission deferred action on this request due to the many requests for funds and the uncertainty of the availability of funds in the future. The item is to be removed from the list of unfinished business.

Consideration was given by the Commission to an agreement with the Oregon, California, and Eastern Railway Company covering a cooperative Illumination project at the crossing of the railroad tracks with the Klamath Falls-Lakeview Highway near the town of Olene in Klamath County. The Engineer advised that numerous complaints have been received concerning this crossing because most of the railroad traffic consists of logging cars which are hard to see at night. The State has been negotiating with the Railway Company for illumination at this crossing, and they have agreed to pay one half the cost of the installation. The State would assume the other half of construction and all of the maintenance and operation. The total estimated cost of the illumination is $950, with the State's share being $475. The Commission accepted his recommendation that the agreement be approved.

Installation of a flashing beacon on the Mt. Hood Highway at the intersection of Boring Road, east of Gresham, in Multnomah County, was considered. The Engineer reported that due to the relatively high accident record a traffic engineering investigation was made of this intersection. The investigation revealed that the accidents occurring at this location involve stop sign and passing violations which indicate a lack of advance warning signs, and the number of nighttime accidents further indicates the need for a flashing beacon. Upon the Engineer's favorable recommendation, the Commission approved installation of additional stop indications and a flashing beacon at the Boring Road intersection, at an estimated cost of $700.

Upon the recommendation of the Engineer, the Commission approved a supplemental agreement with the Southern Pacific Company covering rearrangement of signals on the Orr Corner Crossing Section of US 99W in Polk County.

The Engineer reported that surveys had been completed for the relocation and reconstruction of portions of state highways. In each instance, he stated, careful engineering consideration has been given to provide the most adequate highway facility commensurate with the cost of the project and the amount of traffic involved. Upon his favorable recommendation, the Commission approved the following highway surveys and thereupon adopted resolutions

pertaining thereto, marked Exhibits "I-1" through "I-3", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961":

(1) First Avenue-Coburg Road Section of the Eugene-Springfield Highway in Lane County. Public hearing concerning this project was held in the City of Eugene on January 31, 1961. (See Exhibit "I-3")

(2) Siletz to Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County. (See Exhibit "I-1")

(3) Highlands Interchange-Stadium Freeway Section of the Sunset Highway in Multnomah County. Public hearing concerning this project was held in the City of Portland on February 26, 1961. (See Exhibit "I-2")

(4) Bridge-Frenchie Creek Section of the Coos Bay-Roseburg Highway in Coos County. (See Exhibit "I-1")

The Commission considered cooperating with other agencies in conducting a transportation study in the Salem area, as recommended in a report submitted by the Intergovernmental Cooperative Council. The Engineer explained that this Council is composed of Judge Rex Hartley, Chairman, representing Marion County; Governor Hatfield, State agencies; Judge C. M. Barnhart, Polk County; Harry Scott, Salem School District; and Mayor Russell Bonesteele, City of Salem. The State is presently conducting such studies in the Portland and Eugene areas. It is anticipated that in the next ten years studies of this type will be accomplished in all cities over 10,000 population in the State, in accord with the Bureau of Public Roads' memorandum that complete and comprehensive transportation planning be accomplished prior to the expenditure of federal-aid funds in urban areas. As recommended by the Engineer the Commission adopted recommendations 1, 3, and 4 as contained on Page 5 of the report. Action was deferred on item 2 which has to do with the cost to each agency. (For details concerning the Salem Area Transportation Study, see the report dated March 15, 1961, in the General Files.) Costs are to be prorated over the calendar years 1961, 1962, and 1963. The monies can be taken from 1½% of Highway Planning Survey Funds. $5,500 is to be expended on Stage II of the project from the 1961 Highway Planning Survey Budget during the calendar year. It is anticipated that $60,000 will be expended in 1962, and $101,500 in 1963. The Commission approved the State's participation with the other agencies in the Salem Area Transportation Study as presented by the Engineer and as outlined in the report.

The Engineer reported that the Chief U.S. Forester had stated that Federal Forest funds would be made available in 1961 to improve the road to Mt. Ashland Ski Resort in Jackson County. This, however, would be contingent upon someone removing the snow during the winter months. This road, approximately 7 to 8 miles in length, is a county road. Jackson County does not have a rotary plow of the type necessary to remove the heavy snow in this area which is approximately 7,500 feet elevation. Commissioner Jackson mentioned that

this is a very popular winter resort area and it is quite an asset to the State of Oregon. The ski area is similar to the Mt. Hood and Bend areas. After considerable discussion the Engineer recommended that an agreement be worked out with Jackson County and the U.S. Forest Service to the effect that the State would remove the snow only when the County could not handle it with their own equipment. The Commission approved the plan as recommended by the Engineer.

The Commission considered a request from the City of Ontario for a cooperative project to widen North Oregon Street from Idaho Avenue to West First Street North in the City of Ontario. The Engineer stated that this was the route of US 30 and is the present access from the freeway to Ontario from the north. The present average daily traffic on this facility is 4,000 vehicles and the over-all length of the project is 0.73 mile. This is the type of project in which the City pays 25% of the cost and the State the remainder. However, in this case, the City of Ontario has offered to do the general excavation, drainage and construct the curb and gutters, estimated to cost $46,000, which is approximately 35½% of the total. The State would do the surfacing in the amount of $84,000, or 64½%. Upon the favorable recommendation of the Engineer, the Commission approved the project.

Consideration was given by the Commission to an addition of 13.8 miles (FAS 647) in Multnomah County to the Federal-Aid Secondary System. The Engineer explained that this section, known as Marine Drive, has been investigated and is eligible. Multnomah County and the U.S. Bureau of Public Roads have also approved it. The Commission accepted the Engineer's recommendation that this section be added to the Federal-Aid Secondary System.

The Engineer reported that in the reconstruction of the Oregon Coast Highway in 1952 in the vicinity of Hauser in Coos County the State entered into an agreement with the North Slough Diking District to build a culvert to which tide gates could be attached. Due to the design of these gates they have been damaged by driftwood and it has become necessary to replace them. The original agreement provided that the District pay the installation cost and maintain the tide gates. As the original gates were designed by the State, he recommended that the District and the State each pay one half the cost, estimated at $1,000. The Commission approved this expenditure and signed an agreement covering the matter.

Upon the favorable recommendation of the Engineer the Commission approved a construction agreement between the State and the Southern Pacific Company covering the Morrison Street Interchange on the East Bank Freeway in the City of Portland.

Requests for increases in number of working days within which to complete state highway contracts were presented by the Engineer. He outlined briefly the reasons for granting or denying each request. The Commission took action on the requests as follows:

(1) Kuckenberg Construction Co., Inc., Contract No. 5548, for the construction of the S.W. Corbett Avenue Undercrossing on the Harbor Drive-Washington County Line Section of the Pacific Highway

in Multnomah County, requested an increase of 30 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 15 workdays without assessment of liquidated damages. The U.S. Bureau of Public Roads has concurred in the increase.

(2) R. A. Heintz Construction Co., Contract No. 5830, for grading and structures on the Phoenix-Siphon Section of the Pacific Highway in Jackson County, requested an extension of time from April 1, 1961 to April 22, 1961, in which to complete the contract without assessment of liquidated damages. The Commission approved the request, which has the concurrence of the U.S. Bureau of Public Roads.

The Engineer reported that Contract Nos. 5243, 5296, 5510, 5690, 5797, 5817, and 5823 for highway construction had been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of April 14, 1961".

The Engineer reported that a Traffic Engineering investigation has revealed a dangerous traffic accident pattern on the McKenzie Highway (US 126) between Judkins Point and the Willamette River in Lane County. This covers a 0.09 mile section through the Glenwood community. He explained that during a 23-month period, starting January 1, 1959, there were 181 reported accidents, mostly rear-end collisions. At the present time traffic is controlled through this area by three traffic signals, and the traffic volume is 18,000 vehicles per day. In order to improve the flow of traffic and reduce accidents, he proposed to construct a 14-foot jiggle-bar median, with left-turn refuges at cross streets. No additional width between curbs will be provided. However, parking will be eliminated to provide sufficient cross section. It is hoped that it will not be necessary to reinstall the traffic lights. However, if the need becomes apparent, it may be necessary to place one or two lights. The estimated cost of the project is $15,000. The Commission approved the project following the favorable recommendation of the Engineer.

The Commission also took action to eliminate parking on a section of the McKenzie Highway between M.P. 0.36 and M.P. 1.19 on the north side, and from M.P. 0.36 to M.P. 1.15 on the south side by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

The Commission deferred action on report of bids received for highway construction on April 11, 1961. (See entry ahead).

The Engineer also reported that the collection of data for the Portland-Vancouver Metropolitan Transportation Study has been completed. The preliminary analysis can be accomplished only to a limited degree with

the State-owned IBM 650 computer. He stated that the final analysis and computation of data will have to be accomplished on a larger computer. The Bureau of Public Roads has developed computer programs for an IBM 704, which has been used in transportation studies in other states. Investigation has revealed that there are no IBM 704 computers with time available in the Western Region. However, there are IBM 704 computers available through the General Electric Company in Washington, D. C. The Bureau of Public Roads has recommended that the State contract for these services through the General Electric Company as it has developed an experienced and well-trained staff to handle these studies. It is estimated that the total minimum contract cost will be $9,000. This cost would be increased, dependent upon the number of times that the systems were altered, with an ultimate cost of approximately $20,000. He stated that there are sufficient funds in the 1961 Highway Planning Survey Budget to meet the anticipated expenditures for 1961. The balance of the necessary funds would be included in the 1962 budget. The Engineer requested that permission be granted to negotiate with the General Electric Company and the Department of Finance and Administration covering the computer analysis required for the Portland-Vancouver Metropolitan Transportation Study. The Commission approved the request as outlined by the Engineer.

The Commission gave consideration to a cooperative project with the City of Corvallis covering the widening of 4th Street, between "A" Street and "C" Street, on the Corvallis-Newport Highway in Corvallis. The Engineer reported that the cost has been estimated at $8,000 and the City of Corvallis has agreed to pay 40 per cent of the cost and do the work with its own forces or by contract. The State's share of the work would be $4,800 and the City's $3,200. He recommended that the Commission enter into an agreement with the City of Corvallis covering this project. The Commission accepted his recommendation.

Attention was given to an agreement with the West Extension Irrigation District of Irrigon, granting the State the right to cross the District's facilities and to construct the required structures on the proposed Boardman-Irrigon Section of the Columbia River and Old Oregon Trail Highways in Morrow County. Upon the favorable recommendation of the Engineer the Commission approved the agreement.

The establishment of a temporary construction speed zone for the protection of the traveling public during construction of a state highway project was reported by the Engineer. The Commission confirmed the following construction speed zone:

(1) 25 MPH on Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway, between M.P. 25 and M.P. 29, effective 8:00 a.m., April 11, 1961.

Establishment of a reduced speed zone on the McVay Secondary Highway No. 225 in the community of Glenwood was presented by the Engineer. He recommended that "Speed Zone Resolution No. 201", dated June 30, 1955, be rescinded and a new resolution adopted to take care of a change in the location of a school crossing, as follows: 25 miles per hour between the junction with the McKenzie Highway and a point 0.25 mile south of 19th Street, except that between a point 200 feet south of 19th Street and a point 0.16 mile south of 19th Street the indicated speed shall be 20 miles per hour during the hours of school crossings; 40 miles per hour between a point 0.25 mile south of 19th Street and a point 0.37 mile north of McVay Overcrossing. The Commission approved the reduced speed zones by adopting a resolution relative thereto, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

To correlate with action taken by the State Speed Control Board on the Corvallis-Newport Highway, No. 33, in the City of Corvallis, the Engineer recommended that the reduced speed zone be extended into the rural area west of Corvallis by establishing a 45 mile-per-hour zone between a point 150 feet east of S.E. 40th Avenue and a point 50 feet west of Brook Lane, the west city limits of Corvallis. The Commission approved the speed zone by adopting a resolution relative thereto, marked Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

Out-of-state travel expenses were recommended by the Engineer and approved by the Commission, as follows:

(1) G. S. Paxson, Assistant State Highway Engineer, to attend regional meetings of AASHO National Committee on Bridges in four regions of the United States for a two week period beginning May 15, 1961; Expenses to be paid by AASHO, except for meeting in San Francisco, estimated to cost $50.

(2) Ivan Merchant, Bridge Engineer, and T. C. Roake, Assistant Bridge Engineer, to attend Western Regional Meeting of the Bridge Committee of AASHO in San Francisco, California, May 25 and 26, 1961, at an estimated cost of $120 each.

(3) J. Al Head, Assistant Traffic Engineer, to attend meeting of Board of Directors of Institute of Traffic Engineers in Washington, D.C. May 5 and 6, 1961, at an estimated cost of $300.

(4) F. D. Morgan, Division Engineer, and Glenn Roberts, Resident Engineer, to Salinas, California, April 10-12, 1961, to observe full-width concrete paving operations, at an estimated cost of $75 each. The Commission confirmed telephonic approval for this trip.

(5) L. I. Lindas, Chief Counsel, W. T. Wright, Right of Way Engineer, Tom Edwards, Construction Engineer, to attend American Right of Way Annual Seminar in Seattle, Washington, May 15-19, 1961, at a total estimated cost of $350.

(6) Mr. Robert Eaton, Radio Engineer, to attend WASHO meeting on Communications in Reno, Nevada, April 19-21, 1961, at an estimated cost of $150.

(7) Mr. Victor D. Wolfe, Administrative Assistant, to attend AASHO-NHJC National Highway Management Conference at Santa Fe, New Mexico, June 11-17, 1961, at an estimated cost of $200.

The Commission confirmed approval of an agreement previously sent to them for signature between the City of Springfield, Lane County, and the State pertaining to a project in the vicinity of the "Q" Street Interchange, east of Eugene. The Engineer commented briefly that in constructing the canal the agreement provides that the Highway Department is to allow the depositing of approximately 90,000 cubic yards of material on the easterly extension of the connection between the "Q" Street Interchange and Springfield. This material, the Engineer stated, would otherwise have to be borrowed and hauled under contract for highway embankment. The Commission confirmed the agreement.

Attention was given to a request from William D. Bollman, City Manager of Albany, that an air easement adjacent to the Albany Airport be granted to the City. The Engineer commented briefly that the City's request is a result of a requirement made by the Federal Aviation Agency. No damage or inconvenience will be caused the State and he recommended that the easement be approved. The Commission approved the easement.

A resolution was presented by the Engineer extending the Weston-Elgin Highway No. 330, the Sunnyside-Umapine Highway No. 332, and the Athena-Holdman Highway No. 334. He explained that these extensions are in accord with an agreement entered into previously with Umatilla County and the Cities of Athena and Weston concerning the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County. It is proposed to extend the Weston-Elgin Highway along a portion of the existing Oregon-Washington Highway and a county road to a new terminus with the relocated Oregon-Washington Highway northwest of Weston, and to extend the Athena-Holdman Highway easterly along a portion of the existing Oregon-Washington Highway to a junction with the new line. The Sunnyside-Umapine Highway is to be extended from the Freewater Highway easterly along the Sunnyside county road to a junction with the Oregon-Washington Highway north of Milton-Freewater. The Commission approved the changes by adopting a resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

The Commission also considered a form of resolution providing for an extension of the Clackamas Secondary Highway No. 171 in Clackamas County. The Engineer recalled that the Highway Commission at its meeting in January, 1961, had approved placing the 28.5-mile extension on the Forest Highway System. The resolution presented at this time places this section of highway on the State Secondary Highway System. Upon his favorable recommendation the Commission approved the addition to the Clackamas Secondary Highway by adopting a resolution relative thereto, marked Exhibit "F-2", which resolution

by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

An abandonment agreement with Lane County was presented by the Engineer covering abandonment of portions of the North Fork Siuslaw River section of the Siuslaw Highway in Lane County when the new highway section is completed and opened to public travel. The Engineer pointed out that the section being replaced is no longer needed as a part of the State Highway system, but will serve as a part of a county road extending into North Fork Valley. The agreement has been approved by Lane County officials and he recommended that the Commission approve it. The Commission approved the agreement.

Confirmation of an agreement with the Spokane, Portland, and Seattle Railway Company pertaining to construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County was requested by the Engineer. He explained that it had been necessary to send the agreement to the Commission for signature prior to the Commission meeting as award of the contract for construction on this section could not be made until an executed copy of the agreement was in the railroad company's hands. The Commission confirmed the agreement.

Confirmation was also requested by the Engineer of prior approval of a supplemental throughway agreement with Jackson County covering the Kane Creek Interchange of the Pacific Highway in Jackson County. The Commission confirmed the agreement.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period March 6 through April 7, 1961.

The next Commission meeting date was set for May 26, 1961, in the Conference Room of the State Highway Building in Salem, with Commissioners Fridley and Jackson to be in attendance. The purpose of the meeting is to make award of contracts on bids received May 23 and to take care of such items of business as may be necessary.

The following Commission meeting date was set for June 9, 1961, in the State Highway Building in Salem at which time all three Commissioners are to be present.

Commissioner Jackson indicated he would be in attendance at the May 23 bid letting.

There was some discussion concerning a Commission field trip to be taken late in June or in late July. The Engineer is to look into the possibility of a Commission trip starting about July 24.

A resolution was presented by the Engineer to place the "E" Street-"F" Street extension of the Redwood Highway in Grants Pass on the highway system, and to remove the "M" Street Section from the system. This action, he stated, is necessary to complete the records as to designated highways in

this area. Upon his favorable recommendation, the Commission approved a resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of April 14, 1961".

An easement agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, for easements in the vicinity of Celilo and Rufus was presented by the Engineer. These easements, he stated, are necessary in construction of the Columbia River Highway. The Commission approved the easement agreement.

An agreement with Southern Pacific Company concerning highway construction on the Mistletoe Undercrossing, south of Ashland on the Pacific Highway in Jackson County, was presented by the Engineer. This agreement, he stated, is also needed for highway construction in conjunction with railroad property in this area. The Commission approved the agreement.

The Commission considered an "Amendment of Oregon State-Wide Forest Highway Cooperative Agreement, dated August 13, 1959", with the U.S. Bureau of Public Roads, covering correction of minor discrepancies in route names and to make the federal forest highway routes conform to the "as constructed" projects. Upon the Engineer's favorable recommendation the Commission approved the agreement.

The Commission discussed with the Engineer matters to be brought up by delegations scheduled to appear in the afternoon. No action was taken pending the appearance of the delegations.

The Commission also discussed with the Engineer bids for highway construction which had been received on April 11. The Engineer outlined briefly the amount of the low bid on each project, the estimated cost, and his recommendation as to award. At 11:00 a.m. the Commission announced awards of contracts, as follows:

BIDS RECEIVED IN SALEM ON APRIL 11, 1961

"Marine Insurance for Astoria-Megler Ferry Vessels, Clatsop County. The Commission elected to accept the low bid of Jewett, Barton, Leavy & Kern, Portland, in the sum of $6,764.09 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Director of the State Department of Finance and Administration is received.

"Liability Insurance for the "Steel Bridge" (Portland), Multnomah County. Chairman McIver inquired if representatives from Dooly & Company and Cole, Clark and Cunningham, Inc. were present. The Secretary stated that both companies had been contacted and had indicated a willingness that the Chairman toss a coin to decide as to which of the two companies would receive the bid. Chairman McIver called "heads" for Dooly and Company and "tails" for Cole, Clark and Cunningham, Inc. On the flip of the coin "heads" turned up. The Commission elected to accept the bid of Dooly & Company, Portland, in the sum

of $881.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Director of the State Department of Finance and Administration is received.

"Soap Creek Bridge on farm access road at O.S.U. Camp Adair Agriculture Experiment Station in Benton County. The Commission referred all bids to the State Board of Higher Education.

"Estacada (Broadway) Paving Project in Clackamas County. The Commission awarded the contract to the low bidder, Charles T. Parker Construction Company, Portland, at $14,491.00.

"Remodel and widen 60-foot R.C.D.G. Wildcat Creek (Boulder Creek) Bridge on the Mt. Hood Highway in Clackamas County. The Commission awarded the contract to the low bidder, A. T. Burnhardt, Gates, at $14,150.00.

"Stone base, oiling, and aggregate production on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County. The Commission awarded the contract to the low bidder, J. N. Conley, Portland, at $232,755.00.

"Deschutes County Roads Oiling Project in vicinities of Terrebonne, Tumalo, and Bend in Deschutes County. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of $65,463.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of $16,100.00 is deposited by the County.

"Redmond (Canal Boulevard & Glacier Avenue) Grading and Oiling Project, in Deschutes County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $15,174.00.

"Construction of reinforced concrete addition to Equipment Repair Shop in Bend, in Deschutes County. The Commission awarded the contract to the low bidder, Schrader Construction Company, Inc., Portland, at $173,657.00.

"Paving on the Briggs Camp-Cascade Lakes Junction Section of the North Umpqua Road, in Douglas County. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of $315,595.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of $106,000.00 is deposited by the County.

"Riddle ("R" Street) Grading and Paving Project, in Douglas County. The Commission awarded the contract to the low bidder, Roseburg Paving, Inc., Roseburg, at $16,489.90.

"Grading and structures on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County. The Commission elected to accept the low bid of R. A. Heintz Construction Company and Rogers Construction, Inc., Portland, in the sum of $2,408,331.00 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Jackson Street-12th Street Section, Pacific Highway, Medford Viaduct, in Jackson County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at $1,675,988.00.

"Pacific Highway Overcrossing of McAndrews Road, in Jackson County. The Commission awarded the contract to the low bidder, Pacific Concrete Company, Portland, at $103,000.00.

"Fourth Street Bridge over Bear Creek in the City of Medford, in Jackson County. The Commission referred all bids to the City of Medford.

"Madras (4th & "J" Streets) Leveling Course and Oiling Project, in Jefferson County. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at $6,774.50.

"Olene-Bly Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath County. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at $61,400.00.

"Klamath County Line-Silver Lake Rock Production Project on the Fremont Highway, in Lake County. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Medford, at $19,500.00.

"Fourth Street-Boundary Street (Newport) Grading, Paving, and Rock Production Project on the Oregon Coast Highway, in Lincoln County. The Commission awarded the contract to the low bidder, Road & Driveway Company, Newport, at $111,441.20.

"Grading and paving on the Buford Hill Slide Section of the Corvallis-Newport Highway in Lincoln County. The Commission elected to accept the low bid of E. A. White Company, Newport, in the sum of $49,938.00 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired.

"Calapooya River Bridge on Corvallis-Eastside Highway, in Linn County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $58,935.00.

"Vale-West Rock Production Project on the Vale-West Highway, in Malheur County. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at $19,840.00.

"Leveling Course and oiling on the South Unit, Jordan-Ruggs Section of the Rhea Creek Road, in Morrow County. The Commission elected to accept the low bid of C. C. Meisel, McMinnville, in the sum of $72,244.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Morrow County is received and the sum of $15,500.00 is deposited by the County.

"Morrison Bridge Interchange, East Bank Freeway Section of the Pacific Highway in Portland, in Multnomah County. The Commission awarded the contract to the low bidder, J. N. Conley and Hannan Bros. Company, Portland, at $2,519.836.00.

"Paving on the Rooster Rock State Park Parking Area Extension, in Multnomah County. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $17,345.00.

"Talbot State Park, standard latrine, on Crown Point Secondary Highway, in Multnomah County. The Commission awarded the contract to the low bidder, Earl S. Christensen, Portland, at $5,779.00.

"Grading, Paving, Signing, and Traffic Signals on the S. E. 9th Street - S. W. 4th Street (Pendleton) Section of the Pendleton-John Day (Northbound) Highway, in Umatilla County. The Commission awarded the contract to the low bidder, S. D. Spencer & Son, Vancouver, Washington, at $114,427.00.

"Milton-Freewater (S. E. 9th Avenue) Paving Project, in Umatilla County. The Commission awarded the contract to the low bidder, Baldwin & Sutherland, Walla Walla, Washington, at $16,662.50.

"Pendleton Rock Production Project on four state highways, in Umatilla County. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at $73,140.00.

"Grading and oiling on the Bally Mt. Road-Meadow Creek Section of the Ukiah-Hilgard Highway, in Union County. The Commission awarded the contract to the low bidder, R. E. Hall Construction Company, Pendleton, at $158,852.00.

"Stone base and oiling on the West Ranch-Iowa School Section of the Island City-Summerville Road, in Union County. The Commission elected to accept the low bid of J. F. Konen Construction Company, Inc., Lewiston, Idaho, in the sum of $109,309.06 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of $25,000.00 is deposited by the County.

"Forest Boundary-John Day River Rock Production Project on the Ochoco Highway in Wheeler and Grant Counties. The Commission awarded the contract to the second low bidder, C. C. Meisel, McMinnville, at $26,225.00, the low bidder (E. H. Itschner Company, Molalla) having qualified his bid."

The Engineer stated that Mr. George Henderson, Vice President of the First National Bank of Portland, had suggested to him that the bank be allowed to install equipment in the State Highway Building in Salem which would allow State employees to do their banking business by mail. The Secretary of State was contacted and he had stated that he did not favor the plan. The Engineer pointed out that there are several banks within easy walking distance from the State Highway building and if facilities as requested were allowed for one bank it would be hard to deny the same sort of facilities for other business establishments. The Commission declined Mr. Henderson's offer and instructed that a letter of thanks be sent to him.

The Commission gave attention to a letter written by the Sherman County Court suggesting that the State improve and use for a detour a county road between Rufus and Wasco while construction is underway on the Spanish Hollow Section of the Sherman Highway between Wasco and Biggs. The Engineer

stated that specifically the County had requested that the State place crushed base rock on the road prior to using it as a detour. The Engineer stated that he would investigate the matter and submit a report at the next meeting.

A proposed condemnation settlement with W. S. Gillette, File R-28891, for property on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County was presented by the Chief Counsel. The State had offered $7,850 for this property which had been refused, but the property owner has now offered to settle for the sum of $8,300. He recommended that settlement be approved. The Commission accepted his recommendation.

Settlement of a claim against The Convoy Company, Inc., for damages which occurred in 1957 to the old bridge over the Snake River at Nyssa, in Malheur County, in the amount of $1,000 was also presented by the Chief Counsel. Surety for The Convoy Company, Inc., he stated, has denied the claim but has offered to settle for $500. Because of difficulty in presenting proof in court he recommended that the settlement be accepted. The Commission approved the settlement.

Authority was requested by the State Parks Superintendent to perform leveling of the boat launching ramp and the swimming beach at Prineville Reservoir on the Crooked River south of Prineville prior to the filling of the reservoir behind the dam. He recalled that the agreement with Crook County does not allow work by the State in the park area until the County completes its work on the road to the park. The County, however, has made very good progress in construction of the road and it would be impossible to do the leveling and grading after the lake has reached its ultimate level, which is expected this year. The Commission granted authority to perform the work as requested.

The Commission signed the following agreements, deeds, and other papers:

"Permit to Cross Real Property" to Roman Yoder to cross State property on Valley Junction-Sheridan Section of Salmon River Highway, Yamhill County.

"Lease of Stockpile Site" covering leasing from U.S. Bureau of Reclamation 0.9 acre tract located approximately 2 miles south of Nyssa, Malheur County, for stockpile site.

"Agreement" with Fern Meltzer covering removal of an existing party wall from the present four-story level to the two-story height of the adjacent building, on East Bank Freeway Section of Pacific Highway, Multnomah County.

"Agreement" with Sam Tonkin covering removal of an existing party wall from the present four-story level to a single story height of the adjacent building, on East Bank Freeway Section of Pacific Highway, Multnomah County.

"Indenture of Access" to the Win Lewis property on the Forest Boundary Section of the Oregon Coast Highway, Coos County.

"Quitclaim Deed" to City of Sweet Home for property on Lebanon-Sweet Home Section of Santiam Highway, Linn County.

"Grant of Easement" to L. Z. and Lillian D. Cline, owners of property adjacent to Highway Maintenance site at Goldson on Siuslaw Highway, Lane County.

"Consent to Vacate" covering petition of Lee R. Miller for vacation of "H" Avenue and 9th Street in Terrebonne.

"Consent of Annexation" covering request of City of Milton-Freewater for annexation to the City of a portion of the right of way of the Oregon-Washington Highway.

"Petition" to Exclude Land from the North Unit Irrigation District", covering matter of excluding 182.86 acres of rights of way of The Dalles-California Highway from North Unit Irrigation District, Jefferson County.

"Addendum Agreement" with Portland General Electric Company covering Cove Palisades State Park.

"Agreement" with Malheur County covering the oiling of road leading to the Owyhee Reservoir recreational area.

"Agreement" with Oregon, California & Eastern Railroad Company covering cooperative illumination project at crossing of railroad tracks with Klamath Falls-Lakeview Highway near town of Olene, Klamath County.

"Agreement" with Southern Pacific Company covering installation of signals on Orr Corner Crossing Section of US 99W, Polk County.

"Agreement" with North Slough Diking District covering replacement of tide gates to culvert on US 101 in vicinity of Hauser, Oregon Coast Highway.

"Agreement" with Southern Pacific Company covering construction of Morrison Street Interchange on East Bank Freeway in Portland, Multnomah County.

"Agreement" with West Extension Irrigation District of Irrigon granting State the right to cross the District's facilities and to construct required structures on Boardman-Irrigon Section of Columbia River and Old Oregon Trail Highways, Morrow County.

"Air Easement" to City of Albany adjacent to Albany Airport.

"Agreement" with Lane County covering abandonment of portions of North Fork Siuslaw River Section of Siuslaw Highway, Lane County.

"Agreement" with O.W.R.R. & N. Co. covering the Celilo-Rufus Section of Columbia River Highway, Wasco and Sherman Counties.

"Agreement" with Southern Pacific Company covering Mistletoe Undercrossing of Pacific Highway, Jackson County.

"Agreement" with George K. and Katherine Esau covering property on Rickreall-Orr Corner Section of Pacific Highway West. (Approved January 27, 1961.)

"Agreement" with Roy L. Houck Sons' Corp. re recovery of precious metals from materials site on Evans Creek-Rock Point Paving project in Jackson County.

"Agreement" with Douglas County covering the Briggs Camp-Cascade Lakes Junction Section of FAS 253. (Approved September 29, 1960)

"Agreement" with City of Silverton covering Special City Allotment project on South Center Street in Silverton. (Approved November 3, 1960)

"Bargain & Sale Deed" to Robert A. and Frank Bitar for a parcel of land on Willamette River-42nd Avenue Section of Columbia River Highway, Multnomah County. (Approved March 10, 1961)

"Bargain & Sale Deed" to David C. and Evelyn R. Malpass for a parcel of land on Albany-Judkins Point Section of Pacific Highway, Linn County. (Approved May 10, 1960)

"Bargain & Sale Deed" to Jay F. and Achsa Oldham for a parcel of land on Eugene-Springfield Section of McKenzie Highway, Lane County. (Approved January 27, 1961)

"Correction Bargain & Sale Deed" to Robert A. and Frank Bitar for a parcel of land on the Harbor Drive-Barbur Boulevard Section of Pacific Highway, Multnomah County. (Approved November 3, 1960)

At 11:35 a.m. the three members of the State Highway Commission went to Governor Hatfield's office in the Capitol Building so that the Governor could administer the oath of office to Mr. K. N. Fridley, Commissioner, for his second term, from April 1, 1961 to March 31, 1964.

The meeting was reconvened at 1:30 p.m. in the same room with the same persons present, with the exception of Chairman McIver who was excused. Commissioner Fridley presided as Acting Chairman.

Mr. Richard D. Bennett, Municipal Judge, and Mr. Al Barzee, Chief of Police, Oceanlake, came before the Commission to request removal of shrubbery from the divider in the middle of the four-lane section of the Oregon Coast Highway at the north end of the City of Oceanlake. Mr. Bennett recalled that in previous discussions with highway engineers on this matter he had been advised that the shrubbery delineated the median and acted as a barrier to prevent head-on collisions. It was his opinion that the concrete curbs outlining the medians would serve the same purpose and that the shrubbery is not needed. Concerning the glare of opposing headlights, he pointed out that this section of Oceanlake is well illuminated with street lights, and headlight glare is not an important factor in this instance. Colored motion pictures were presented showing north and south traffic on the highway section in conjunction with the median shrubbery. He pointed out that under certain conditions cars in the opposing traffic lane are hidden from view and that

vehicles entering the highway at certain intersections are handicapped in not being able to see highway traffic. He requested that the Commission remove the shrubbery and pave the median strip within the curbs, except for planting areas about 30 feet apart and not to exceed three or four feet in width which could be utilized for some type of grass or low-growing plants, such as azaleas or rhododendrons. He also pointed out that it is quite expensive to the Highway Department to trim the median shrubbery each year. Mr. Barzee emphasized that pedestrians wishing to cross the street can not always see vehicles approaching in the opposite lane, and he mentioned an instance in which a woman came very near being struck by an auto. It was his opinion that it would be helpful to the Police Department to be able to see and identify vehicles in the opposing traffic lane. Mr. Bennett added that city officials favor removal of the shrubbery. Commissioner Fridley advised the delegation that the Engineer would be requested to study their presentation and submit a report to the Commission.

A delegation representing the Ontario Chamber of Commerce Highway Committee came before the Commission to urge construction of a second bridge across the Snake River east of Ontario. Present were Mr. J. Phillips, Chairman Ontario Chamber of Commerce Highway Committee; Mr. Fred Kinney and Mr. John Easly representing the Ontario Chamber of Commerce Highway Committee, all from Ontario. Mr. Phillips, acting as spokesman, pointed out that the existing bridge across the Snake River was built in 1921, is 810 feet long, has a vertical clearance of 14½ feet and a roadway width of 18 feet, which is quite hazardous. At the present time, he stated, this bridge is carrying approximately 4,800 vehicles per day, which is a much higher count than other bridges across the Snake River in this area. He exhibited pictures of traffic on the bridge, emphasizing the narrow roadway width, and presented letters from the Malheur County Court, the Vale Chamber of Commerce, the Vale Justice of the Peace, the Superintendent of the Ontario Public Schools, the Ontario City Council, the Malheur County Development Association, the Ontario Chamber of Commerce, the Ontario Kiwanis Club, the Malheur County Planning Commission, the Ontario Branch of the US National Bank, the Ontario Branch of the First National Bank of Oregon, the Nyssa Chamber of Commerce, the Pacific Trailways, the Ore-Ida Potato Products, Inc., the Idaho Power Company, Armco Drainage & Metal Products, Inc., Farmers Co-operative Creamery Company, Jaekel & Rogers Packers and Shippers, Ontario Produce Company, Ontario Grocery Company, Ontario Livestock Commission Company, Consolidated Freightways, Van Petten Lumber Company, Ontario Lions Club, Pacific Supply Cooperative, Vogt Transfer and Storage Company, Andy's Trailer Sales, Superior Block, and Ontario Planning Commission. These letters emphasized the deficiencies of the existing bridge and the need for a more adequate structure. Mr. Easly commented that much of the Ontario trade is with Idaho and that the narrow bridge acts as a bottleneck and is detrimental to development of retail trade in the Ontario area. Mr. Kinney also emphasized the importance of the Idaho trade and that in reality Ontario acts as a gateway to Eastern Oregon. He also pointed out that Nyssa and Vale are interested in securing a better bridge. He mentioned that the combined amount of traffic over the three Snake River Bridges at Weiser, Payette, and Nyssa is about the same as the traffic which uses the existing structure east of Ontario. Commissioner Fridley stated that the request would be referred to the Engineer. Mr. Phillips commented that the group would like to

have an answer concerning the construction of a new bridge. The Engineer, at Commissioner Fridley's suggestion, pointed out that the existing bridge, due to its width and type of construction, would not be suitable for one-way traffic. A new bridge, accommodating four lanes of traffic, he estimated, would cost about $800,000. The deficiencies of the present bridge are recognized, however. All available funds have been allocated for 1961 and 1962, and he stated that he could make no prediction as to the availability of funds beyond that time.

The Commission discussed with the Engineer a form of press release, and after a few revisions approved one concerning Senate Bill 32 having to do with a reduction in road use taxes on large trucks.

The Commission authorized a request to call for bids for the purchase of a large, four-door sedan in the Buick, Chrysler or Oldsmobile class.

The Chief Counsel presented a proposed settlement in the case of State vs. Fred R. Heyer, et al, File L-3606. He stated that Heyer had demanded the sum of $300 for his property, whereas he had been offered $100. As the difference between the State's offer and the amount of settlement is only $200 he recommended that the settlement be approved. He pointed out that the testimony of an expert witness would cost $100 per day and that attorney fees would probably be $150 to $200. The Commission approved the settlement.

The Chief Counsel also brought up the matter of abandoning a service road adjoining the Banfield Expressway between 122nd Street and 132nd Street in the easterly part of Portland. A real estate development company has purchased all of the property served by the service road and they have asked that it be abandoned. The proposed abandonment, he stated, has been checked and approved by the Engineer. He recommended that two paved sections be quitclaimed to Multnomah County, that one section be transferred to Joe Gerry, who owns adjoining property, and that one section be sold by Bargain and Sale Deed to the development company. Such action would relieve the State of all obligation to maintain the service road. The Commission accepted his recommendation.

The meeting adjourned at 2:35 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

April 14, 1961

Salem, Oregon
May 26, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m., Standard Time, in the Conference Room of the State Highway Building, Salem. Present were:

K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Chairman McIver was excused as he was out of the State. Commissioner Fridley acted as Chairman.

The Commission approved the minutes of the meeting held April 14, 1961.

The State Parks Superintendent presented a report recommending that the State Parks Advisory Committee's name be changed to "State Parks and Recreation Advisory Committee" to conform with the official name of the group. He also proposed the appointment to the Advisory Committee of Mr. Don McGregor, a Grants Pass merchant, and Mr. Lestle J. Sparks, Head of the Department of Physical Education, Willamette University, Salem, to fill vacancies caused by the death of William M. Tugman and resignation of Sidney Bazett. These two men, he stated, were approved by the Advisory Committee at its meeting on April 21. It was his suggestion that the new appointments be for a term of four years, and that existing members of the Advisory Committee determine their remaining tenure in office. The Commission approved submission of the names of Mr. McGregor and Mr. Sparks to the Governor for his approval, and they also approved the change in the name of the Advisory Committee as outlined above. No action was taken concerning the terms of the Advisory Committee members.

A request from a number of residents in the vicinity of Neahkahnie, Nehalem, and Rockaway on the Oregon coast for the installation of a television translator station on Neahkahnie Mountain was presented by the Parks Superintendent. Installation of the station, he stated, will improve reception in the area. The station will consist of a small building and two antennas about twenty feet high. Construction of an access road and the installation of a power line or buried cable will also be required. He called attention

to the existence of a similar installation at Depoe Bay, and stated that the Neahkahnie installation can be made without disfiguring the mountain and with a minimum disturbance to park values. He recommended that their request be granted, subject to the issuance of a permit by the Federal Communication Commission and subject to the securing of adequate financing. The Commission accepted his recommendation.

Authority was requested by the Parks Superintendent to secure an appraisal and to negotiate for the purchase of additional property at Mayer State Park in Wasco County. He explained that when property fronting on the Columbia River was acquired in 1956, the deeds described the property to include only that property above the existing lake which was formed by construction of Bonneville Dam in the 1930's. The Corps of Engineers acquired only flowage easements for the dam so that property which was inundated is not held in the public. This means that the public when engaged in water skiing, swimming, or other water activity in the park is trespassing. To protect public use of the lake and to prevent possible fencing off of the area, he recommended that authority be granted to secure the appraisal and to negotiate for the property. The Commission granted the authority as requested. The owner, he added, has asked $21,850 for 38 acres, 26 of which are inundated.

The Commission considered acceptance of a gift from Anton A. and Joseph H. Lausmann consisting of 126 acres of land for park purposes in the Columbia River Gorge. The Parks Superintendent explained that the land offered will fit in well with park plans in the vicinity of Seneca Fouts and Wygant State Parks in Hood River County. The land, he continued, has no productive value except for growing timber and preservation of the scenery, and although development for park use is not contemplated at this time, the property can be used for park purposes later. The gift was given through the Columbia River Gorge Commission and involves no expense to the State as the Lausmanns have provided the Gorge Commission with funds for a memorial. The Commission accepted the gift with thanks, and thereupon adopted a resolution naming the area "Vinzenz Lausmann Memorial Park", marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961."

Consideration was given to granting to Deschutes County a sixty-foot easement through Tumalo State Park for a revised alignment of an existing county road, known as Johnson Road. The Parks Superintendent stated that Johnson Road is located in the extreme northwesterly part of the park and connects with the Reservoir Market Road. The Commission approved the easement which covers approximately 0.78 acre.

The Engineer remarked that several letters have been received from residents in the vicinity of Cannon Beach, in Clatsop County, protesting nighttime activities on the beach and requesting that the beach be closed to vehicular traffic from 10:00 p.m. to 5:00 a.m. The Commission requested that he investigate the matter and present a report to the Commission as soon as possible.

Commissioner Jackson inquired of the Parks Superintendent as to progress on the State-wide park and recreational study. He also inquired as to what contacts had been made with the Department of the Interior and Department of Agriculture, Washington, D. C., to co-ordinate the State's activities with these policy-making departments in order to find out what the Federal objectives are going to be in line with what the State is attempting to do. He indicated that if a policy statement could be secured from the Washington, D. C. administrators as to their attitude in the development of recreational facilities in Oregon, it would expedite the study being conducted in Oregon. It was his opinion that the Federal Government should develop, along with the state, counties, and cities, those recreational facilities over which the Federal Government has control. No action was taken at this time as the Commission indicated that they wished to discuss the matter with the Parks Superintendent later. In the discussion of Federal policy in recreational development, Commissioner Fridley stated that the administrative policy concerning parks established by the U. S. Corps of Engineers should be challenged.

The Right of Way Engineer presented for consideration options, pages 1 through 85, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961."

In connection with one of these options, the Right of Way Engineer presented a "Ground Lease" from Cyril A. and Gertrude C. Van Dyke on the Nehalem Secondary Highway, Washington County. This lease, he explained, covers 0.746 acre for a period of three years, beginning June 7, 1961, with a rental of $75. The land is to be used by the State for stockpiling crushed rock, gravel, and other road-building materials. Upon the Right of Way Engineer's favorable recommendation, the Commission approved the lease.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of excess highway property. Each parcel, he stated, has been cleared through the Engineering Division as to its need for highway purposes. Access provisions are consistent with Department policies as practiced in the vicinity of each parcel, and the minimum sale price is based upon appraised value or upon an offer which exceeds appraised value. Based on his favorable recommendation, the Commission authorized public sale of the following parcels of real property, and thereupon adopted resolutions relative thereto, marked Exhibits "D-1" and "D-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961."

(1) 2.85 acres, Files 18068 and 21082, on the Blackwell Hill-Seven Oaks Section of the Pacific Highway, Jackson County, for not less than $997.50, with no access to the Pacific Highway and with an advertising sign restriction to be imposed.

(2) 0.27 acre, File 8588, on the Madras-Crooked River Section of The Dalles-California Highway, Jefferson County, for not less than $300, and with one access point to The Dalles-California Highway, 25 feet in width and restricted to agricultural and ordinary residential use.

(3) 0.56 acre, File 5882, on the Albany Section of the Albany-Junction City Highway, Linn County, for not less than $14,850. From the eventual sale price is to be deducted the cost of replacing a drainage ditch, the work to be performed by State Highway forces. Two points of access are to be allowed to the Albany-Junction City Highway, 30 feet in width and unrestricted as to use. (See Exhibit "D-1.")

(4) 7.65 acres, File 8862, on the Eugene Section of the Pacific Highway, Lane County, for not less than $92,500 with 8 points of unrestricted access, 25 feet in width, to the 7th Avenue leg of the one-way couplet and with no advertising sign restriction. (See Exhibit "D-2.")

Direct sales of two parcels of excess highway property were recommended by the Right of Way Engineer. In both instances the sales have been approved by the Engineering staff, and terms and conditions of the sales are consistent with Commission policies. The Commission approved the following sales:

(1) 0.09 acre, File 16773, on the Prineville-Post Section of the Paulina Secondary Highway, Crook County, to Crook County for the sum of $1.00 for use by the County as part of their right of way for a road to be constructed from the Paulina Highway to a proposed State park on the Prineville Reservoir on Crooked River.

(2) 45.787 acres, Files Q-90, Q-100, and Q-253, on the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County to Malheur County for $100 for the three parcels. This land, he explained, has been used as a road-building material source, has been depleted of aggregate, and is no longer of any use to the Highway Department.

A "Grant of Easement" to Multnomah County for an interceptor sewer on a portion of the right of way of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, Multnomah County, was presented by the Right of Way Engineer. He explained briefly that in order for the County

to qualify for Federal financing on their sewer project, it is necessary that they be able to show something more than permissive evidence of title to accommodate their sewer facility. This Easement, he continued, requires the County to obtain a standard Highway Department pipe line permit. Based on his favorable recommendation, the Commission approved the "Grant of Easement."

The Commission also considered a "Grant and Indenture of Access" to Hult Timber Company and the State Board of Forestry to authorize construction by the Bureau of Land Management of a timber access road connection to the Siuslaw Highway at the summit of Low Pass, Lane County. The Right of Way Engineer commented briefly that in constructing the Low Pass Section of the Siuslaw Highway a deep cut eliminated the existing access point. The Bureau of Land Management wishes now to rebuild the access road at a new location. The Commission approved the "Grant and Indenture of Access."

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "H-1" through "H-24", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated May 26, 1961, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers.")

A written report dated May 19 and May 25, 1961, of cases tried in court since the last Commission meeting was presented by the Chief Counsel and accepted by the Commission. He offered brief explanatory comments concerning several of the cases, which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3486 Brooks Hawley, et al.	Baker	Sumpter Valley	Sumpter-McEwen	$ 1,250	$ 2,500 (Trial time)	$ 1,500

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3484 J. E. Little et al.	Baker	Sumpter Valley	Sumpter-McEwen	$ 1,100	$ 2,000	$ 1,000 (Stipulated Judgment)
L-3632 Oscar T. Beyl, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 6,900	$ 8,500	$ 7,500
L-3656 F. H. Blaue, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$38,210	$50,000	$36,160
L-3658 Clara D. Keeley, et vir.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 5,100	$ 6,000	$ 5,500
L-3556 Clarence Faulkner, et al.	Linn	Santiam	Albany-Pacific Highway Interchange	$ 2,780	$ 5,000	$ 4,516
L-3631 Richard M. Peters, et al.	Linn	Santiam	Pine Street-Market Drive	$ 410	$75,000 (Answer)	$ 3,250
L-3712 S. N. Mayhew, et ux.	Multnomah	T. H. Banfield Expressway	- - - - - -	$ 140	$ 140	$ 350 (Judgment)
L-3519 Robert Hocker-smith, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 3,150	$ 4,200	$ 3,500

REPORT OF TRIAL OF OTHER CASES

(See next page)

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3452 Elmer Hyppa	Fraternal Order of Eagles, M.K. McIver, Robert B. Chessman, Kenneth N. Fridley, Charles H. Reynolds, Ben R. Chandler, W. C. Williams	Multnomah	Tort - Negligence	$300,000	- - - - (Demurrer on behalf of the members of the Highway Commission and its employes sustained)
L-3473 The Village Shops	State of Oregon	Washington	cul-de-sac (See remarks in May 19 letter)	$ 83,000	for defendant

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3636 Ella J. Graves, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 1,900	$ 4,500	$ 2,750
L-3616 George Harter, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 1,550	$ 3,500	$ 1,400
L-3659 Doris Willboard, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 2,500	$ 4,500	$ 2,500
L-3581 R. O. Johnson, et al.	Douglas	Oakland-Shady	Pine Street-Stephens Street Couplet	$27,380	$52,200 (Answer)	$38,000
L-3674 Hugh G. Simpson, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 550	$ 1,000	$ 1,500

May 26, 1961

Supplemental Report of Condemnation Cases Tried - Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3313 Kenneth H. Wylie, et ux	Lane	Pacific	Albany-Judkins Point	$74,060	$125,000	$77,000
L-3138 The Unknown Heirs of Charles Emison, deceased	Malheur	Old Oregon Trail	Ontario-Snake River	$ 50	None	$ 50

In discussing cases tried, the Chief Counsel mentioned that in the Village Shops (Triplett) case the jury had found that the State owed them nothing. The attorney for Village Shops has asked the State to cancel an item of some $80 which is the cost allowed to the defendant, the State, and in return Village Shops agrees to waive its right to appeal for a new trial. Upon the favorable recommendation of the Chief Counsel, the Commission approved cancellation of $80 in court costs.

(For additional details see the Chief Counsel's letter of May 19, 1961, and his letter of May 25, 1961, entitled "Supplemental Report of Cases Tried" in the General Files.)

A written report of cases settled out of court, dated May 19 and May 25, 1961, was presented by the Chief Counsel and approved by the Commission. He stated that all of the settlements are within appraised values or so close thereto as not to comprise substantial increases in values.

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31941 Metha R. Anderson, et vir	Clackamas	Cascade Secondary	Lake Road-Oregon City	$1,100	$1,100
R-29306 Harold E. Bernier, et al	Clackamas	Cascade Secondary	Lake Road-Oregon City	$2,000	$2,300
R-29328 Ila Beery, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$4,700	$5,500 (See remarks in letter.)
R-31826 Knute K. Folgedalen, et ux	Lane	Pacific	Judkins Point-Goshen	$1,350	$1,350

May 26, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32100 Mary Doherty, et al	Morrow	Columbia River	Boardman Junction-Umatilla	$1,150	$1,150
R-32321 Umatilla Electric Cooperative Association	Morrow	Columbia River	Boardman Junction-Umatilla	$ 50	$ 50
R-31719 Cora M. Kiernan, et vir	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$ 200	$ 250
R-29555 Tillamook Broadcasting Co.	Tillamook	Necarts	Tillamook River Bridge	$ 800	$ 800
R-31251 Fred R. Heyer, et al	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 100	$ 300
R-28891 W. S. Gillette, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$7,850	$8,300
R-31548 Edwin L. Kleger, et al	Columbia	Columbia River	Westport-Clatskanie	$ 610	$ 810
R-24568 Ufa Johnson, et al	Hood River	Columbia River	Cascade Locks-Viento	$1,150	$1,350
R-32105 LeRoy C. Gustafson, et al	Morrow	Columbia River	Boardman Junction-Umatilla	$ 475	$ 680
R-32108 West Extension Irrigation District	Morrow	Columbia River	Boardman Junction-Umatilla	$ 220	$ 717
	(Revised appraisal subsequent to offer based on very recent sale of nearby comparable property.)				
R-31460 Ethel Frances Borthwick Neace, et al	Umatilla	Hermiston	Hermiston-Hinkle	$1,592.50	$1,850
			(Settled by Judgment.)		

May 26, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32787 Henry C. Kelley, et ux	Harney	Burns-Crane	------	$ 250	$ 250

(For additional details see the Chief Counsel's letter dated May 19, 1961, entitled "Report of Cases Settled" and his supplemental letter on the same subject dated May 25, 1961, in the General Files.)

Confirmation of telephonic approval by members of the Commission on offers made to property owners prior to the institution of condemnation proceedings was requested by the Chief Counsel. The Commission confirmed the following offers:

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-32078 - Ernest Lehman, et ux. Parcel No. 1: 0.6 acre for right of way purposes; and Parcel No. 2: 0.11 acre for right of way purposes. Offer of $5,750.00 approved by Mr. Fridley, May 16, 1961.

R-32313 - Elizabeth B. Westhoff Allen, et al. Acquisition of access only. Offer of $1,200.00 approved by Mr. Fridley, May 16, 1961.

R-32314 - Thea Grunbaum, et al. 0.63 acre for right of way purposes. Offer of $1,200.00 approved by Mr. Fridley, May 17, 1961.

R-32682 - Lydia Bauer, et al. 0.21 acre for right of way purposes. Offer of $13,000.00 approved by Mr. Fridley, May 17, 1961.

R-32893 - George Teufel, et ux. Acquisition of access; and 1,200 square feet for temporary easement. Offer of $3,630.00 approved by Mr. Fridley, May 17, 1961.

R-33034 - Ruhl N. Morgan, et al. Parcel No. 1: 0.45 acre for right of way purposes; and Parcel No. 2: 660 square feet for right of way purposes. Offer of $20,000.00 approved by Mr. Fridley, May 19, 1961.

R-33035 - Rose Biggi, et vir. Parcel No. 1: 0.14 acre for right of way purposes; and Parcel No. 2: 880 square feet for right of way purposes. Offer of $8,300.00 approved by Mr. Fridley, May 19, 1961.

R-33037 - Karl J. Granquist, et al. 0.01 acre for right of way purposes. Offer of $180.00 approved by Mr. Fridley, May 15, 1961.

R-33038 - Bruce Kelly, et al. 0.07 acre for right of way purposes. Offer of $1,310.00 approved by Mr. Fridley, May 15, 1961.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY - Cont.

R-33330 - Prescott Corporation, et al. Parcel No. 1: 3.64 acres for right of way purposes; Parcel No. 2: 3.53 acres for right of way purposes; and Parcel No. 3: 0.17 acre for right of way purposes. Offer of $22,500.00 approved by Mr. Fridley, May 17, 1961.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-27730 - Duane Crabtree, et ux. 0.35 acre for right of way purposes. Offer of $3,850.00 approved by Mr. McIver, April 21, 1961.

R-27740 - W. W. McDonald, et ux. Parcel No. 1: 2.1 acres for right of way purposes; and Parcel No. 2: 2.1 acres for right of way purposes. Offer of $8,935.00 approved by Mr. Jackson, April 17, 1961.

BIG EDDY-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31292 - Columbia-Deschutes Power Company. Parcel No. 1: 18.75 acres for material source; and Parcel No. 2: 3.41 acres for material source. Offer of $2,550.00 approved by Mr. Fridley, May 3, 1961.

R-32742 - River Terminals Company, et al. Acquisition of interests in easement (7.1 acres). Offer of $1,600.00 approved by Mr. Fridley, April 17, 1961.

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31538 - Clifford Salmi, et al. 7.9 acres for right of way purposes. Offer of $2,375.00 approved by Mr. Jackson, April 26, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-32220 - Crown Zellerbach Corporation. 6.6 acres for right of way purposes. Offer of $150.00 approved by Mr. Fridley, April 17, 1961.

R-32239 - Clarence Trelstad, et ux. 900 square feet for right of way purposes. Offer of $550.00 approved by Mr. McIver, April 14, 1961.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-29489 - Frank H. Hilton, et al. 15,000 square feet for right of way purposes. Offer of $15,000.00 approved by Mr. Jackson, May 12, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31658 - Archdiocese of Portland in Oregon. 13,000 square feet for right of way purposes. Offer of $3,700.00 approved by Mr. Fridley, May 3, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29801 - Marvin F. Rogers, et al. 5,000 square feet for right of way purposes. Offer of $13,500.00 approved by Mr. Fridley, May 3, 1961.

BURNS-CRANE HIGHWAY

R-32787 - Henry C. Kelley, et ux. Parcel No. 1: 10.0 acres for material source; and Parcel No. 2: 1.25 acres for permanent easement. Offer of $250.00 approved by Mr. Fridley, May 15, 1961.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY

R-32462 - William C. Henderson, et ux. 2,750 square feet for right of way purposes. Offer of $7,000.00 approved by Mr. Jackson, May 10, 1961.

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30553 - Claude L. Finley, et al. 11,100 square feet for right of way purposes. Offer of $17,750.00 approved by Mr. Fridley, May 15, 1961.

SHEEP GULCH-VANCE CREEK UNIT, CANYON CITY-SENECA SECTION OF THE JOHN DAY-BURNS HIGHWAY

R-32585 - L. Lee Williams, et al. 0.95 acre for right of way purposes. Offer of $110.00 approved by Mr. Fridley, May 18, 1961.

R-32588 - Joseph E. DeMarsh, et al. 3.66 acres for right of way purposes. Offer of $2,065.00 approved by Mr. Fridley, May 15, 1961.

A written report was presented by the Chief Counsel listing cases before the Public Utility Commission in which the State is respondent. The Commission accepted the report. (For details, see the Chief Counsel's statement dated May 1, 1961, entitled "PUC Cases Where State Is Respondent" in the General Files of the Salem office.)

A report of legal action taken by Dolan Construction Company against the State of Oregon was presented by the Chief Counsel. Dolan Construction Company, awarded Contract No. 5629, has alleged that additional costs were incurred in performance of the contract in the amount of $27,199.81. The contractor, the Chief Counsel continued, alleges that these costs were caused because the Whobrey Gravel Bar in Coos County was not suitable for the production of road materials, and the contractor was forced to seek another source of material. This matter is being referred to a staff attorney to protect the interests of the State.

The Chief Counsel also presented a report on a legal action filed by Donna Larson and an action filed by Charles R. Mathis against R. P. Bewley, et al, who is the employer of Frank Dollarhide, logging truck operator, and Delbert Anderson, a State weighmaster, in connection with an automobile-truck

collision on the Pacific Highway near the State scales, about five miles north of Roseburg. The complaint alleges that the defendant, Delbert Anderson, was negligent in requiring the driver of the logging truck to reweigh the truck, in failing to advise the log truck driver the proper manner of returning to the scales for reweighing, and in failing to provide proper signaling on the highway. This matter, he stated, has been turned over to the State's insurance carrier.

A report was submitted by the Chief Counsel on legal action brought by Lois Laushway and an action by John E. Richard vs. Fred H. Slate, et al, W. C. Williams, G. S. Paxson, and the resident engineer named as John Doe in the complaint. The plaintiff, John E. Richard, alleges damages in the amount of $20,000 and the plaintiff, Lois Laushway, alleges $75,000 damages arising from an accident which occurred October 18, 1959, caused by alleged negligence in the performance of highway construction by the contractor, Fred H. Slate, on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties, Contract No. 5338. This matter, the Chief Counsel stated, has been referred to a staff attorney for attention and notification to the proper insurance company.

Attention was given to a report by the Chief Counsel concerning legal action filed by Kay Osborn, et al, against Junior R. Miles, a State Highway employee. This action, he stated, arose from an accident which occurred September 15, 1960, when Mr. Miles was operating a power-driven broom on a highway approximately 47 miles south of Burns. The plaintiff alleges negligence in that the truck operating the broom caused great quantities of dust to arise, and that no warning signs had been placed. This matter has been turned over to the vehicular insurance carrier for the State.

A relinquishment form in favor of the United States Bureau of Land Management covering 3.75 acres for a material source in the SW¼NE¼NW¼SE¼ and the NW¼SE¼NW¼SE¼ of Section 19, Township 33 South, Range 1 West, W.M., on the Douglas County Line-Trail Section of the Tiller-Trail Highway in Jackson County, was presented by the Chief Counsel. He explained that a permit had recently been obtained from the Bureau of Land Management; but upon receipt of the permit, it was discovered that the site covered by it was unsuitable and another material site has been located. He recommended that the Secretary be authorized to sign the relinquishment form. The Commission approved the recommendation.

The Chief Counsel reported that recently a parcel of property on the Deady-Shady Section of the Pacific Highway in Douglas County, File No. 17850, had been offered for public sale. The high bidder offered to pay $2,100.00 for the property. Subsequent to receipt of the bids, the local school district, which owns land adjoining the property offered for sale, stated that they wished to buy the property as it is needed for school purposes, and offered to pay the amount of the high bid. He recalled that in some instances in the past public bodies, such as cities, counties, or school districts, had been granted the privilege of buying State property for the amount of the high bid. To do this, he stated, it would be necessary for the Commission to reject all bids received at the auction, and if the Commission so desired, they could then sell the property to the school

district. The Commission instructed that all bids be rejected and that the property be sold to the school district for the amount of the high bid, $2,100.

A legal action filed by Albert Straus, Frank Straus, and Donna Straus against Ernest W. King and Louis Thelien, State employees, was reported on by the Chief Counsel. This case, he stated, concerns alleged negligence by the employees in starting a fire on the Sams Valley Secondary Highway. Defense of the employees has been turned over to the insurance carrier. On April 13, 1961, the circuit court judge in the County of Jackson sustained a motion to quash service of summons and complaint upon the State Highway Commission, and on May 11, 1961, another circuit court judge in the County of Jackson sustained a similar motion to quash in the case of Albert Straus and Donna Straus vs. Ernest W. King, et al. These cases, he stated, may be considered as terminated insofar as the State Highway Commission is concerned.

The Chief Counsel presented for the Commission's consideration an "Agreement for Carrying Out the National Policy Relative to Advertising Adjacent to the National System of Interstate and Defense Highways", a "Plan for Controlling Outdoor Advertising in Areas Adjacent to the National System of Interstate and Defense Highways in the State of Oregon", and a form entitled "Oregon Highway Commission Rules and Regulations for Controlling Outdoor Advertising in Areas Adjacent to the National System of Interstate and Defense Highways in Oregon". These papers, he stated, need to be acted on by the Bureau of Public Roads, Washington, D. C., and are in conformity with legislation passed by the 1961 State Legislative Assembly. He requested that the Commission sign the Agreement and that authority be granted the Secretary to sign the other two papers in behalf of the Commission. The Commission approved the Agreement, granted authority to sign the papers, and adopted a resolution pertaining to the Plan, Rules and Regulations for outdoor advertising, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

The Chief Counsel stated that on August 25, 1959, the following legal cases had been reported to the Commission: Dewey M. Kleng, et ux vs. Walter J. Durbin, et al; Ralph O. Trow, et ux vs. Walter J. Durbin, et al; and Charles J. Ossenkop, et ux vs. Walter J. Durbin, et al, involving blast damage in the area of LaGrande and Perry-Oro Dell. All of these cases have been settled out of court, and it appears that they are terminated.

Termination of an Oil and Gas Lease with Humble Oil and Refining Company, File No. R-31575, on the Lakeview-Burns Highway, Fremont Highway, and the Klamath Falls-Lakeview Highway was reported by the Chief Counsel. He explained that a lease had been granted to the refining company, dated July 7, 1960, to explore for and develop oil and gas resources under certain sections of the highways named above. The company, he stated, is now exercising a provision in the lease giving them the right to terminate the lease. The Commission approved the termination.

Upon inquiry made by Commissioner Fridley concerning right of way progress in The Dalles, the Chief Counsel explained briefly that portions of the right of way had been staked. Two out-of-state appraisers, he pointed

out, have been employed by the Port of The Dalles, and as soon as they have finished their appraisals of the Port's property, the Port will negotiate with the State. If a satisfactory settlement cannot be reached, the Port officials have requested that the matter be set down immediately for trial. He also mentioned that three Public Utility Commission hearings have been held in connection with the Union Pacific Company's three grade crossings, two of which have been approved by the PUC and the third crossing, Brewery Grade, the PUC has under advisement.

The Engineer reported that he had made award of contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of. The Commission confirmed his award of the following State Highway contracts:

(1) Stone base and oiling the West Ranch-Iowa School Section of Island City-Summerville Road, Union County. Bids received April 11, 1961. Contract awarded April 17, 1961 to J. F. Konen Construction Co., Inc., Lewiston, Idaho, low bidder.

(2) Paving on Briggs Camp-Cascade Lakes Junction Section of North Umpqua Road, Douglas County. Bids received April 11, 1961. Contract awarded April 18, 1961 to Warren Northwest, Inc., Portland, low bidder.

(3) Deschutes County Oiling Project in vicinities of Terrebonne, Tumalo, and Bend. Bids received April 11, 1961. Contract awarded April 24, 1961 to Babler Brothers, Inc., Portland, low bidder.

(4) Leveling course and oiling on South Unit, Jordan-Ruggs Section of Rhea Creek Road, Morrow County. Bids received April 11, 1961. Contract awarded April 25, 1961 to C. C. Meisel, Mc-Minnville, low bidder.

(5) Grading and paving on Buford Hill Slide Section of Corvallis-Newport Highway, Lincoln County. Bids received April 11, 1961. Contract awarded April 28, 1961 to E. A. White Company, Newport, low bidder.

(6) Grading and structures on 12th Street-North Ashland Interchange Section of Pacific Highway, Jackson County. Bids received April 11, 1961. Contract awarded May 10, 1961 to R. A. Heintz Construction Company and Rogers Construction, Inc., Portland, low bidder.

The following items of unfinished business appearing on the Secretary's summary dated April 14, 1961 were considered by the Commission:

(1) Proposed change of name of Parks Advisory Committee and proposed staggering of terms of members of this Committee: This matter was considered earlier in the day in a report presented by the Parks Superintendent. The Commission ordered the item deleted from the list of unfinished business.

(2) Request from the City of Manzanita for an amendment to Miscellaneous Resolution No. 231, concerning closing to vehicles the beach area adjacent to the City, so as to allow vehicles on the beach between September 15 and May 15: Because of the closeness of the summer season, the Commission deferred action on the request until sometime late in summer--probably August or September. The Commission ordered the item deleted from the list of unfinished business and brought up as new business when the report is ready in August or September.

(3) Request of Oceanlake delegation that shrubbery be removed from the median strip on the Oregon Coast Highway in the City of Oceanlake: The Engineer reported that personal investigation by the Parks Superintendent and Division Engineer, J. D. Walker, indicates that there is considerable difference of opinion among the residents of Oceanlake as to whether the shrubbery should be removed or not. The median strip has been sprayed with chemicals to remove undesirable weeds and grass. As the reason for planting the shrubbery in the first place is still valid, he recommended that no action be taken to remove it. The Commission accepted his recommendation and ordered the item removed from the list of unfinished business.

For the protection of the traveling public through highway construction projects, the Engineer reported that the following temporary construction speed zones had been placed in effect:

(1) 35 MPH on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, between M.P. 171.0 and M.P. 179.0, effective 8:00 a.m., May 1, 1961.

(2) 35 MPH on the Fourth Street-Boundary Street Section of the Oregon Coast Highway in the City of Newport, Lincoln County, between M.P. 139.03 and M.P. 139.99, effective 8:00 a.m., May 10, 1961.

(3) 35 MPH during working hours and 45 MPH at other times on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion County, between M.P. 18.42 and M.P. 29.34, effective 8:00 a.m., May 4, 1961.

(4) 35 MPH on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway in Coos County, between M.P. 244.8 and M.P. 258.9, effective 8:00 a.m., May 16, 1961.

The placement of reduced load limits on sections of State highways was reported by the Engineer under authority granted by resolution on June 19, 1958. These load limits are necessary because of soft highway surfaces due to melting of snow and ice. The Commission confirmed the following reduced load limits:

(1) East Diamond Lake Highway No. 425, entire length: 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles, effective 8:00 a.m., April 20, 1961. This action was modified later to allow only 5,000 pounds gross on any single axle and 10,000 pounds gross on any tandem axles, effective noon, April 24, 1961. Effective 2:00 p.m., PST, May 23, 1961, the load limit was raised to allow 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles.

(2) Sun Mountain Highway No. 428 in Klamath County, M.P. 0.0 to M.P. 24.42: 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles, effective 8:00 a.m., April 17, 1961. This load limit was removed at 8:00 a.m. on May 15, 1961.

(3) Lewis and Clark Park Road in Multnomah County: 5,000 pounds gross on any single axle and 10,000 pounds gross on any tandem axles, effective 8:00 a.m., April 28, 1961. This load limit was placed because the base and surface of the road are not adequate to carry unrestricted loads.

(4) Crater Lake North Highway No. 232, M.P. 0.0 to M.P. 3.81: 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles, effective 2:00 p.m., PST, May 23, 1961.

(5) West Diamond Lake Highway No. 233, M.P. 8.0 to M.P. 23.89: 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles, effective 2:00 p.m., PST, May 23, 1961.

Authority for increases on contract project authorizations was requested by the Engineer on the following State Highway contracts:

(1) Contract No. 5823 on the Elk Creek-Robber Roost Section of the Crater Lake Highway in Jackson County: an increase of $6,997.42. The Engineer explained briefly that the contract involved equipment rental hours to widen cuts and fills, and State forces to widen the pavement and add base rock and culverts as required. Because of excellent progress under the contract, it was necessary to extend the work performed by State forces.

(2) Contract No. 5784 on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County: an increase of $96,556.40. The overrun was caused by slide conditions which occurred during construction.

(3) Contract No. 5825 on the East Revere Avenue-East Franklin Avenue project in Bend, Deschutes County: an increase of $22,072.48. This overrun was caused by increased work required at street connections and road approaches, and an overrun in the cost of the City of Bend's water line adjustment because of rocky excavation.

(4) Contract No. 5758 on the Burnt Hill-Thomas Creek Unit of the Oregon Coast Highway in Curry County: an increase of $40,822.50 because of slide conditions during construction.

The Commission approved the increases as requested.

Acquisition of additional property for enlargment of the Equipment Shop yards at LaGrande was requested by the Engineer. He recalled that in 1959 the Commission had given permission to acquire additional property, and he exhibited a map showing parcels which have been acquired. It had been planned to purchase only a portion of the property owned by Mr. and Mrs. F. C. Hunt; however, the owners have refused to sell a part and will consider only sale of the entire property. To secure sufficient property to justify a request to the City to vacate Jefferson Avenue and a portion of Box Elder Street, it is necessary to secure the property owned by the Hunts. The Commission granted authority to purchase the Hunt property at the appraised value of $11,000. The Engineer commented briefly that the property includes a house valued at $8,900 which can be used for storage or it can be rented to a highway employee.

Attention was given to a resolution, adopted by the Albany City Council, requesting widening to four lanes of the old route of the Pacific Highway (presently designated Albany-Junction City Highway) between the North Albany Interchange and the northerly end of the four-lane section previously constructed through Albany. This section, the Engineer stated, is in the vicinity of Waverly Lake and carries an average daily traffic of 8,800 vehicles. Traffic prior to opening the freeway section was 12,000. Cost of constructing a four-lane section he estimated at $120,000; however, no funds are available. The Commission deferred action due to lack of funds.

The Engineer requested authority to reimburse Southern Pacific Company for their cost, estimated at $1,720, for watchmen and flagmen to protect their traffic while the railroad crossing on LaSalle Street in Harrisburg is being improved. The project, the Engineer added, is a City street project financed from the special City street improvements fund. The Commission approved payment as recommended.

Attention was given to letters from Jackson County Judge Earl M. Miller and from L. B. Mayfield, Superintendent of Medford Public Schools, and a petition, signed by a number of residents of Jackson County, requesting improvement of the Medford-Provolt Secondary Highway between Ruch and Jacksonville. The Engineer stated that the average daily traffic on this section is 1,300 vehicles, and the accident rate is considerably below the state average for rural roads on the secondary system. A rough estimate of the cost of the requested improvement would be about $1,100,000. This improvement, he continued, is desirable but no funds are available at this time. He

recommended that the interested persons be advised that the project must be deferred until funds are available. The Commission accepted his recommendation.

Requests for increases in number of working days within which to complete state highway contracts were presented by the Engineer. He explained briefly the reasons for his recommended actions. The Commission took action on the requests as follows:

(1) Roy L. Houck Sons' Corporation, Contract 5608, for grading and structures on the Homestead-Rock Point Section of the Pacific Highway, Jackson County, requested an increase from 170 days to 270 days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 60 workdays without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring therein.

(2) Sierra Electric Company, Inc., Contract 5646, illumination installation on the North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail Highway, Malheur County, requested an increase from 20 days to 142 days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 72 workdays without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring therein.

(3) R. A. Heintz Construction Company, Contract 5830, for grading and structures on the Phoenix-Siphon Section of the Pacific Highway, Jackson County, requested an extension of time within which to complete the contract without assessment of liquidated damages from April 22, 1961 to April 28, 1961. The Commission approved the extension as requested. A letter was presented from the Bureau of Public Roads concurring therein.

The Engineer reported that Contract Nos. 5141, 5412, 5445, 5548, 5574, 5588, 5589, 5646, 5673, 5737, 5761, 5772, 5783, 5790, 5804, 5805, 5806, 5820, 5822, 5859, 5864, and 5889 for highway construction had been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of May 26, 1961".

A request from the Bureau of Public Roads for a program change in the latest approved Forest Highway Program was considered. The Engineer explained that on the Mt. Hood Highway near Polallie Creek $50,000 additional funds are needed to provide a bridge. It is proposed that some of the unprogrammed balance be used for this purpose, thus increasing the authorization for this project from $400,000 to $450,000, leaving $231,467 as the unprogrammed balance. The Commission approved the revision.

The Engineer reported an extremely high accident record at the intersection of the Pacific Highway West and Seavy Road, north of Corvallis. From January 1, 1956 to February 28, 1961 there were 32 reported accidents at this location. Twenty-five persons were injured but there were no fatalities. It was his judgment that the accident potential could be materially decreased by the installation of a flashing beacon, with flashing red to those vehicles entering from Seavy Road and flashing amber to vehicles travelling on the Pacific Highway West. He recommended that the flashing beacon be installed at an estimated cost of $800. The Commission approved the installation.

A proposed illumination agreement with the City of Portland covering the Southwest City Limits-Harbor Drive Section of the Pacific Highway in Portland was presented by the Engineer. This agreement provides that the State install the lights at its expense and also provide maintenance. The City is to pay for all electrical energy required. Upon the Engineer's favorable recommendation, the Commission approved the agreement.

The Commission discussed with the Engineer a letter from the City of Pendleton requesting a surfacing project on S.W. 20th Street in Pendleton. The Engineer explained that the City's request referred to an agreement made in 1941 in which the State had contributed $3,721 on S.W. 20th Street which is not a part of the State Highway System. This agreement, he pointed out, was prior to the enactment of the law that set up a Special City Allotment Fund for expenditure of funds upon city streets not a part of the State Highway System which are receiving excessive wear through sudden increase in population or heavy or unusual traffic. Under present policy the Special City Allotment Fund is restricted to cities of less than 5,000 population, and since Pendleton has in excess of 15,000 population, it would not qualify for the allocation of these funds. The Engineer also pointed out that in view of the scarcity of highway funds he could not recommend use of funds other than on the State Highway System. He recommended that the request be denied. The Commission accepted his recommendation.

A proposed agreement with the Rogue River Valley Irrigation District covering relocation by the State of the weir in Bear Creek within the City of Medford on the Pacific Highway was discussed. The Engineer explained that in construction of the Pacific Interstate Highway through Medford it will be necessary to reconstruct the weir in Bear Creek to provide proper service for the Irrigation District. The agreement provides that it is the obligation of the State to relocate the weir and to provide right of way for the relocated facilities. It is the obligation of the Irrigation District to operate and maintain these facilities. Following his favorable recommendation, the Commission approved the agreement.

The Engineer presented a tabulation showing construction projects in Coos, Josephine, Klamath and Marion Counties as requested by these counties for expenditure of Federal-aid Secondary Funds. He also called attention to the cancellation of a project in Yamhill County as the County has decided to construct with its own forces. The projects, he pointed out, have been investigated and are eligible for these funds. The Commission approved the following Federal-aid Secondary projects:

County	FAS Hwy No.	Section & Description	Programmed Amount	FAS Funds
Coos	677	Beaver Lookout-Chrome Plant Overcrossing, East Unit. Grading, 1.04 miles.	$ 192,000	'62
Josephine	594	Alameda Mine-Dean Placer Section. Grading, 2.7 miles.	$ 168,000	'62
Klamath	415	Shasta Way-South 6th Street. Paving, 0.77 mile.	$ 75,000	'62
	842	Little Deschutes River Bridge. Structure.	$ 25,000	'62
Marion	733	Abiqua Creek Bridge. Structure.	$ 35,000	'62
		SUBTOTAL, ADDITIONAL PROJECTS		$495,000
Previously Approved Project Proposed for Cancellation				
Yamhill	114	Tindle Creek Road-Willamina Section	$ 51,000	
		LESS PROJECT PROPOSED FOR CANCELLATION		$-51,000
		TOTAL ADDITIONAL COUNTY FAS FUNDS		$444,000

SUMMARY BY FISCAL YEARS	1962	1963 Estimated	Total
Allocated Funds	$3,497,000	$3,681,000	$7,178,000
Previously Approved	2,782,000	--	2,782,000
Unprogrammed Balance	$ 715,000	$3,681,000	$4,396,000
Projects Proposed 5/26/61	444,000	--	444,000
Unprogrammed Balance	$ 271,000	$3,681,000	$3,952,000

The Engineer reported that surveys have been made for relocation and reconstruction on sections of three state highways. These surveys were made with the view of providing the most adequate highway facilities commensurate with the costs involved. Following his favorable recommendation, the Commission approved the following location surveys and thereupon adopted resolutions, marked Exhibits "I-1" through "I-3", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Commission Meeting of May 26, 1961".

(See following page.)

(1) S.W. Hamilton Street-S.W. Slavin Road Section of Pacific Highway West in Multnomah County. (See Exhibit "I-1".)

(2) Arlington-Boardman Junction Section of Columbia River Highway in Gilliam and Morrow Counties. (See Exhibit "I-2".)

(3) Fikes Corner-Hood River Section of Mt. Hood Highway in Hood River County. In adopting this survey resolution the Commission also ordered that the section of the Mt. Hood Highway from Wapinitia Junction to the City of Hood River be designated as a throughway. (See Exhibit "I-3".)

The Engineer made a report on the status of the Winnemucca-to-the-Sea Route from Adel to the Nevada State Line. With completion of a grading contract underway from Adel easterly, the road will be graded for a distance of 15½ miles (Adel to Blizzard Gap). The section from Blizzard Gap easterly has been partially graded by Lake County; however, there are many deficiencies and the road is not suitable for travel. The overall length of this inadequate section is 13 miles. He recommended that a contract project be undertaken or an equipment rental basis, similar to the one at Owyhee Lake, at a cost of approximately $150,000, using State funds. It was his thought that bids could be received on June 27, 1961. He also recommended a stage construction surfacing project on the section between Adel and Blizzard Gap, with placement of a light oil mat as a wearing surface. He estimated the cost of this work at $225,000. On completion of the work recommended, he pointed out that the remaining work will consist of surfacing approximately 21 miles from Blizzard Gap to the Nevada State Line which could be considered at a later date. He also recommended that effective July 1, 1961 the exchange of highways be effected as previously agreed between Lake County and the State, whereby the State is to take over as a state secondary highway the section from Adel to the Nevada State Line and the County is to take over as a county road the existing Warner State Secondary Highway from Adel to Plush. The Commission approved the recommendations as presented by the Engineer, and thereupon adopted a resolution, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Commission Meeting of May 26, 1961".

The Commission discussed with the Engineer and the Chief Counsel the sale of $8,000,000 of highway bonds authorized by the 1961 State Legislative Assembly. The Engineer pointed out that, although it does not so state in the bond acts, it was the intention of the Legislature that $4,000,000 of the bond money be spent on the Coos Bay-Roseburg Highway (ORE 42) and $4,000,000 on The Dalles-California Highway (US 197). He recommended that the Chief Counsel be granted authority to make necessary arrangements for sale of the bonds. The bonds, however, cannot be sold prior to August 10, 1961 as no emergency clause was attached to the Legislative act. The Commission granted authority as requested.

Attention was given to a request made by the principal of the Durham School on the Beaverton-Tualatin Highway for a reduced speed zone. The Engineer stated that a traffic engineering investigation had been made, and in view of the facts disclosed he recommended that Speed Zone Resolutions Nos. 187 and 271, dated April 14, 1955, and January 21, 1958, respectively, be rescinded, and that the following speed zones be established on the Beaverton-Tualatin Highway between Tigard and Tualatin:

(1) 35 MPH between the Pacific Highway West Junction and a point 450 feet south of Burnham Street.

(2) 45 MPH between a point 450 feet south of Burnham Street and a point 150 feet south of Southern Pacific Railroad crossing, except that between a point 450 feet east of S.W. 85th Avenue and a point 150 feet east of S.W. 79th Avenue the indicated speed shall be 20 MPH during the hours of school crossings.

(3) 30 MPH between a point 150 feet south of Southern Pacific Railroad crossing and the north City Limits of Tualatin.

(4) 40 MPH between the northerly south City Limits of Tualatin and the easterly west City Limits of Tualatin.

The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

The Commission also considered requests from the Sandy Chamber of Commerce and from residents in and near Sandy for a speed zone on the Sandy-Alder Creek Section of the Mt. Hood Highway other than the speed of 55 MPH referred to in the Basic Rule. The Engineer pointed out that this section of highway, 7.85 miles in length, is four lanes in width and was completed in 1960. Speed checks indicated that the speed at or below which 85 per cent of the vehicles traveled was 59.83 miles per hour. In view of this fact and other facts disclosed in a traffic engineering investigation, he recommended that a 60 MPH speed zone be established on the Mt. Hood Highway between the east City Limits of Sandy and a point 50 feet west of Alder Creek. The Commission accepted his recommendation, and thereupon adopted a resolution relative thereto, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

The Engineer requested and the Commission approved out-of-state travel authorization for the following personnel:

(1) Gene Huntley, Director of Personnel and Public Relations, to attend the Western Association of Highway Personnel Directors Conference in San Francisco, California, June 28-30, inclusive, at an estimated cost of $134.40.

(2) W. C. Williams, State Highway Engineer, to attend the annual summer meeting of the American Association of State Highway Officials Executive Committee meeting in Louisville, Kentucky, June 28, 1961, at an estimated cost of $275.

(3) Richard McCash, Parks Planning Supervisor, to attend the meeting of the Columbia Basin Inter-Agency Committee at Coeur d'Alene, Idaho, May 4, 1961, at an estimated cost of $75. This is confirmation of prior approval.

(4) Joe Shaw, Right of Way Agent, to go to the Indian Reservation at Marysville, Washington, to secure signature of an Indian owner whose land is held in trust by the Federal Government. Estimated cost, $70. This is confirmation of prior approval.

(5) L. E. George and William R. Zirbes, Traffic Engineering Division, to go to Sacramento, California for two days to study procedures used by California for measurement of sound before and after highway construction. Total estimated cost, $160.

(6) Carl Jordan, Director of Travel Information Division, to attend the Pacific Northwest Regional Meeting of the National Association of Travel Organizations in Seattle, Washington, June 1, 1961, at an estimated cost of $71.

Consideration was given to a proposed Joint-Use Agreement with Baker County and Frank D. Baird and Emma A. Baird, owners of the land, and the State Highway Department, lessee, granting Baker County permission to place radio transmitting equipment in the State building formerly occupied by the Bureau of Land Management on Coyote Peak near Baker, in Baker County. The Engineer explained briefly that the arrangement will not be detrimental to the State, and he recommended that it be approved. The Commission approved the Agreement.

Also considered was a Joint-Use Agreement with the City of Medford and the United States Forest Service granting the Forest Service permission to use 36 square feet of space in the State's proposed radio transmitter building on Roxy Ann Butte, near Medford. Use of the facility by the Forest Service, the Engineer stated, will not be detrimental to the State's interest, and he recommended that the Agreement be approved. The Commission approved the Agreement.

For the benefit of the traveling public, to facilitate the acquisition of right of way and closing of roads and streets, the Engineer recommended that the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Secondary Highway be designated as a throughway. The Commission approved his recommendation, and thereupon adopted a resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

For similar reasons the Engineer also recommended that the Pendleton-Milton Freewater Section of the Oregon-Washington Highway in Umatilla County be designated as a throughway. The Commission accepted the recommendation by adopting a resolution relative thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

The matter of fire insurance on the State Highway Office Building in Salem was discussed. The Engineer pointed out that fire insurance policies totaling $1,486,800 are now in effect, but will expire June 4, 1961. As the State Restoration Fund has now been built up to the maximum amount of $3,000,000, he recommended that the policies be allowed to lapse and that the building be insured under coverage of the State Restoration Fund. The Commission approved the recommendation.

Attention was given to an agreement form with the City of Roseburg whereby the City agrees to reimburse the State for the actual cost of supervision of construction of a bridge over the South Umpqua River in the City of Roseburg. The Engineer commented briefly that bids were received on May 23 for this project, and that the City is to deposit $15,000 with the State to cover the estimated cost of supervision. Following his favorable recommendation, the Commission approved the agreement.

A request from Deschutes County was considered for connecting Seventh Street in Lapine to The Dalles-California Highway at Highway Station 705+87. The Engineer commented that as Lapine is an unincorporated town, the streets are under the jurisdiction of the county. He could see no objection to the request, and recommended that it be approved. The Commission approved the request and thereupon adopted a resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of May 26, 1961".

The Commission gave attention to a request from the Mid-Willamette Valley Planning Council through Mr. Robert C. Gallop that the Commission approve the naming of certain frontage roads adjacent to the Pacific Highway near Salem. The Engineer explained that the action is requested so that the official names of these roads will conform to the street naming and house numbering system approved by the Marion County Court and also for Post Office use. The Commission approved the following names:

(1) West Frontage road between the Sunnyside-Turner Interchange and the North Jefferson Interchange, to be known as 25th Drive, S.E.

(2) East Frontage road from the Sunnyside-Turner Interchange to the North Jefferson Interchange, to be known as 26th Drive, S. E.

(3) Frontage road on the westerly side of the Pacific Highway between 34th Avenue, N. E. and Hyacinth Avenue, N. E., to be known as 34th Avenue, N. E.

The Commission considered, and upon the favorable recommendation of the Engineer, approved an Easement and Construction Agreement with Southern Pacific Company pertaining to use of the Railroad Company's properties in connection with highway construction on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

At 11:00 a.m. Acting Chairman Fridley announced award of contracts, as follows:

BIDS RECEIVED IN SALEM ON MAY 23, 1961

"Leveling course and oiling on the Baker County Roads Oiling Project on three county roads in vicinity of Baker, Halfway and Richmond in Baker County. The Commission awarded the contract to the low bidder, Babler Bros, Inc., Portland, at $50,082.00.

"Maiden Gulch-Copperfield Rock Production Project on the Baker-Homestead and Halfway-Cornucopia Highways in Baker County. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at $90,048.75.

"Three structures, Clackamas Overcrossing-Park Place Section of Cascade Highway, in Clackamas County. The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at $225,805.00.

"Molalla (5th St.) Grading and Paving Project in Clackamas County. The Commission elected to accept the low bid of The Dutton & Adkins Construction Co., Molalla, in the sum of $23,216.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Molalla is received and the sum of $7,400.00 is deposited by the City.

"Replace Pier Fenders, Lewis and Clark Bridge, Astoria-Seaside Section of Oregon Coast Highway, in Clatsop County. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Washington, at $18,585.80.

"St. Helens (Columbia Blvd. & N. Vernonia Road) Paving Project in Columbia County. The Commission elected to accept the low bid of B & K Paving Co., Kelso, Washington, in the sum of $19,079.90 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of St. Helens is received and the sum of $2,100.00 is deposited by the City.

"Bridge and grading on the Stringtown Road Bridge Section, Myrtle Point-Coquille Road, in Coos County. The Commission elected to accept the low bid of Sig Andersson, Coos Bay, in the sum of $156,863.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of $35,500.00 is deposited by the County.

"Paving on the Burnt Hill-Brookings Section of the Oregon Coast Highway, in Curry County. The Commission awarded the contract to the low bidder, Dorman Construction Company, Vancouver, Washington, at $494,603.00.

"Roseburg Traffic Signals, Washington St.-Haynes St. Section of the Oakland-Shady Highway, in Douglas County. The Commission awarded the contract to the low bidder, Madson & Stokes, Roseburg, at $16,475.00.

"Washington Avenue Bridge in City of Roseburg, in Douglas County. All bids were referred to the City of Roseburg for award.

"Oiling on the Snowshoe Camp-Star Creek Section of the Paulina-Logdell Road, in Grant County. The Commission elected to accept the low bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $110,776.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Grant County is received and the sum of $25,200.00 is deposited by the County.

"Long Creek-Beech Creek Summit Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways, in Grant County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $39,610.00.

"Canyon Creek Bridge on S.W. 4th Avenue in City of John Day, in Grant County. The Commission awarded the contract to the low bidder, Lundmark Bros., Colton, at $15,944.00.

"Division No. 4 Oiling Project on the Ochoco, Redmond-Bend, Lakeview-Burns, and Fremont Highways in Harney, Klamath, Deschutes and Crook Counties. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $89,240.25.

"Princeton-Scotts Butte Oiling Project on the Crane-Scotts Butte Highway in Harney and Malheur Counties. (This job was withdrawn prior to the opening of bids.)

"Paving on the Ruch-Little Applegate River Section on a county road (FAS Rt. No. 559), in Jackson County. The Commission elected to accept the low bid of Rogue River Paving Company, Medford, in the sum of $62,562.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of $14,100.00 is deposited by the County.

"Central Point (Pine Street) Grading and Paving Project in Jackson County. The Commission awarded the contract to the low bidder, M. C. Lininger and Sons, Medford, at $15,583.00.

"Evans Creek Bridge on Evans Creek Road, in Jackson County. All bids were referred to Jackson County for award.

"Santiam Junction-Suttle Lake Rock Production Project in Jefferson and Linn Counties. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at $32,000.00.

"Car Storage Shed on State Highway Property in Grants Pass, in Josephine County. The Commission awarded the contract to the low bidder, Cummings Construction Company, Grants Pass, at $7,865.00.

"Paving on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at $1,335,701.00.

"Grading and structure on the CottageGrove-Divide Section of the Pacific Highway in Lane County. All bids were rejected as being too high.

"Row River Bridge, RCDG structure on Row River Road, in Lane County. The Commission awarded the contract to the low bidder, Inter City Construction Co., Eugene, at $58,426.50.

"Toledo ("A" Street Extension) Grading and Paving Project, in Lincoln County. The Commission awarded the contract to the low bidder, Smith Transfer, Toledo, at $52,261.90.

"Sweet Home ("L" Street) Paving Project,in Linn County. The Commission elected to accept the low bid of Morse Bros., Lebanon, in the sum of $23,570.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Sweet Home is received and the sum of $7,100.00 is deposited by the City.

"Nyssa (Park Avenue) Grading and Oiling Project, in Malheur County. The Commission elected to accept the low bid of Ontario Asphalt Paving Co., Ontario, in the sum of $19,113.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Nyssa is received and the sum of $2,300.00 is deposited by the City.

"Cairo Junction-Homedale Rock Production Project on the Central Oregon and Nyssa-Adrian Highways, in Malheur County. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at $30,000.00.

"Silverton (South Center Street) Grading and Paving Project, in Marion County. The Commission elected to accept the low bid of Salem Road and Driveway Co., Salem, in the sum of $7,947.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Silverton is received and the sum of $900.00 is deposited by the City.

"Remodel existing radio building at Salem Shops, in Marion County. The Commission awarded the contract to the low bidder, Mills Construction Co., Salem, at $26,750.00.

"Grading, paving and structures on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways, in Morrow County. (This job was withdrawn prior to the opening of bids.)

"Roadside improvement on the S.W. 19th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway, in Multnomah County. (This job was withdrawn prior to the opening of bids.)

"Roadway Illumination on the Harbor Drive-Washington County Line Section of the Pacific Highway, in Multnomah County. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at $163,000.00.

"Traffic Signal Installation on the Beaverton-Hillsdale Highway at Shattuck Road, in Multnomah County. The Commission awarded the contract to the low bidder, W. R. Grasle Co., Portland, at $9,480.00.

"Salt Creek Box Culvert and Spring Valley Creek Box Culvert on the Enterprize and Lincoln-Zena Roads, in Polk County. The Commission awarded the contract to the low bidder, Braun Bros., Eugene, at $14,922.50.

"Grading, paving and structures on the Biggs-Mud Hollow Road Section of Sherman and Columbia River Highways, in Sherman County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $624,079.30.

"Grading and oiling, with bridge, on Tillamook River Bridge Section on Netarts Highway, in Tillamook County. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at $250,483.00.

"McNamars Camp-Washburn Rock Production Project on the Wilson River Highway, in Tillamook and Washington Counties. The Commission awarded the contract to the low bidder, Vanaken Sand & Gravel, Forest Grove, at $56,633.00.

"Washington State Line-S. Forest Boundary Rock Production Project on the Enterprise-Lewiston Highway, in Wallowa County. The Commission awarded the contract to the low bidder, W. R. Sutherland, Wilbur, Washington, at $54,096.00.

"Bear Springs Rock Production Project on the Warm Springs and Wapanitia Highways, in Wasco County. The Commission awarded the contract to the low bidder, Cody Logging Company, Tygh Valley, at $29,700.00.

"Grading and paving on the Cornell Road-Barnes Road Section of the Sunset Highway, in Washington County. The Commission elected to accept the second low bid of Erland & Blickle Co., Portland, in the sum of $460,816.64 (the low bidder, C. R. O'Neil, Creswell, having qualified his bid) and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Beaverton Traffic Signal Installation on the Tualatin Highway at Hocken Street, in Washington County. The Commission awarded the contract to the low bidder, Ace Electric Company, Portland, at $9,076.00.

"Mistletoe Undercrossing of S.P.R.R., in Jackson County. The Commission awarded the contract to the low bidder, R & M Construction Company, Central Point, at $154,289.40."

The Commission considered an Agreement and Easement form with Oregon, Pacific Eastern Railroad Company pertaining to the use of railroad right of way in construction of the Pacific Highway, east of the City of Cottage Grove in Lane County. The Engineer stated briefly that in 1954 an easement had been granted by the railroad to the State for construction of an overhead crossing. It is now proposed to construct an additional overhead crossing for additional traffic lanes as a part of the Pacific Highway, and the agreement and easement pertain to such construction. The Commission approved the Agreement and Easement.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period from April 10 through May 19, 1961.

The next Commission meeting date was confirmed for Friday, June 9, 1961, in the State Highway Building in Salem. A tentative date for the following meeting was set for July 21, 1961. The Commission discussed briefly with the Engineer a proposed Commission field trip through western and southern Oregon starting July 24. Final action on the trip was deferred until the June 9 meeting.

The Commission confirmed prior approval of the following agreements:

(1) Agreement with Union Pacific Railroad Company concerning a one-way couplet project on the Pendleton-John Day Highway in the City of Pendleton, Umatilla County.

(2) Agreement with Union Pacific Railroad Company concerning construction on the Biggs Junction-Mud Hollow Section of the Sherman Highway in Sherman County.

(3) Supplemental Throughway Agreement with Jackson County covering the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

(4) Throughway Agreement with the City of Ashland covering construction on the Seven Oaks-Ashland Section of the Pacific Highway in the City of Ashland, Jackson County.

Attention was given to an agreement with Union Pacific Railroad Company concerning construction on the Weston-Milton Freeway Section of the Oregon-Washington Highway as this construction pertains to railroad property. The Engineer pointed out that the agreement is a combined Easement and Construction Agreement, and it is necessary for construction of the highway. The Commission approved the Agreement.

The Engineer presented a request from the Eugene Fruit Growers Association to lease highway property under and adjacent to the Ferry Street ramps in the City of Eugene. This property is not being used by the State, and an agreement has been reached whereby the Association will improve the property for a parking lot for its customers and employees and pay to the State the sum of $50 per year for the lease. He recommended that the lease be approved for a term of five years, beginning May 26, 1961, with a 60-day

cancellation clause at the option of the lessor. The Commission approved the lease.

The Engineer also presented a contract with the United States Corps of Engineers concerning relocation or alteration of the Columbia River Highway (US 730) between Boardman Junction and Irrigon because of the John Day Lock and Dam Project. He pointed out that the contract has been written to pay the State of Oregon the sum of $283,960, based upon a flow of 720,000 cubic feet per second in the Columbia River, and an additional amount of $123,883 in the event the treaty with Canada is not ratified within five years from the date of this contract. He explained that US 730 will be constructed on new alignment and the Corps of Engineers have agreed to pay the State the amount of money it would have cost the Corps to raise US 730 above the pool elevation if the road had been retained in its present location. The Commission approved the contract.

The Engineer proposed sale of a corner of the stockpile site near the Longview Bridge in West Rainier on the Columbia River Highway, Columbia County, to Rainier Drainage District for the sum of $50. Sale of the property, he stated, will not be detrimental to the State's use of the remaining property and will allow the Drainage District to properly rearrange its drainage facilities. The Commission approved the sale.

The Engineer reported that an approximate $13,000,000 of additional Federal Interstate funds have been released and that it is now possible to receive bids in June for about $4,200,000 in highway construction. It is planned to receive bids on June 27, and he asked if it would be possible for two Commissioners to be present so that award of contracts could be made that day. Determination of which of the Commissioners will attend was deferred to the June 9 meeting.

Acting Chairman Fridley requested that a resolution be drawn for the Commission's signature expressing appreciation for services rendered to the Highway Department by William M. Tugman, recently deceased member of the Travel Information Advisory Committee and Chairman of the Parks and Recreation Advisory Committee.

The Commission signed the following agreements, deeds and other papers:

"Ground Lease" with Cyril A. and Gertrude C. VanDyke covering the leasing of 0.746 acre of land in Washington County on the Nehalem Highway, for a period of three years with a rental of $75.00.

"Grant of Easement" to Multnomah County for an interceptor sewer on Washington County Line-Hillsdale Section adjacent to Beaverton-Hillsdale Highway in Multnomah County.

"Revised Oregon Forest Highway Program" re increasing the authorization from $400,000 to $450,000 on the Mt. Hood Highway in the vicinity of Polallie Creek.

"Illumination Agreement" with City of Portland covering the S.W. City Limits-Harbor Drive Section of the Pacific Highway in the City of Portland.

"Agreement" with the Rogue River Valley Irrigation District covering the reconstruction of the weir in Bear Creek within the City of Medford.

"Joint-Use Agreement" with Baker County and Frank D. Baird covering installation of some equipment in our radio building on Coyote Peak near Baker, in Baker County.

"Joint-Use Agreement" with City of Medford and U.S. Forest Service for the use by the Forest Service of City property on Roxy Ann Butte.

"Agreement" with the City of Roseburg covering construction of a bridge over the South Umpqua River in the City of Roseburg.

"Easement and Construction Agreement" with the Southern Pacific Company covering the Bay City Overcrossing of the Southern Pacific Company tracks on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

"Agreement" with Union Pacific Company and Umatilla County covering an easement and construction on the Weston-Milton Freeway Section of the Oregon-Washington Highway in Umatilla County.

"Contract No. DA-45-164-CIVENG-61-265" with U.S. Corps of Engineers for relocation or alteration of Columbia River Highway affected by the John Day Lock and Dam Project.

"Construction Agreement" with City of Portland covering the Harbor Drive-Ash Street Connection of the Pacific Highway West in the City of Portland. (Authorized 3-10-60)

"Throughway Agreement" with Polk County covering the West Salem Section of the Willamina-Salem Highway in Polk County. (Authorized 12-12-58 and 12-12-60)

"Cooperative Construction Agreement" with City of Corvallis covering the 4th Street Widening Project on the Pacific Highway West in City of Corvallis. (Authorized 4-14-61)

"Agreement" with Grant County covering the Snowshoe Camp-Star Creek Section of FAS 453 in Grant County. (Authorized 9-29-60)

"Agreement" with Baker County covering the Baker County Roads Oiling Project on FAS 521, 511 and 506 in Baker County. (Authorized 11-5-59 and 11-3-60)

"Lease Agreement" with the Eugene Fruit Growers Association covering a lease of some property under and adjacent to the Ferry Street ramps in Eugene.

"Agreement" with Lane County covering the construction of the Row River Bridge on FAS 231 in Lane County. (Authorized 11-3-60)

"Traffic Signal Agreement" with City of Beaverton covering the Tualatin Valley Highway and Hocken Street in the City of Beaverton. (Authorized 3-10-61)

"Construction and Easement Agreement" with Oregon, Pacific Eastern Railway Company relative to the overhead crossing over and across Railroad's property in the vicinity of Knox Hill east of the City of Cottage Grove in Lane County.

"Agreement" with Jackson County covering the Ruch-Little Applegate River Section of FAS 559 in Jackson County. (Authorized 7-7-60)

"Agreement" with Coos County covering the Stringtown Road Bridge Section of FAS 251 in Coos County. (Authorized 1-28-60)

"Agreement" with Polk County covering the Salt Creek and Spring Valley Creek Box Culverts on FAS 746 and 743 in Polk County. (Authorized 9-29-60)

"Agreement, Rules and Regulations, and Plans" for controlling outdoor advertising in areas adjacent to The National System of Interstate and Defense Highways.

"Bargain and Sale Deed" to Alvin and Carol Meeuwsen for a parcel of land lying in Lots 1 and 2 of Block 7, Wilkesboro situated in the SE¼ of Section 31, Township 2 North, Range 3 West, W.M., Washington County. (Authorized 4-14-61.)

"Bargain and Sale Deed" to Eugene W. Lowe for a parcel of land lying in Lot 1, Block 7, Bradbury's Addition to Ocean Grove in the City of Seaside, Clatsop County. (Authorized 4-14-61)

"Bargain and Sale Deed" to James H. Vannice for a parcel of land on the Albany-Judkins Point Section of the Pacific Highway in Linn County. (Authorized 3-10-61)

"Bargain and Sale Deed" to Ladislav Holemar and Anna Holemar for a parcel of land on the Eugene-Goshen Section of the Pacific Highway in Lane County. (Authorized 9-29-60)

"Bargain and Sale Deed" to Weyerhaeuser Company for a parcel of land lying in Lots 5 to 9 inclusive of Block 32, Coos Bay, Plat B Addition to North Bend, Coos County. (Authorized 3-10-61)

"Bargain and Sale Deed" to Sidney Bazett and Norma J. Bazett for a parcel of land on the Jump-off-Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County. (Authorized 3-10-61)

"Bargain and Sale Deed" to Belleview Mfg. Co., Inc. for a parcel of land on the 17th Street-Union Avenue Section of the Pacific Highway East in Multnomah County. (Authorized 4-14-61)

"Bargain and Sale Deed" to S. R. Hunt and Lois A. Hunt for a parcel of land on the Roseburg-Yoncalla Section of the Oakland-Shady Highway in Douglas County. (Authorized 4-14-61)

"Release and Easement" to Coos Bay Oyster Cooperative to property on Haynes Slough or Inlet just north of North Bend-Coos Bay Bridge in Coos County.

"Release and Easement" to May F. Padrick to property on Haynes Slough or Inlet just north of North Bend-Coos Bay Bridge in Coos County.

"Release and Easement" to R. W. Heilman, William Heilman and Anna Heilman to property on Haynes Slough or Inlet just north of North Bend-Coos Bay Bridge in Coos County.

"Release and Easement" to Herman A. Hahn and Leona Hahn to property on Haynes Slough or Inlet just north of North Bend-Coos Bay Bridge in Coos County.

"Release and Easement" to Mertice B. Buchner to property on the Haynes Slough or Inlet just north of North Bend-Coos Bay Bridge in Coos County.

There being no other business to consider the meeting was adjourned at 12:00 Noon.

State Highway Engineer

Acting Chairman

Secretary

Commissioner

May 26, 1961

Salem, Oregon
June 9, 1961

The Oregon State Highway Commission met in regular session at 9:30 a.m., Pacific Standard Time, in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. W. C. Williams, State Highway Engineer, was excused because of illness.

The Commission considered a recommendation by the Parks Superintendent that five timbered tracts located along the old route of the Oregon Coast Highway, north of Brookings, be cruised and the timber and land offered at public sale subsequent to the opening of the new US 101. He pointed out that the timber, which now is worth approximately $250,000, was purchased in 1942 for fifty cents per thousand board feet for the preservation of timbered waysides. When the new highway is completed these tracts will be a number of miles off the new route and the need for the timbered waysides will no longer exist; also, the ground on which the timber is located is not suitable for park or wayside development. Commissioner Fridley inquired if it was planned to use the receipts from the sale for the purchase or development of other park properties. The Parks Superintendent replied in the affirmative. In the discussion which followed, the Auditor pointed out that it is against budgetary principles to earmark receipts from sales as an increase to a previously approved budget. Commissioner Jackson mentioned that the State Parks and Recreation Advisory Committee had recommended that the receipts be used for park use and that some means should be found so they could be used for that purpose. After some further discussion, the Commission approved the sale as recommended by the Parks Superintendent and decided that receipts from this sale should go into the general highway fund, such receipts to be earmarked for consideration when the 1962 Parks budget is prepared.

The Parks Superintendent stated that Portland General Electric Company wishes to acquire a 40-acre tract of land in Cove Palisades State Park, located approximately one-quarter mile east of the Round Butte Dam site, in Jefferson County. They wish to construct an electric switching station on

the property and have offered to purchase it at its appraised value or trade it for property owned by the Company. In exchange for the State-owned tract they have offered a tract of 140.57 acres located on the south bank of the Metolius River, about six miles upstream from the mouth of the river. Approximately 79 acres of this land will be inundated by the Round Butte Dam Reservoir, leaving about 61 acres with approximately three-quarter mile of lake frontage. Although the property offered does not adjoin existing park lands it was the Parks Superintendent's opinion that it would probably have future value for public use and might be used as possible trading stock with the U. S. Forest Service as it does adjoin their land. The 40-acre tract owned by the State is located above the rim of the escarpment above the dam and is of questionable value for park purposes. He recommended that the exchange of lands be approved. The Commission accepted his recommendation.

The Right of Way Engineer presented for consideration options, pages 1 through 31, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961".

The Property Manager's report covering sales of miscellaneous properties, changes in rental status, and rental receipts since the last Commission meeting was presented by the Right of Way Engineer. He commented briefly that sales of miscellaneous properties totalled $81,568 and that rental receipts for the month of April amounted to $3,746.22. The Commission accepted the report.

"Indentures of Access" covering changes in points of access on a number of properties were presented by the Right of Way Engineer. He explained that the proposed changes are consistent with Commission policy, have been approved by the Engineering Division, and have been made for the safety of the traveling public as well as for the benefit of the property owners. The Commission approved the following "Indentures of Access":

(1) Guy Roberts Lumber Company, File 26237, on the Toledo-Eddyville Section of the Corvallis-Newport Highway, Lincoln County, for a change in location of two points of access, 25 feet in width, restricted to the production and transportation of timber products and ordinary residential use.

(2) Cook property, File 26239, on the Toledo-Eddyville Section of the Corvallis-Newport Highway, Lincoln County, for change in location of three points of access, 25 feet in width, restricted to the production and transportation of timber products and ordinary residential use.

(3) Dickson property, File 26241, on the Toledo-Eddyville Section of the Corvallis-Newport Highway, Lincoln County, for change in location of one point of access, 25 feet in width, restricted to ordinary residential use.

(4) Lee property, File 26242, on the Toledo-Eddyville Section of the Corvallis-Newport Highway, Lincoln County, for change in location of one point of access, 25 feet in width, restricted to the production and transportation of timber products and ordinary residential use.

(5) Stout property, File 30854, on the Mayville-Fossil Section of John Day Highway, Wheeler County, for change in location of one point of access, 25 feet in width, unrestricted as to use.

(6) Martin property, File 27528, on the Myers Creek-Brookings Section of Oregon Coast Highway, Curry County. In the original settlement for this property two points of access, 25 feet in width, were granted, restricted to residential use and for the production and transportation of timber products. Mr. Martin, he stated, has complied with the terms of the Commission's resolution, adopted July 31, 1956, and has deposited the necessary money to cover the cost of conversion of two points of access to 35 feet in width and unrestricted as to use.

(7) Martin property, File 27528, on the Myers Creek-Brookings Section of Oregon Coast Highway, Curry County, for change in location of one point of access, 25 feet in width, restricted in use to the production and transportation of agricultural and timber products and ordinary residential use.

(8) Richfield Oil Corporation property, File 30490, on the Hillsboro-Reedville Section of Tualatin Valley Highway, Washington County, for change in location of two points of access, 40 feet in width, unrestricted as to use.

(9) Newhouse, Young, and Wiancko property, Files 30382 and 31924, on the Hunters Creek-Myers Creek Section of Oregon Coast Highway, Curry County, for change in location of two points of access, 25 feet in width, one for residential use only, and the other to be used for production and transportation of timber products and ordinary residential use.

A "Grant of Access" to R. M. Knox and Son, Inc., owners of property on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway, Curry County, was presented by the Right of Way Engineer. He explained briefly that the property was originally served by a public road which was severed by the new highway construction. When the new section was constructed by the Bureau of Public Roads, an approach was constructed and a gate placed in the right of way fence, but the original transaction did not make provision for this point of access. The "Grant of Access" as presented confirms the right to use the point of access previously constructed. The Commission approved the "Grant of Access".

Consideration was given to an agreement with the Bonneville Power Administration covering use of their right of way on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County. The Right of Way Engineer commented that the agreement gives the State authority to construct the freeway across Bonneville's property and also provides relinquishment on the part of Bonneville of all rights of direct access from the main travelled portion of the freeway. Access for the Bonneville Power Administration will hereafter be from a frontage road on the southwest side of the freeway and from the present Columbia River Highway on the northeast side of the freeway. Upon his favorable recommendation, the Commission approved the agreement.

The Commission also considered a "Grant of Access" and a form of resolution relinquishing access restrictions to a frontage road on the westerly side of the Pacific Highway (Baldock Freeway) between Boones Ferry Road and Boeckman Road in Clackamas County. In acquiring property for the original highway construction, acquisitions were made on the westerly side of the highway with complete denial of access to the highway. A frontage road was subsequently constructed along the westerly side of the freeway and the adjacent owners were without legal rights of access to the frontage road. The "Grant of Access" and the resolution, he stated, have been prepared so that these people may have legal access to the frontage road. The Commission approved the agreement and adopted a resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961".

The Right of Way Engineer stated that in negotiations with the City of Grants Pass for construction of the Hayes Hill-Grants Pass Section of the Redwood Highway, in Josephine County, a considerable section of the right of way of the defunct California and Oregon Coast Railroad was acquired. Portions not utilized in highway construction were conveyed to Josephine County with a public use restriction. The County now wishes to improve a portion of the Jerome Prairie Road, and in negotiating for right of way for this project it is necessary that they obtain a release concerning the public use clause originally imposed. He recommended that the Commission approve a quitclaim deed releasing the public use restriction as it affects the area which the County desires. The Commission approved the release.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "F-1" through "F-5", which resolutions by this reference are made a part

hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated June 9, 1961, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers", and also his letter of June 19 listing the Schrimpf, Christensen, and Wallace properties which were presented orally as items not on the Agenda.)

A report of cases tried in court since the last Commission meeting was presented by the Chief Counsel and accepted by the Commission. He commented briefly and explained details on some of the cases, which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3635 Otto G. Muessig, et ux	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 400	$ 750	$ 500 Stipulated Judgment
L-3679 Scott B. Zachary	Jackson	Pacific	Seven Oaks-Neil Creek	$18,225	$34,000	$30,000

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3599 Con Medina	State of Oregon	Grant	Damage (Inverse condemnation)	$2,300	$ 600 Stipulated Judgment
L-3745 City of Portland	Oregon Sign and Neon Corp., and State of Oregon	Multnomah	Condemnation by City for Urban Renewal Project. State's interest is slope easement for Front Avenue	Judgment of fee simple title	Dismissed as to State

(For additional details see the Chief Counsel's letter of June 8, 1961 entitled "Report of Cases Tried" in the General Files.)

The Chief Counsel also presented a report of cases which have been settled out of court. The Commission approved settlements which have been summarized as follows:

(See following page)

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-24857 John W. Goodyear, et ux	Lincoln	Corvallis-Newport	Newport-Toledo	$ 100 (0.12 acres)	$ 500
		(Settlement based on revised description of 0.15 acres, whereas, original taking was 0.12 acres. Revised taking creates severance damage not included in original taking.)			
R-30190 Harris Distributing Co., et al	Linn	Santiam	Pine Street-Market Drive (Lebanon)	$ 140	$ 140
R-32110 R-32111 Arthur T. Edwards, et al	Morrow	Columbia River	Boardman Junction-Umatilla	$1,170	$1,170.25
R-31574 R-31576 Robert C. Smith, et al	Morrow	Columbia River	Boardman Junction-Umatilla	$1,000	$1,860
		(Review appraiser found that fee appraisal omitted $395 for improvements and $108 for fencing.)			
R-32241 William Weber, et ux	Tillamook	Oregon Coast	Hobsonville-Bay City	$ 480	$ 480
R-31539 E. S. Whitman, et al	Umatilla	Columbia River	Boardman Junction-Umatilla	$ 840	$ 990
R-30507 Margaret A. Sauer, et al	Washington	Tualatin Valley	Hillsboro-Reedville	$6,260	$17,000
		(Original offer based on appraisals which erroneously contemplated such number of accesses necessary to fully develop 1800 feet of frontage near city limits of Hillsboro. Actually access was being limited to two points and settlement based on re-appraisal on proper access basis. Settlement is on appraisal as reviewed.)			
R-33035 Rose Biggi	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	$8,300	$8,750
		(For Record only. Approved NOA at the May 26, 1961, Commission meeting.)			

(For additional details see the Chief Counsel's letter dated June 8, 1961, entitled "Report of Cases Settled" in the General Files.)

Confirmation of prior telephonic approval by members of the Commission on offers made to property owners prior to commencement of condemnation proceedings was requested by the Chief Counsel. The Commission confirmed offers as follows:

BIG EDDY-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32794 - Isami Tsubota, et ux. Acquisition of interests in an easement. Offer of $650 approved by Mr. Fridley, June 5, 1961.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-32074 - Adele Guerber, et vir. 0.28 acre for right of way purposes. Offer of $3,465 approved by Mr. Fridley, June 2, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-32223 - Robert John Pollock, et ux. 10,000 square feet for right of way purposes. Offer of $150 approved by Mr. Fridley, May 25, 1961.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-20082 - L. J. Geiger, et al. Parcel No. 1: 0.28 acre for right of way purposes; Parcel No. 2: 0.2 acre for right of way purposes; Parcel No. 3: 0.5 acre for right of way purposes; and Parcel No. 4: 938 square feet for right of way purposes. Offer of $2,000 approved by Mr. Jackson, June 7, 1961.

R-27729 - Hannah E. Hawkins, et al. Parcel No. 1: 0.92 acre for right of way purposes; and Parcel No. 2: 0.67 acre for right of way purposes. Offer of $5,190 approved by Mr. Jackson, June 5, 1961.

R-30223 - Marcia A. Stevens, et vir. Parcel No. 1: 2.73 acres for right of way purposes; Parcel No. 2: 0.18 acre for right of way purposes; and Parcel No. 3: 1.0 acre for right of way purposes. Offer of $4,890 approved by Mr. Jackson, June 1, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29729 - Egon D. Arend, et al. 40,000 square feet for right of way purposes. Offer of $167,500 approved by Mr. Fridley, May 25, 1961.

R-29735 - Mary J. Clifton, et al. 10,000 square feet for right of way purposes. Offer of $16,730 approved by Mr. Fridley, May 25, 1961.

R-30304 - Charles N. Walker, et al. 5,000 square feet for right of way purposes. Offer of $9,100 approved by Mr. McIver, June 8, 1961.

R-32204 - Missouri Villa, Inc., et al. 10,000 square feet for right of way purposes. Offer of $62,900 approved by Mr. Fridley, May 25, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31673 - Joseph Illias, et al. 500 square feet for right of way purposes. Offer of $200 approved by Mr. McIver, June 8, 1961.

R-31679 - Multnomah County, et al. Parcel No. 1: 1,487 square feet for right of way purposes; and Parcel No. 2: 1,488 square feet for permanent easement. Offer of $6,480 approved by Mr. McIver, June 8, 1961.

R-31710 - Robert M. Nixon, et ux. 4,350 square feet for right of way purposes. Offer of $2,500 approved by Mr. McIver, June 8, 1961.

R-31720 - Jacob R. Treber, et ux. 8,300 square feet for right of way purposes. Offer of $9,000 approved by Mr. Fridley, May 25, 1961.

R-31721 - Earl W. Caldwell, et al. 3,225 square feet for right of way purposes. Offer of $2,750 approved by Mr. McIver, June 8, 1961.

R-31733 - Thomas G. Elliott, et al. 2,880 square feet for right of way purposes. Offer of $430 approved by Mr. McIver, June 5, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-31180 - Gust R. Ekdahl, et ux. 0.02 acre for right of way purposes. Offer of $380 approved by Mr. Jackson, June 5, 1961.

S. E. FLAVEL ST.-LAKE ROAD SECTION OF THE CASCADE STATE SECONDARY HIGHWAY

R-32653 - J. Lynn Walters, et ux. 0.22 acre for right of way purposes. Offer of $900 approved by Mr. McIver, June 5, 1961.

R-32890 - Howard Martin, et ux. 0.15 acre for right of way purposes. Offer of $2,250 approved by Mr. McIver, June 5, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30539 - Jacob G. Sherrer, et al. Parcel No. 1: 0.29 acre for right of way purposes; and Parcel No. 2: 1.04 acres for right of way purposes. Offer of $24,500 approved by Mr. Fridley, June 5, 1961.

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31536 - Richard Kent Magruder, et al. 1.78 acres for right of way purposes. Offer of $4,400 approved by Mr. Fridley, May 31, 1961.

R-31552 - Zita B. Clifford, et vir. 2.08 acres for right of way purposes. Offer of $670 approved by Mr. Fridley June 6, 1961. An offer of $615 was approved by Mr. McIver, April 3, 1961. This revised amount is due to an increase in the acreage of the taking.

A brief written report was presented by the Chief Counsel concerning orders received from the Public Utility Commissioner in which the State Highway Commission has been a party. The Commission accepted the report which is summarized, as follows:

PUX 334, Order No. 37790: Swisshome Grade Crossing, Southern Pacific Company, Lane County. This involves a county road crossing of the railroad at grade. An answer was filed stating that the Highway Commission has no jurisdiction over the road involved.

PUX 367, Order No. 37829: Smith Point Grade Crossing, Spokane, Portland and Seattle Railway Company, Oregon Coast Highway in Clatsop County. This matter arose upon the petition of the Highway Commission to allow installation of Standard No. 2-B signals in lieu of Standard No. 2 flashing signals. The order by the Public Utility Commissioner has been received allowing the change in the type of signals to be installed.

PUX 396, Order No. 37818: Spokane, Portland and Seattle Railway crossing of a Clatsop County road near Seaside. An answer was filed stating that the Highway Commission has no jurisdiction over the road involved and no objection was made to the issuance of an order.

PUX 406, Order No. 37835: The Dalles (West) Overcrossing of the Union Pacific Railroad Company on the Columbia River Highway in Wasco County. Authority was issued to construct an overcrossing in accord with the petition and testimony presented at the hearing.

PUX 407, Order No. 37830: The Dalles (East) Overcrossing of the Union Pacific Railroad Company on the Columbia River Highway in Wasco County. An order was issued authorizing construction of the overcrossing in accord with the petition and testimony presented at the hearing.

PUX 408, Order No. 37823: Clarke Overcrossing of the Union Pacific Railroad Company on the Columbia River Highway in Morrow County. Authority was granted to construct an overcrossing in conformity with the petition and testimony offered, except that the order recited that the structure would be located approximately thirty (30) miles west of Irrigon and five (5) miles east of Boardman, where, in fact, the proposed structure is to be located 6.9 miles west of Irrigon and 3.7 miles east of Boardman. Supplemental Order No. 37875 has been issued to make this correction, and it also provides for furnishing by the Railroad of engineering and inspection services.

PUX 410, Order No. 37861: Mistletoe Undercrossing of the Southern Pacific Company tracks on the Pacific Highway in Jackson County. An order was issued allowing the overcrossing in accord with the petition and testimony presented at the hearing.

PUX 413, Order No. 37843: West Salem Overcrossing of the Southern Pacific Company tracks on the Willamina-Salem Highway in Polk County. The order issued allows the overcrossing in accord with the petition and testimony offered at the hearing.

PUX 429, Order No. 37873: Application to construct a spur track across Sage Road, a Jackson County Road. An answer was filed stating that the Highway Commission has no jurisdiction over Sage Road, and no objection was made to the issuance of an order.

A revised pay plan for attorneys in the Legal and Right of Way Division was presented by the Chief Counsel. He explained briefly reasons for the increases and stated that the proposed schedule has been approved by the Attorney General, the Civil Service Commission, and the Department of Finance and Administration. The Commission approved the following pay plan for attorneys:

NAME	GRADE		RANGE		SALARY	
	Pres.	Prop.	Pres.	Prop.	Pres.	Prop.
Lindas	VI	VI	34	37	$990	$1,110
Rohde	VI	VI	34	37	950	1,070
Peterson	V	V	31	34	880	990
McKinney	V	V	31	34	880	990
Patterson	IV	IV	28	31	775	880
Hampton	IV	IV	28	31	775	880
Bemis	IV	IV	28	31	625	745
Anderson	IV	IV	28	31	745	845
Mansfield	IV	IV	28	31	685	775
Kuhn	IV	IV	28	31	775	880
Sorensen	IV	IV	28	31	685	775
Viducich	II	III	22	28	575	655
Barbera	II	III	22	28	550	685
Nuttman	III	III	25	28	655	745
Sollis	II	II	22	23	500	550
Hershberger	II	II	22	23	550	6 months period up 11/1/61

(For additional details, see the Chief Counsel's letter dated June 1, 1961 entitled "Pay Raises" in the General Files.)

Consideration was given to a request made by E. H. Itschner Company, a co-partnership, for assignment of contracts which have been awarded to them, to E. H. Itschner Company, a corporation. The Chief Counsel stated that the proposed assignment of contracts from the partnership to the corporation has been carefully checked. The liability of the partnership has not been released in the assignment, and he recommended that the Commission approve the assignment, subject to approval by the surety companies which have provided performance bonds for the contracts involved. The Commission accepted the recommendation.

The Chief Counsel suggested that action be deferred on the sale of $8,000,000 of bonds authorized by the 1961 Legislative Assembly until the States of Oregon and Washington have completed an agreement regarding this matter. The Commission approved the suggestion.

Reappointment of Mr. George E. Rohde as Assistant Chief Counsel for a 4-year period beginning June 27, 1961, was recommended by the Chief Counsel. The Commission approved the reappointment of Mr. Rohde as recommended, and thereupon adopted a resolution relative thereto, marked Exhibit "E-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961".

The Commission reconsidered an Agreement, Plan, Rules and Regulations pertaining to advertising on Interstate and Defense Highways previously approved by the Commission on May 26, 1961. The Chief Counsel advised that subsequent to Commission approval word had been received from Mr. Robert May, of the Legal Division of the Bureau of Public Roads, Washington, D. C., that some changes would be necessary in the papers to meet requirements of the Bureau of Public Roads. These changes, the Chief Counsel continued, are technical revisions not materially affecting the original action taken by the Commission. Upon his favorable recommendation the Commission approved the revised Agreement, Plan, Rules and Regulations and adopted a resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961", and authorized the Secretary to execute the papers in behalf of the Commission.

A report was made by the Chief Counsel on the filing of an action by the City of Portland naming the State Highway Commission as defendant, along with the Oregon Sign and Neon Corporation, in the Circuit Court for Multnomah County. This action, he continued, is to condemn a tract of land owned by the Corporation in connection with the Urban Renewal Project in Southwest Portland. The State's interest consists of a slope easement. After consultation with city attorneys, the City has entered an order for dismissal as to the State Highway Commission so that the City will take the property subject to State's interest. The Commission accepted the report.

Consideration was given to a request by Mr. and Mrs. E. Phillips and Alta N. Phillips, dba Jayhawk Trailer Sales Company, that the State consent to assignment to the Phillips of a land sales purchase contract for land sold by the Commission to W. J. and Betty J. Sargent, recorded in Volume 522, page 57 of the Deed Records of Marion County and on which there is due $7,244.55. The Chief Counsel explained that the State sold land to the Sargents who in turn wish to sell it to the Phillips. No harm will accrue to the State by reason of this assignment, and he recommended that it be approved. The Commission accepted his recommendation.

The Chief Counsel requested, and the Commission granted, authority to withdraw an appeal made in the case of the State vs. Walter C. Bodyfelt, et al., L-3255A. He explained that upon further examination of the evidence there is no basis for appeal on a reversible error.

Authority was requested by the Chief Counsel, and granted by the Commission, to demand the removal of a warehouse building from right of way on the N. E. Union Avenue-Fremont Bridge Section of the Pacific Highway in Portland. Such action, he stated, is in accord with terms of the deed from the Administrator of General Services, United States of America, to the Highway Commission, dated June 16, 1950.

A petition was presented by the Chief Counsel which would exclude land owned by the State Highway Commission for highway purposes from the Rogue River Valley Irrigation District. If the lands are excluded, he explained, the Highway Department cannot be assessed by the Irrigation District. The Commission approved the action to remove the right of way from the District.

Chairman McIver inquired as to status of a damage suit instituted by the City of Portland against the State for damages to the Portland Zoo area caused by an earth slide for which the City claims that the State is responsible because of highway construction nearby on Canyon Road. The Chief Counsel explained that the State's defense in this case is that the work performed was done at the City's request, that the entrance to the Zoo was built according to a plan submitted by the City and approved by the State, and that the City participated to the extent of approximately $50,000 in the construction of portions of the road from the interchange to the Zoo. An offer has been made to split the damages on a 60-40 basis, 60 per cent to be paid by the State and 40 per cent to be paid by the City. Chairman McIver inquired as to how the amount of damages had been determined. The Chief Counsel replied that an engineering concern has submitted to the State an itemized list of work performed by the City to correct the slide condition; however, he pointed out that the State has not rendered any bill to the City for work the State has done. The Commission instructed the Chief Counsel to defend the suit.

The Chief Counsel remarked that in compliance with a request made by the Commission at the meeting May 26 he is preparing forms and procedures so that the Secretary to the Commission or the Assistant Secretary may sign agreements, contracts, and other papers in behalf of the Commission. The Commission approved the procedure.

The meeting was recessed at 10:40 a.m. and reconvened at 10:55 a.m. in the same room with the same persons present.

The Deputy Highway Engineer reported that the Engineer had made awards of contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he continued, have been satisfied and the Commission confirmed award of the following contracts:

(..) Grading and paving 5th Street in Molalla, Clackamas County. Bids received May 23, 1961. Contract awarded May 29, 1961 to The Dutton and Adkins Construction Co., Molalla, low bidder.

(2) Paving "L" Street in Sweet Home, Linn County. Bids received May 23, 1961. Contract awarded May 29, 1961 to Morse Bros., Lebanon, low bidder.

(3) Grading and oiling Park Avenue in Nyssa, Malheur County. Bids received May 23, 1961. Contract awarded May 29, 1961 to Ontario Asphalt Paving Co., Ontario, low bidder.

(4) Grading and paving project on South Center Street in Silverton, Marion County. Bids received May 23, 1961. Contract awarded May 29, 1961 to Salem Road and Driveway Co., Salem, low bidder.

(5) St. Helens (Columbia Boulevard and North Vernonia Road) Paving Project, Columbia County. Bids received May 23, 1961. Contract awarded to B & K Paving Co., Kelso, Washington, low bidder, on May 31, 1961.

(6) Bridge and grading the Stringtown Road Section of Myrtle Point-Coquille Road, Coos County. Bids received May 23, 1961. Contract awarded June 2, 1961 to Sig Andersson, Coos Bay, low bidder.

(7) Paving Ruch-Little Applegate River Section on county road (FAS Rt. No. 559), Jackson County. Bids received May 23, 1961. Contract awarded June 5, 1961 to Rogue River Paving Company, Medford, low bidder.

Consideration was given to a proposal made by Klamath County that the State Highway Commission cooperate in construction of a grade separation on Washburn Way southeasterly from Klamath Falls. The Deputy Highway Engineer recalled that in January, 1960, a delegation had appeared before the Commission requesting financial assistance on this project. No action was taken at the time, but it was suggested that the County seek funds from the Federal Government under the Defense Access Road program. A hearing was held in June, 1960, before the Public Utility Commissioner and in October, 1960, he issued an order for the grade separation construction, based to some extent upon statements that finances had been arranged. Subsequently, the County's request for Defense Access Road funds was denied. The total cost of the structure he estimated at $300,000. The County and the Great Northern Railroad Company have apparently agreed to contribute $100,000 each, and the State has been requested to finance the balance of the cost above $200,000 which, he estimated, would be near $100,000. He pointed out that this project is not on a state highway and, as the need for improvements on existing secondary highways both in the Division and in the immediate area far outruns the available funds, he recommended that the request be denied. In response to Commissioner Fridley's inquiry if the Klamath County officials have been asked to place a priority on the projects they have requested, the Deputy Highway Engineer replied that at Commissioner Jackson's suggestion he met with these people and they stated their preference for the Westside By-pass. The Deputy Highway Engineer also recommended that no exchange of roads be made with the County, which would place the grade separation on the highway system, as the present secondary highway in that area is quite adequate. (Action was deferred pending appearance of a Klamath County delega-

tion later in the day. When the delegation appeared they were advised that, although the project is worthy, no funds are available.)

The Commission discussed with the Deputy Highway Engineer a resolution adopted by the Springfield Chamber of Commerce requesting that construction of the "Q" Street project northerly from Springfield, in Lane County, be expedited by use of urban funds. The Deputy Highway Engineer stated that there may be some confusion in the minds of the Chamber of Commerce members concerning highway finances as there seems to be a general misconception that urban funds are granted to the states over and above their regular highway allotments. This, he stated, is not true and under existing regulations the State is not permitted to use secondary funds in urban areas. He explained that because of recent changes in the Springfield area it will be necessary to use more urban funds than was originally contemplated. Construction is planned in this area in the Fall of 1961, by which time it is expected that a drainage district project will be completed. He suggested that a letter be written to the Chamber of Commerce explaining to them the financial setup. The Commission approved the suggestion and also instructed that someone familiar with the matter explain it to the Chamber of Commerce personally.

An agreement, covering analysis of soils samples, with Oregon State University, in cooperation with the U. S. Bureau of Public Roads, was considered. The Deputy Highway Engineer explained that for the last year a cooperative endeavor has been underway testing soils gathered by the U. S. Soil Conservation Service. This is a program which the State was requested to undertake by the BPR and may be of value to the State in highway work. The proposed agreement continues the program for another eight months with a maximum expenditure of $5,600. Upon his favorable recommendation the Commission approved the agreement.

The Deputy Highway Engineer reported that surveys had been completed covering the relocation and reconstruction of several sections of state highways. The proposed surveys, he continued, have been given very careful engineering consideration in order to provide the most adequate highway facility commensurate with the needs of the traveling public and the costs involved. Following his favorable recommendation, the Commission approved the following surveys by adopting resolutions pertaining thereto, marked Exhibits "G-1" and "G-2", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961":

(1) Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties. In connection with this survey the Deputy Highway Engineer requested, and the Commission granted, authority to enter into an agreement with the U. S. Corps of Engineers concerning right of way acquisition, and to acquire any isolated parcels of right of way in which the Corps of Engineers may not be involved. See Exhibit "G-1".

(2) Florence-Cushman Section of the Siuslaw Highway in Lane County. See Exhibit "G-2".

The Commission considered a request from Rogers Construction Company for an extension of 17 days' time within which to complete Contract No. 5412 for grading on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Union County without assessment of liquidated damages. The Deputy Highway Engineer reported that because of conditions not the fault of the contractor the 17 days could be justified, but, as the contractor overran his time limit only 15 days, he recommended an extension of time of 15 days be granted without assessment of liquidated damages. Approval has been given by the Bureau of Public Roads. The Commission accepted his recommendation.

The Deputy Highway Engineer reported that contract numbers 5809, 5815, 5821, 5849, 5860, 5862, 5865, and 5878 for highway construction have been completed in accordance with requirements of the contracts and modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution, marked Exhibit "B", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Commission Meeting of June 9, 1961".

The next regular Commission meeting was confirmed for July 28 in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for September 8. The Commission also confirmed the dates of July 24, 25, and 26 for a Commission inspection trip of highways in western and southwestern Oregon. The Deputy Highway Engineer reported that bids are to be opened in Salem for highway construction projects on June 27 and again on July 27. In order to make awards on the bids received June 27 he inquired if two of the Commissioners could be present to make awards of the contracts that day. Commissioner Fridley stated that he could be present and either Chairman McIver or Commissioner Jackson would arrange also to be present.

The establishment of a 35 mile-per-hour temporary construction speed zone for the protection of the traveling public while highway construction is underway was reported by the Deputy Highway Engineer, and confirmed by the Commission, as follows:

> 35 miles per hour between M.P. 45.35 and M.P. 50.20 on the Umpqua Highway in Douglas County, effective 8:00 a.m., June 3, 1961.

A request from the Bureau of Public Roads for a change in the forest highway program to provide additional funds on existing jobs was considered by the Commission. The Deputy Highway Engineer stated that the request provides additional funds for the Crater Lake Section of the Crater Lake Highway near Prospect. The original allocation provided $10,000 for right of way and $290,000 for grading, base and structures on this section. Upon completion of the survey it was found that this allocation was insufficient, and an increase has been requested to $110,000 for right of way and $600,000 for grading, base and structures. The project length has also been increased from four to seven miles. Other changes in this program, he continued, are as follows: McKenzie Highway, grading, base and bridges project, for which an allocation of $500,000 was set up, has been withdrawn; the "FHA Routes, Lump

Fund Surveys", have been increased from $150,000 to $200,000 and the "Unprogramed balance (lapsing)" has been increased from $83,281.30 to $123,281.30. The Commission approved the revision as requested.

Attention was given to a request made by the South Tillamook Road Committee that the Little Nestucca Secondary Highway be paved or oiled from the end of the existing oil at M.P. 2.25 to M.P. 5.00. The Deputy Highway Engineer reported that the request has merit, but demands for improvements on highways in Division 2 far exceed the available funds. He also pointed out that the traffic on this highway is relatively light, being only 60 vehicles per day at the low point. It was his recommendation, approved by the Commission, that the Committee be advised no funds are available and consideration will have to be deferred.

The Commission considered a cooperative construction agreement with the City of Eugene covering Riverview Street, 16th Avenue and Augusta Street on the Judkins Point-Goshen Section of the Pacific Highway. The Deputy Highway Engineer explained that in revising the interchange plans for the Pacific Highway south of Judkins Point an over-all savings of $65,000 was achieved. As a part of the revised plan it was necessary that the State improve Augusta Street in order that proper access could be provided to an area which would have been served by the former interchange. The City of Eugene has now indicated that it wishes to improve Augusta Street beyond the standards needed for access purposes, and has proposed that if the State will pay to the City the amount the State would have spent for improvement to an access standard, that the City will perform all of the work and relieve the State of further liability. The access type construction, the Deputy Highway Engineer stated, has been estimated to cost $15,000, and he recommended that this amount be paid to the City of Eugene and that they make the improvement as outlined. The Commission approved the recommendation.

Out of state travel expenses were recommended by the Deputy Highway Engineer and approved by the Commission, as follows:

(1) R. B. Sipprell, Director of Permits and legislative liaison official, to attend meeting of Western Regional Conference of the Council of State Governments in San Francisco, California, on July 16 to 19, 1961, at an estimated cost of $135.

(2) G. S. Paxson, Assistant State Highway Engineer, to attend meeting of the Bridge Committee for the Illinois test road in Chicago, Illinois, for three days in July, 1961. Cost will be paid by Highway Research Board.

The Deputy Highway Engineer called to the Commission's attention that the Auditor's appointed term ends July 21, 1961. He recommended that Mr. C. H. Maison be reappointed as Auditor for the State Highway Department for a four-year term, ending July 21, 1965. The Commission approved the reappointment and thereupon adopted a resolution relative thereto, marked Exhibit "E-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 9, 1961". Chairman McIver complimented Mr. Maison

on the manner in which he has fulfilled the duties of his office.

The matter of allowing the Commission for the Blind to establish a coffee shop and snack bar in the headquarters building of the Metropolitan Division in Portland was brought up by the Deputy Highway Engineer. He explained briefly that a similar setup is being operated in the State Highway Building, Salem, and has proven very satisfactory. The agreement covering the coffee shop and snack bar in Portland provides that the State Highway Department will furnish all utilities necessary for operation of the coffee shop and snack bar, such as water, electricity, heat, janitor service, and the Blind Commission will provide all fixtures, fittings, etc., to operate the shop, and agrees to pay as rent 1½% of the gross receipts or $20 per month, whichever is greater. Upon his favorable recommendation, the Commission approved the arrangement as outlined.

The matter of a salary increase for the Secretary, Mr. Floyd Query, was considered. The Deputy Highway Engineer recommended that the Secretary's salary be increased from $810 to $880 per month, effective July 1, 1961. He also commented that no increase had been granted in this position since the present Secretary was appointed in November, 1958. The Commission approved the increase.

An increase in salary for the State Highway Engineer was also considered by the Commission. The Deputy Highway Engineer stated that a letter has been received from the Department of Finance and Administration stating that under the provisions of a law enacted by the 1961 Legislative Assembly the State Highway Engineer's salary had been established on four steps, the first step of which was $16,500 per year and the fourth step at $18,300 per year. Chairman McIver recommended that the Engineer be paid at the rate of $18,300 per year. The recommendation was unanimously approved by the Commission, effective July 1, 1961.

Chairman McIver stated that he had noticed that violations for overloads on trucks had decreased, and he inquired as to the contributing factors. The Deputy Highway Engineer pointed out that more scales are being used by truck haulers to weigh their loads before going onto the highways and that this has been particularly true among log haulers.

Chairman McIver also called attention to complaints that he had received concerning overnight activities and hazardous operation of vehicles on Cannon Beach and on the beach near Tolovana Park. He recalled that Commission action taken a few months ago establishing a 15 mile-per-hour limit on the beach in this area had been taken on a one year trial basis. He requested that an investigation be made concerning operation of vehicles on the beach and overnight activities. Several letters, he mentioned, had been received requesting that the beach be closed to vehicles from 10:00 p.m. to 5:00 a.m. The report when presented, he continued, should contain pictures of conditions that are found.

The Chief Counsel brought up the matter of renewing fire insurance on State-owned buildings on highway right of way. The present policy, he stated, expires August 15, 1961, and he requested authority to take such

action as is necessary to keep adequate insurance on the buildings. The Commission granted the authority.

The meeting was recessed at 11:45 a.m. and reconvened at 1:00 p.m. in the same room and with the same persons present.

A delegation from Portland representing the American Institute of Architects, garden clubs, building owners, and others, came before the Commission to protest the present plans for construction of the Ash Street-Harbor Drive Overpass on the Pacific Highway in the City of Portland. The following people, all from Portland, were present: Ken Maher, State Representative; Lewis O'Donnell, visiting; Daniel McGoodwin, Mr. and Mrs. Lewis Crutcher, Howard Leonard Glazer, American Institute of Architects; Donald Confrey, building owner; Walter W. MacMonies, Warren A. MacMonies, Doris Wood, building owners, Metzger Parker Company: and Glen Holden, President, Helm Investment Company. Chairman McIver explained to the group that their appearance at this time will be quite limited due to lack of time for presentation of arguments by those favoring the Ash Street Overcrossing and those protesting. He suggested that if the group desires additional time for a full discussion of the matter that they request an appearance before the Highway Commission at its meeting July 28, when an opportunity to be heard can be offered to those protesting and those favoring the plan. Mr. Daniel McGoodwin stated that he feels the protesting group has good public support. He read a statement that a large majority of Portland residents do not want traffic and highway engineers alone to make plans for projects, such as the Ash Street-Harbor Drive Overpass, which is in effect a City planning decision. He pointed out that the Portland City Planning Commission had not been consulted in this matter and requested that any final action on the overpass matter be preceded by a report and recommendation from them. Mr. Walter MacMonies called attention to the "awful things" in Seattle and San Francisco which he said are similar to the Ash Street structure. It was his feeling that a meeting, as suggested by Chairman McIver, would be a good thing. He commented that he must have answered several hundred phone calls in protest of the existing plans, and several organizations in the area asked him to request that action be delayed. State Representative Ken Maher stated that he wished to protest the proposed plan personally and also as a State Legislative Representative. He urged that an opportunity be offered for full-scale hearing and that further studies be made of a feasible method to bring cars into the downtown area by some means other than the view-blocking overpass. It was his thought that there is much public opinion against the proposed ramp, and he cited some of the objections; namely, loss of the water front area, the Skidmore Fountain area, and some of the old pioneer buildings. Some feared that the ramp would preclude visits to naval vessels during Rose Festival Week, others had expressed concern that the ramp would serve as a "wino" jungle for vagrants, and many were afraid that there would be a great number of speeding cars entering the narrow and congested streets from the ramp. Before departing, a member of the delegation presented pictures of the area in question. Chairman McIver thanked the group for coming and advised them that they could be heard in more detail, if they desired, at the Commission meeting on July 28.

Mr. Frank F. Ganong, Klamath County Commissioner, and Mr. Jack R. Kalinoski, Klamath County Engineer, appeared before the Commission to request financial assistance in construction of a railroad overpass on Washburn Way, a County road southeasterly of Klamath Falls. Mr. Kalinoski stated that the Public Utility Commissioner, in October, 1960, had ordered Klamath County to begin construction on the overpass within three years. Cost of constructing a two-lane facility, he stated, has been estimated at $295,600, and $415,900 for four lanes. As a follow-up to previous discussions with the Highway Commission in this matter, he stated that the County Court had made a request to the United States Air Force for Defense Access Road Funds as the road serves the airbase, but the request had been denied. Under the proposed construction plan, the Great Northern Railroad is to pay $100,000 and Klamath County is to pay $100,000 using County FAS funds. He requested that the Highway Commission contribute the balance required, or approximately $100,000 for a two-lane facility. Chairman McIver pointed out that all funds available to projects of this sort in Division 4 have been allocated. The Commission, he continued, realizes that the project has merit, but there are no funds available.

A delegation representing the County Courts of Morrow and Wheeler came before the Commission to request improvements on the Heppner-Spray Secondary Highway. Those appearing were the following: O. E. Mathews, Wheeler County Judge, Fossil; Raymond Gates, Wheeler County Commissioner, Fossil; Oscar Peterson, Morrow County Judge; Gene Pierce, Vice-President of Bank of Eastern Oregon, Heppner; and Milton Biegel, Morrow County Commissioner. Mr. Pierce emphasized the need for improvement on the highway within the National Forest area, not only because of the large amount of log hauling now underway and which probably will increase in the future, but also because of the recreational potential when Bull Prairie Dam is completed and opened to fishing and camping next year. Wheeler County Judge O. E. Mathews urged that the road be improved in order to aid the economy of Wheeler and Morrow Counties. Wheeler County Commissioner Raymond Gates stated that the existing highway is either muddy or dusty, and much livestock is hauled over the road to the closest market which is at Hermiston. He also pointed out that the nearest hospital is in Heppner and travel over the existing road is difficult for those who are ill. Milton Biegel, Morrow County Commissioner, emphasized the need for improvement to the highway because of log, grain, and cattle hauling. Morrow County Judge Oscar Peterson pointed out the need for completion of an improved north-south highway between Heppner and the John Day Highway. At the request of Chairman McIver, the Deputy Highway Engineer reviewed the program of improvements on this highway, beginning about thirteen years ago, which improvements extend southerly from Hardman. There is, he continued, a section of about seventeen miles within the National Forest which should be improved, and he suggested that improvement be considered in setting up the next forest highway program, which should be sometime in the fall or early winter of 1961.

A delegation representing the US Highway 26 Association urged the Commission to make improvements on US Highway 26 between Mitchell and Dayville. The following persons were present: Geo. M. Schnee, J. M. Norton, Earl Smith, Lawrence Sigfrit, Millard Webb, Clarence Jones, Jim Huddleston--all from Mitchell; Robert Lakin, Prineville; Russ Vernon, Mayor of the City of Prineville; and Ben Smith, Redmond. Mr. Earl Smith called attention to the need

for improving a section of approximately 7.3 miles east of Mitchell. Traffic, he stated, is increasing and the road is becoming more hazardous. Mr. Lakin also emphasized the need for improving this section, which he referred to as the Mitchell Hill Section, and mentioned that several persons had been killed in this vicinity. He called attention to the logs and lumber that are being hauled over this section and to the bottleneck created by these large trucks. He also called attention to US Highway 26 being designated as an emergency defense route. Mr. Earl Smith commented that much livestock is hauled over this highway to market in Portland and improvement of the highway would aid the economic condition of the area. Mr. Ben Smith, in speaking of livestock hauling, mentioned that the crooked and, in some places, rough road causes shrinkage in weight and bruises on the livestock. Mr. Russ Vernon, Mayor of Prineville, pointed out that there is much of scenic value in this portion of Central Oregon, and improvement of the highway would aid in securing tourist traffic. Mr. Millard Webb, Superintendent of Schools at Mitchell, stated that the school bus travels over this section four times a day during school months. In some places the road is too narrow and crooked to meet or pass safely other large vehicles, such as log trucks. Mr. Earl Smith remarked that the highway section under discussion had been built in 1930, and on one short section he counted fifty curves. Chairman McIver told the group that every possible consideration would be given by the Commission when formulating the next construction program.

Mr. Robert E. Veatch, Mayor of Klamath Falls, Mr. Deb Addison, Chairman of the Klamath Falls Chamber of Commerce Roads and Highways Committee, Mr. Jack R. Kalinoski, Klamath County Engineer, and Mr. Frank F. Ganong, Klamath County Commissioner, all of Klamath Falls, appeared before the Commission to request a change in designation of the Klamath Falls-Lakeview Highway (ORE 66) from a Federal-Aid Secondary to a Federal-Aid Primary Highway. Mr. Addison read a statement pointing out comparison of the volume of traffic on the Klamath Falls-Lakeview Highway and on other Eastern Oregon primary highways. He also called attention to the fact that this highway will serve as a portion of the so-called Winnemucca-to-the-Sea route which is being completed easterly to the Nevada State Line. This highway, he pointed out, is of great importance for export of Southern Oregon livestock, forest products, and farm crop products to eastern markets, and it also connects two county seats - Klamath Falls and Lakeview. Commissioner Jackson inquired of the Deputy Highway Engineer if the change in designation as requested would provide any additional funds for the highway. The Deputy Highway Engineer replied that no additional money would become available and he mentioned that the overall percentage of deficiency in the primary highway system is greater than in the secondary highway system. The Commission, he explained, when making up a highway program allocates money to the various areas by a formula. Such formula, however, does not take into account the type of money being allocated to the area, only the total amount; so the change in classification of this highway would not increase the funds. Mr. Addison stated that it was felt that the change in designation, even though it would not provide additional funds, would please a large number of people in South Central Oregon. Commissioner Jackson commented that the volume of traffic using the highway would be a factor in making a change and in future allocation of funds to the highway. No action was taken.

At the request of Commissioner Fridley the Deputy Highway Engineer reviewed briefly the proposed A.B.C. funds which may be made available by the National Congress during the next biennium. It appears that Oregon may receive about $300,000 in additional funds.

Chairman McIver read a telephone message received from Mr. William A. Bowes, City Commissioner of Public Works, Portland, concerning a course of action in connection with the controversy on the Ash Street Ramp. Mr. Bowes suggested that representatives be selected as follows: One professional man other than a member of the Highway staff, to be appointed by and represent the Highway Commission; One representative to be selected by the City of Portland; and one representative each to be selected by "The Oregonian" and the "Oregon Journal" newspapers. He suggested that these four representatives meet to review the studies of an underpass or overpass at Ash Street on Harbor Drive in Portland. After some discussion, the Commission instructed that Mr. Forrest Cooper, Deputy State Highway Engineer, select a man to represent the State Highway Department and that he talk to Commissioner Bowes regarding this matter.

Chairman McIver presented a pin to Mr. Mark Astrup, Parks Superintendent, for 15 years of service with the State Highway Department. He also presented a 30-year pin to Mr. Floyd Query, Secretary.

The Commission signed the following agreements, deeds, and other papers:

"Indenture of Access" to the Guy Roberts Lumber Co. property on the Toledo-Eddyville Section of the Corvallis-Newport Highway, Lincoln County.

"Indenture of Access" to the Ernest H. and Mabel J. Cook property on the Toledo-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

"Indenture of Access" to the Marguerite Dickson and A. J. Dickson property on the Toledo-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

"Indenture of Access" to Charles Lee and Lorena Lee property on the Toledo-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

"Indenture of Access" to the J. E. Stout and Jewel M. Stout property on the Mayville-Fossil Section of the John Day Highway in Wheeler County.

"Indenture of Access" to the B. A. Martin and Nettie C. Martin property on Myers Creek-Brookings Section of Oregon Coast Highway, Curry County. (Highway Engineer's Station 1003+32 and 1119+50)

"Indenture of Access" to the B. A. Martin and Nettie C. Martin property on Myers Creek-Brookings Section of Oregon Coast Highway, Curry County. (Highway Engineer's Station 993+40)

"Indenture of Access" to the Richfield Oil Corporation property on Hillsboro Reecville Section of Tualatin Valley Highway, Washington County.

"Inderture of Access" to S. O. Newhouse and Corinne K. Newhouse, C. H. Young and Marie Young; Thomas H. Wiancko and Sibyl S. Wiancko property on Hunters Creek-Myers Creek Section of Oregon Coast Highway, Curry County.

"Grant of Access" to R. M. Knox and Son, Inc. property on the Greggs Creek-Wedderburn Section of Oregon Coast Highway, Curry County.

"Right to Use Power Line Easement and Right of Way Agreement" with Bonneville Power Administration covering use of their right of way on Chenoweth Creek-The Dalles Section of Columbia River Highway, Wasco County, for highway purposes and elimination of direct access from Columbia River Highway to their right of way.

"Grant of Access and Resolution" covering relinquishment of access restrictions to frontage road on westerly side of Baldock Freeway between Boones Ferry and Boeckman Roads, Clackamas County.

"Quitclaim Deed" to Josephine County for a parcel of land on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Lease and Sale of Road Materials Agreement" with Oswald Quaale for a parcel of land on the Lyle Gap-Madras Unit, Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Petition to Exclude Land" from the Rogue River Valley Irrigation District, Jackson County.

"Agreement" with the Oregon State University re soil testing for the U. S. Bureau of Public Roads.

"Letter Type Agreement" with Bureau of Public Roads for a change in the Forest Highway Program so as to provide additional funds on existing jobs, particularly to increase money allocated to the Crater Lake Section in vicinity of Prospect.

"Cooperative Construction Agreement" with City of Eugene covering Riverview Street, 16th Avenue, and Augusta Street on the Judkins Point-Goshen Section of the Pacific Highway in the City of Eugene.

"Agreement" with Yamhill County covering the Bernards Corner-Purdys Corner project on FAS 111 and 889. (Authorized 9-29-60)

"Cooperative Construction Agreement" with City of Ontario covering the N.W. 1st Street-N.W. 2nd Avenue Section of the Olds Ferry-Ontario Highway in the City of Ontario. (Authorized 4-14-61)

"Cooperative Construction Agreement" with the City of Portland covering the West City Limits-St. Johns Bridge Section of the Columbia River Highway in the City of Portland. (Authorized 12-12-58 and 1-28-60)

"Letter" considering matter of salary of the State Highway Engineer.

"Bargain & Sale Deed" to Millard E. Christal and Verna M. Christal for a parcel of land lying in Lots 1 and 2, Block 1, of Rosemont Addition to East Portland, situated in Section 32, Township 1 North, Range 2 East, W. M., Multnomah County. (Authorized 4-14-61)

"Bargain & Sale Deed" to Clarence A. and Lila M. Soderback for a parcel of land on the Vadis-Gardner Ranch Section of the Sunset Highway in Washington County. (Authorized 4-14-61)

"Bargain & Sale Deed" to Anders C. and Katharine E. Christensen for a parcel of land on the Albany-Judkins Point Section of the Pacific Highway in Linn County. (Authorized 5-26-61)

"Agreement" with Oregon State Commission for the Blind to operate a snack bar in the East Portland State Office Building, in Portland, Oregon.

"Agreement" between State, Marion County, Polk County, City of Salem, and Mid-Willamette Valley Planning Council and the Intergovernmental Cooperation Council for comprehensive planning for community development of the entire Salem urban area within Marion and Polk Counties having common or related urban development problems.

"Agreement" with the Federal Highway Administrator for carrying out the National Policy relative to Advertising adjacent to the National System of Interstate and Defense Highways.

There being no other business to consider, the meeting was adjourned by Chairman McIver at 2:25 p.m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

June 9, 1961

Salem, Oregon
June 27, 1961

The Oregon State Highway Commission met in a special session at 8:00 a.m. Pacific Standard Time in the Conference Room of the State Highway Building, Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
C. W. Head, Assistant Secretary

Commissioner Glenn L. Jackson and W. C. Williams, State Highway Engineer, were excused from this meeting. Floyd Query, Secretary, was excused as he was on vacation.

The Parks Superintendent reported on the following park matters:

Consideration was given to a request from the Three Rivers Girl Scout Council for a five-year extension of a lease agreement for a portion of the Jessie M. Honeyman Memorial State Park in Lane County. The Parks Superintendent explained that the original lease expired June 25, 1961, and covered a small section of the park adjoining their campsite, leased from the Forest Service. Upon the favorable recommendation of the Parks Superintendent, the Commission approved a five-year extension of the lease agreement, commencing June 25, 1961.

The Commission considered Amendment No. 10 to the Master Agreement with Central Lincoln People's Utility District covering the extension of a line to serve the State's new overnight camp development in the Jessie M Honeyman Memorial State Park in Lane County. The Parks Superintendent stated that the minimum annual charge for this service will be $186.00, which is reasonable and conforms to prior approvals. The Commission approved the amendment to the Master Agreement as outlined by the Parks Superintendent.

The Right of Way Engineer presented for consideration options, pages 1 through 13, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is

made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

The Right of Way Engineer requested authority to sell two parcels of excess property, Parcel No. 1 at public sale and Parcel No. 2 to the adjoining property owner, File Nos. 21877, 21878, 26441, and 26892. These parcels are located on the S. E. Flavel Street-Southern Pacific Overcrossing Section of Cascade Highway in Clackamas County. These parcels he stated, have been cleared through the Engineering Division as to their need for highway purposes. Access provisions are consistent with Department policies as practiced in the vicinity of the parcel and the minimum sale prices are based upon appraised value or upon an offer which exceeds appraised value. Based on his favorable recommendation, the Commission authorized public sale of Parcel No. 1 and direct sale of Parcel No. 2, as follows, and thereupon adopted a resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961":

(1) Parcel No. 1--11,935 square feet, for not less than $24,500, and with one unrestricted access to be permitted to S. E. 82nd Avenue, 35 feet in width; and two points of unrestricted access, 35 feet in width, to be permitted to Price-Fuller Road. No access will be permitted to S. E. King Road, nor will any access be allowed within 50 feet of the southerly right of way line of that road.

(2) Parcel No. 2--125 square feet, to Rita Gallerini for the sum of $175.00. No access restrictions will prevail for this parcel.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions, marked Exhibits "E-1" through "E-10", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated June 27, 1961, in the Secretary's office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers".)

The Chief Counsel requested confirmation of telephonic approval of the settlement of two cases. He stated that these settlements are within appraised values or so close thereto as not to comprise substantial increases in values. The Commission confirmed the following settlements:

L-3717 R-30230 Alex Lukas, et ux.
North Portland Harbor-North Russell Street Section
Pacific Highway
Right of Way - 8,090 square feet.
Offer: $9,975.00
Highest Appraisal: $9,975.00
Settlement: $10,475.00

R-30305 John Pesola, et ux.
North Portland Harbor-North Russell Street Section
Pacific Highway
Right of Way - 5,000 square feet.
Offer: $10,840.00
Highest Appraisal: $11,650.00
Settlement: $11,350.00

The Commission considered a request from Coast Business Brokers, Inc., of Florence, for "Consent to Vacate" that portion of Oak Street adjacent to the highway right of way in the City of Florence, Lane County. The Chief Counsel stated that the proposed vacation will in no way be detrimental to the State, and has been approved by the Engineering Division. He recommended that the "Consent of Vacation" be approved and that authority be granted to the Secretary to sign it on behalf of the Commission. The Commission accepted his recommendation.

Attention was given to a "Petition To Exclude Land From the Hermiston Irrigation District" on portions of the Hermiston Secondary Highway in Umatilla County. The Chief Counsel explained that this land is to be used for rights of way and the Highway Department will not use the irrigation facilities. The Commission approved the petition.

Consideration was given to a request from Shell Oil Company and Tidewater Oil Company for "Consent to Petition to Vacate" a portion of Newmark Street in North Bend, Coos County. The Chief Counsel stated that the State's property is a block away from the vacation; however, the State is affected in that all property owners in a certain area must sign a "Consent to Vacate" if the vacation is to be granted. The Engineering Department has approved this proposed vacation, and he recommended approval. The Commission approved the "Consent" as outlined and authorized the Secretary to sign it.

The Commission considered a resolution whereby no permits for overweight or overwidth vehicles shall be issued by the Highway Department that would be in contravention of any of the provisions of Title 23, United States Code, Section 127. The Chief Counsel explained that this action is required by the Bureau of Public Roads before apportionment is made of the Federal-Aid Interstate Highway funds for the fiscal year 1963. Upon his favorable recommendation, the Commission adopted a resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

The Deputy Highway Engineer reported that the Engineer had made award of one contract referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of. The Commission confirmed the Engineer's award of the following State Highway contract:

(1) Grading and paving Cornell Road-Barnes Road Section of Sunset Highway, Washington County. Bids received May 23, 1961. Contract awarded June 14, 1961, to Erland & Blickle Company, Portland.

A report was submitted by the Deputy Highway Engineer concerning the removal of protective load limits on certain sections of state highways. These load limits, he stated, were placed because of the soft condition of the roads caused by thawing and melting of snow. The roadbeds have now dried sufficiently so that the highway sections can sustain full legal loads. The Commission confirmed removal of reduced load limits as follows:

(1) Crater Lake-North Highway No. 232, from M.P. 0.0 to M.P. 3.81, effective 8:00 a.m., June 19, 1961.

(2) West Diamond Lake Highway No. 233, from M.P. 8.0 to M. P. 23.89, effective 8:00 a.m., June 19, 1961.

(3) East Diamond Lake Highway No. 425, over its entire length, effective 8:00 a.m., June 19, 1961.

The Deputy Highway Engineer reported on changes made in temporary construction speed zones that have been revised as follows:

(1) 35 MPH during working hours, 45 MPH where actual work is not underway but where conditions are hazardous, and 55 MPH on those sections of minor hazard on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion County, between M.P. 18.42 and M.P. 29.34, effective 12:00 noon, June 15, 1961.

(2) 45 MPH on the Pacific Highway between Capitol Highway Interchange, M.P. 6.37, and Haines Road Undercrossing, M.P. 8.11, in Multnomah and Washington Counties, effective 8:00 a.m., June 12, 1961.

For the protection of the traveling public through highway construction projects, the Deputy Highway Engineer reported that the following temporary construction speed zones had been placed:

(1) 35 MPH on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, between M.P. 248.25 and M.P. 255.59, effective 8:00 a.m., June 20, 1961.

(2) 30 MPH on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County, between M.P. 4.30 and M.P. 8.84, effective 8:00 a.m., June 22, 1961.

Commissioner Fridley inquired when the paving would be completed on the Deadmans Pass-Meacham Section project in Umatilla County. The Deputy Highway Engineer stated that it is anticipated that the paving operations will be completed in September, 1961. However, this is contingent on the strike situation.

Authority was requested by the Deputy Highway Engineer, and approved by the Commission, for increases in project authorizations on the following State Highway Contracts:

(1) $5,230.37 on Contract No. 5856 on the Clayton Creek-Bear Gulch Rock Production project on the Pacific Highway in Jackson County. The Deputy Highway Engineer explained that the Maintenance Division had requested that an additional 600 cubic yards of crushed material be stockpiled for use in plant patching by State forces.

(2) $21,876.15 on Contract No. 5809 on the Service Creek-Richmond Road grading and surfacing project on the Service Creek-Mitchell Highway in Wheeler County. The Deputy Highway Engineer stated that the overrun was caused by a slight extension at the south end of the project to eliminate some bad alignment; also, the surfacing and oiling work done by State forces cost more than had been anticipated.

Attention was given to a letter received from C. M. Barnhart, Polk County Judge, Dallas, and a petition, signed by two hundred property owners, requesting the installation of a flashing beacon at the intersection of the Salem-Dayton Highway and Orchard Heights Road, near the north city limits of Salem, in Polk County. The Deputy Highway Engineer stated that a Traffic Engineering investigation revealed heavy left-turn movements from south to east at this three-way intersection. There were eight reported accidents from January 1, 1956, to March 31, 1961, in which one person was injured. There are sufficient funds in the 1961 Minor Betterment Budget for traffic signal projects and he recommended the installation of a flashing beacon at this intersection at an estimated cost of $800. The Commission accepted his recommendation.

Consideration was given to a letter received from John V. Mulcahy, Chief, Branch of Land, Bonneville Power Administration, Department of Interior, concerning a land slide which is endangering their transmission line south of Reedsport in Coos County. The Deputy Highway Engineer reported that the slide is on the Clear Lake-Forest Boundary Section of the Oregon Coast Highway. The line was located on private property prior to the construction of the existing highway. The State reimbursed the Bonneville Power Administration about a year ago for approximately $5,000 for corrections to this line due to the same slide. During the past year there has been a rapid expansion of the slide which has further endangered the Bonneville facilities. This area has been investigated by the State Soils and Geology Division and their reports substantiate the contention of the BPA that one pole is in immediate danger and should be removed from the slide area in order to assure continued service. This matter has been discussed with the BPA and, considering the slide and the importance of the transmission line which serves the major portion of the Coos Bay area, the Deputy Highway Engineer recommended the relocation of

approximately 4,500 feet of transmission line beyond the limits of the existing slide. He stated that the BPA estimate for relocation, less the salvage of the present line will amount to approximately $40,000. It is the State's obligation to reimburse the BPA for slide involvements with its lines in this area. The Commission approved the recommendation and the setting up of a trust agreement between the State and the Bonneville Power Administration covering the relocation of the transmission line.

A request for an increase in the number of working days within which to complete a State Highway contract was presented by the Deputy Highway Engineer. He explained briefly the reasons for his recommendation. The Commission took action on the request, as follows:

(1) Blaisdell & Stone, Contract No. 5747, for grading the Briggs Camp-Bear Creek Road Section of the North Umpqua Road in Douglas County, requested an increase from 90 days to 120 days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 30 workdays without assessment of liquidated damages.

The Deputy Highway Engineer reported that Contract Nos. 5708, 5710, 5753, 5777, 5789, 5833, 5837, 5845, 5851, 5856, 5887, and 5912 for highway construction had been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

Attention was given to a letter received from Mr. William D. Bollman, City Manager, Albany, reiterating the City's request concerning widening to four lanes of the old route of the Pacific Highway (presently designated as the Albany-Junction City Highway) between North Albany Interchange and the northerly end of the four-lane section previously constructed through Albany. The Deputy Highway Engineer estimated the cost of this improvement at $100,000. At its May 26, 1961, meeting the Commission deferred action on a similar request due to lack of funds. The Deputy Highway Engineer reported that there are still no funds available for this proposed project. The Commission again deferred action due to lack of funds.

The Commission considered a request from R. A. Granger, Joseph, for the establishment of a 25 MPH speed limit on the Joseph-Wallowa Lake Highway in the vicinity of the Chief Joseph Monument south of Joseph, in Wallowa County. The Deputy Highway Engineer reported that a Traffic Engineering investigation revealed that the 1959 average daily traffic on this section was 675 vehicles, and the accident rate per million vehicle miles was 4.14 as compared with the suburban secondary state highway rate of 9.48. Speed checks indicated that the speed at or below which 85 per cent of all vehicles traveled this section was 44.50 miles per hour. He recommended that Speed

Zone Resolution No. 338, dated December 12, 1960, be rescinded and a new resolution be adopted, as follows:

(1) 35 MPH between the south city limits of Joseph and a point 0.10 mile south of the south city limits of Joseph.

(2) 45 MPH between a point 0.10 mile south of the south city limits of Joseph and a point 0.44 mile east of Chief Joseph Monument.

The Commission approved the speed zones by adopting a resolution relative thereto, marked Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

Consideration was given to a request received from Judge L. L. Rafferty, Justice Court, Josephine County, concerning the 40 MPH speed zone on US 99 through Wolf Creek, in Josephine County. The Deputy Highway Engineer stated that a Traffic Engineering report disclosed that 45 per cent of the vehicles traveling this highway section were exceeding the existing 40 MPH speed limit. He recommended that Speed Zone Resolution No. 48-a, dated March 10, 1960, be rescinded and a new resolution be adopted, as follows:

(1) 45 MPH between a point 0.31 mile north of Wolf Creek and a point 0.16 mile south of Wolf Creek, except that between a point 0.18 mile north of Wolf Creek and a point 100 feet south of Wolf Creek the indicated speed shall be 20 miles per hour during the hours of school crossings.

The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

To correlate with action taken by the State Speed Control Board on the Pendleton-John Day Highway in Pendleton, in Umatilla County, the Deputy Highway Engineer recommended that Speed Zone Resolution No. 306, dated August 13, 1959, be rescinded and a new resolution be adopted as follows:

(1) 35 MPH between a point 400 feet north of Hailey Avenue S. W. and the city limits of Pendleton.

(2) 35 MPH between a point 150 feet south of S. W. Olson Avenue, south city limits of Pendleton, and a point 300 feet south of Lower McKay Creek Road, except that from a point 200 feet south of S. W. Ladow Avenue and Lower McKay Creek Road, the indicated speed shall be 20 MPH during the hours of school crossings.

The Commission approved the speed zones by adopting a resolution relative thereto, marked Exhibit "B-3", which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 27, 1961".

Confirmation was requested by the Deputy Highway Engineer of prior approval for the sale of the 100-foot steel pony span that was removed from the Scholls Bridge site in Washington County. Grant County has paid the usual rate of 5 cents per pound for the steel at the bridge site, amounting to $4,191.25. Washington County advised the State that they were not interested in purchasing this span. The Commission confirmed the sale of the steel to Grant County.

Out-of-state travel expenses were recommended by the Deputy Highway Engineer and approved by the Commission, as follows:

(1) Forrest Cooper, Deputy State Highway Engineer, to attend the meeting of AASHO Committee on Interim Pavement Design in El Paso, Texas, July 10 and 11, 1961, at an estimated cost of $242.00.

(2) R. B. Sipprell, Director of Permits, to attend the meeting of the Permit Directors of fourteen Western States in Denver, Colorado, July 6 and 7, 1961, at an estimated cost of $161.00.

(3) J. Al Head, Assistant Traffic Engineer, to attend the 31st Annual meeting of the Institute of Traffic Engineers and the First World Traffic Engineering Conference, in Washington, D. C., August 20-26, 1961, at an estimated cost of $425.00.

Chairman McIver inquired as to the amount of money on hand in connection with the out-of-state travel expenses. The Deputy Highway Engineer stated that it appears there will be a small amount remaining in the 1961 budget; however, beginning with July 1, which is the start of the new fiscal year, the Highway Department will be operating on a reduced budget.

The Commission considered a request from City officials of Corvallis concerning the extension of Route ORE 34 from Philomath to Lebanon over the recently designated Corvallis-Lebanon Secondary Highway. The Deputy Highway Engineer reported that this request has been investigated and has merit because this section of highway is carrying an increased volume of traffic between Corvallis and Lebanon. Upon his favorable recommendation, the Commission approved the extension of the Route of ORE 34, as follows:

> "Beginning at the present junction of ORE 34 with the Corvallis-Newport Highway, US 20, approximately one mile west of Philomath; thence easterly over the Corvallis-Newport Highway to the Pacific Highway West, US 99W, in Corvallis (common with US 20); thence northerly over the Pacific Highway West in Corvallis to the Corvallis-Lebanon Highway (common with US 99W and US 20); thence easterly over the Corvallis-Lebanon Highway to its junction with the Santiam Highway, US 20, in Lebanon."

Consideration was given to an agreement with the Union Pacific Railroad Company covering encroachments and easement for an overcrossing of the railroad's tracks on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County. The Deputy Highway Engineer stated that this agreement is needed for highway construction. The Commission approved the agreement.

An easement agreement with the Oregon-Washington Railroad and Navigation Company covering properties on the Banfield Expressway easterly from N. E. 7th Avenue in the City of Portland was presented by the Deputy Highway Engineer. He stated that this grant of easement conforms to the agreement with the Railroad company dated September 9, 1955. The Commission approved the easement.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period May 22 through June 20, 1961.

The Commission confirmed the date of July 28, 1961, for the next meeting, which is to be held in the State Highway Building in Salem. They also confirmed the date of September 8, 1961, for the next following meeting.

The Commission considered the construction of a permanent left-turn refuge on McLoughlin Boulevard at Holgate Street in the City of Portland. The Deputy Highway Engineer stated that there had been a meeting with officials of the City of Portland, and the City has agreed to contribute $3,500 or 25 per cent of the cost, whichever is the lesser amount. The estimated cost of this project is $14,000, which will include surfacing of the shoulders and highway. Upon the Deputy Highway Engineer's recommendation, the Commission approved construction of the refuge and entering into an agreement with the City.

Consideration was given to the matter of converting the two elevators in the State Highway Building in Salem from manual to automatic operation. The Deputy Highway Engineer reported that the 1961 Legislature made funds available for the conversion of the elevators in all other State buildings in the Mall area from manual to automatic operation. The estimated cost to convert to automatic operation is $25,100 for both elevators. He also stated that this conversion to automatic operation would eliminate the necessity of hiring two full-time operators, with a resultant saving to the State of $7,535 a year. The Secretary of State has agreed to include conversion of the Highway Building elevators in the same contract for elevator conversion in other buildings. The Commission approved the conversion of elevators as outlined by the Deputy Highway Engineer.

Attention was given to a request from the Oregon State Board of Forestry for permission to erect a sign on State highway right of way on the easterly side of the Lower Columbia River Highway near the west city limits of Portland. The Deputy Highway Engineer stated that this is a type of informational sign to indicate that burning permits are required and where such permits may be obtained. Upon the favorable recommendation of the Deputy Highway Engineer, the Commission approved the request.

An agreement with the Union Pacific Railroad Company covering construction of the Clarke Overcrossing on the Columbia River Highway, between Boardman and Irrigon in Morrow County, was presented by the Deputy Highway Engineer. He stated this agreement is needed for the new US 730 highway construction in conjunction with railroad property in this area. The Commission approved the agreement.

The Commission discussed the lawsuit which was instituted by the City of Portland against the State concerning damages caused by an earth slide on Canyon Road in the Portland Zoo area. The Chief Counsel stated that at the last Commission meeting he had reported on the City of Portland's offer to make a settlement of the damage claim on a 60-40 basis, 60 per cent to be paid by the State and 40 per cent by the City, and the City now wishes to be advised of the Commission's decision. After considerable discussion, the Commission denied the City of Portland's proposed settlement.

Consideration was given to a letter received from A. D. Addison, Chairman, Roads and Highways Committee, Klamath County Chamber of Commerce, requesting reconsideration for a change in classification of the Klamath Falls-Lakeview Highway from a Federal-aid Secondary to a Federal Aid Primary highway. The Commission again discussed this proposed change and deferred action as this would in no way make additional funds available to the Commission for improvements.

The Commission signed the following agreements, deeds and other papers:

"Lease Agreement" with Three Rivers Girl Scout Council for lease of a portion of Jessie M. Honeyman Memorial State Park for an additional five-year period.

"Amendment No. 10 to the Master Agreement No. 2055" with Central Lincoln People's Utility District covering extension of a line to serve the State's new overnight camp development in Jessie M. Honeyman Memorial State Park in Lane County.

"Petition" for exclusion of land in Hermiston, Umatilla County, from Hermiston Irrigation District.

"Agreement" with the Union Pacific Railroad Company covering encroachment and easement for an overcrossing of the Railroad's tracks on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

"Grant of Easement" to OWRR & N Company covering properties on the Banfield Expressway east of N. E. 7th Avenue, Portland.

"Permit" to Oregon State Board of Forestry for permission to erect a sign on the state highway right of way on the easterly side of the Lower Columbia River Highway near the west city limits of Portland, Milepost 9.51.

"Permit" to Oswald Quaale to construct fence within the 400-foot right of way the State secured through Government land by an application to the Bureau of Land Management, on the Willowdale-Madras Section of The Dalles-California Highway. (Authorized 12-12-60)

"Relinquishment of Title" to City of Portland for the 42nd Avenue-92nd Avenue Section of the Columbia River Highway, Multnomah County. (Authorized 12-11-53 and 3-10-60)

"License Agreement" with Crook County covering the proposed development of the Prineville Reservoir area as a state park. (Authorized 4-14-61)

"Bargain and Sale Deed" to Lawrence Gray for a parcel of land on the Midland-Mac's Store Section of the Lower Klamath Lake Highway in Klamath County.

"Consent to Street Vacation" by City of Florence to a portion of Oak Street in Florence.

"Consent to Petition for Vacation" by Shell Oil Company and Tidewater Oil Company for the vacation of a portion of Newmark Street in North Bend, Coos County, Oregon.

"Agreement" with Union Pacific Railroad Company relative to the construction of the Clarke Overcrossing on the Boardman-Irrigon Section, Morrow County.

Chairman McIver announced, prior to the opening of bids, that the State Highway Engineer is authorized and directed to award the contracts as approved by the Highway Commission, and the Secretary of the Commission is authorized and directed to sign said approved contracts for and on behalf of the Highway Commission.

Bids for highway construction were opened and read aloud at 9:00 a.m. The Engineer announced that award of contracts would be made at 2:30 p.m. today in the Highway Engineer's Office. Bids received were as follows:

BENTON COUNTY: Paving on Hughes Road-Monroe Section of the Pacific Highway West.

Morse Bros., Lebanon	$ 107,307.00
Acme Construction Co., Redmond, Wn.	109,867.40
Warren Northwest, Inc., Portland	112,093.40

BENTON-LINN COUNTIES: Clean and paint Corvallis Bridge over Willamette River. Corvallis-Lebanon Secondary Highway.

William A. Efraimson, Portland	$ 11,740.00
Tri-State Painting Company, Portland	15,900.00
J. E. Brown Co., Portland	20,585.00
C. H. Savage Co., Portland	23,530.00
A. H. Barbour & Son, Inc., Portland	34,868.00

HARNEY COUNTY: Burns-Crane Rock Production Project on the Burns-Crane Highway.

Arthur Simonsen & Co., Baker	$ 67,320.00
Lee F. Philpott, Eugene	70,002.00
Barney Helser Rock Productions, Beaverton	81,000.00

JACKSON AND DOUGLAS COUNTIES: Union Creek Rock Production Project on Crater Lake and West Diamond Lake Highways.

Barney Helser Rock Productions, Beaverton	$ 37,850.00
M. C. Lininger & Sons, Medford	41,162.50

LAKE COUNTY: Stone base and oiling on Adel-Blizzard Gap Section of the Adel-Nevada State Line Road.

Babler Bros., Inc., Portland	$ 247,767.00

LAKE COUNTY: Grading on Blizzard Gap-Doherty Slide Section of the Adel-Nevada State Line Road.

Babler Bros., Inc., Portland	$ 167,670.00
Durbin Bros., Eugene	177,800.00
C. R. O'Neil, Creswell	183,800.00

LANE COUNTY: Grading, paving and 4 structures on Judkins Point-Goshen Section of the Pacific Highway.

Roy L. Houck Sons' Corporation, Salem	$1,576,921.60
Kuckenberg Construction Co., Inc., Portland	1,635,567.70
R. A. Heintz Const. Co. and Rogers Const., Inc., Portland	1,893,452.60

LINN COUNTY: Grading and paving on Crabtree Corner-Lebanon Section of the Santiam Highway.

Morse Bros., Lebanon	$ 118,700.50
Acme Construction Co., Redmond, Wn.	135,156.50

MALHEUR COUNTY: Ontario Office Building

(Job withdrawn)

MALHEUR-HARNEY COUNTIES: Paving on Follyfarm Section of the Crane-Scotts Butte Highway.

Warrer Northwest, Inc., Portland	$ 217,000.00
J. C. Compton Company, McMinnville	224,050.00
Babler Bros., Inc., Portland	229,760.00
Acme Construction Co., Redmond, Wn.	256,170.00

MORROW COUNTY: Grading, paving and structures on the Boardman Jct.-Irrigon Section of the Old Oregon Trail and Columbia River Highways.

R. A. Heintz Const. Co. and Rogers Const., Inc., Portland	$1,139,675.25
Peter Kiewit Sons' Co., Omaha, Neb.	1,151,229.80
Babler Bros., Inc., Portland	1,171,811.00
Warrer Northwest, Inc., Portland	1,193,030.05
Acme Construction Co., Redmond, Wn.	1,194,447.35
DeAtley-Overman, Inc., and McAtee & Heathe, Inc., Spokane, Wn.	1,241,840.35

(Continued on following page)

Morrow County, Boardman Jct.-Irrigon Section (Continued)

Fred H. Slate Co. and E. C. Hall Const. Co., Portland	$1,242,669.75
White Bros. Construction Co., Inc., Walla Walla, Wn.	1,245,230.80
Charles T. Parker Construction Co., Portland	1,274,339.45
Earl L. McNutt Co., Eugene	1,284,484.10
Crick & Sons and Materne Bros. Co., Yardley, Wn.	1,284,698.15
Hamer Corporation, Roseburg	1,287,776.60
Roy L. Houck Sons' Corporation, Salem	1,311,710.30
Kuckenberg Construction Co., Inc., Portland	1,319,346.41

MULTNOMAH COUNTY: Roadside Improvement Project on S.W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway.

Solomon Aichele, Portland	$ 54,523.30
E. P. Baltz and Son, Portland	67,589.00

YAMHILL COUNTY: Stone base and oiling on Bernards Corner-Purdys Corner Section of FAS Routes 889 and 111.

C. C. Meisel, McMinnville	$ 140,786.00

CLATSOP COUNTY: Foundation investigation at the site of the proposed Columbia River and Youngs Bay Bridges at Astoria.

A. M. Jannsen Drilling Co., Aloha	$ 69,350.00

After discussing with the Deputy Highway Engineer bids received at 9:00 a.m. this day the Commission authorized the Engineer to award contracts as approved by the Commission.

The meeting adjourned at 10:10 a.m.

At 2:30 p.m. the Engineer awarded the contracts, as follows:

"Paving on the Hughes Road-Monroe Section of the Pacific Highway West in Benton County. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $107,307.00.

"Clean and paint Corvallis Bridge over Willamette River, Corvallis-Lebanon Secondary Highway at Corvallis, Benton-Linn Counties. All bids were rejected as being too high.

"Burns-Crane Rock Production Project on the Burns-Crane Highway in Harney County. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $67,320.00.

"Union Creek Rock Production Project on Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties. The Commission awarded the contract to the low bidder, Barney Helser Rock Productions, Beaverton, at $37,850.00.

"Stone base and oiling on the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County. The Commission awarded the contract to the only bidder, Babler Bros., Inc., Portland, at $247,767.00.

"Grading on the Blizzard Gap-Doherty Slide Section of the Adel-Nevada State Line Road in Lake County. All bids were rejected as being too high.

"Grading, paving and 4 structures on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. The Commission elected to accept the low bid of Roy L. Houck Sons' Corporation, Salem, in the sum of $1,576,921.60 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the Crabtree Corner-Lebanon Section of the Santiam Highway in Linn County. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $118,700.50.

"Ontario Office Building in Malheur County. This project was withdrawn prior to the letting.

"Paving on the Follyfarm Section of the Crane-Scotts Butte Highway in Malheur-Harney Counties. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $217,000.00.

"Grading, paving and structures on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County. The Commission elected to accept the low bid of R. A. Heintz Construction Co. and Rogers Construction, Inc., Portland, in the sum of $1,139,675.25 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Roadside Improvement Project on the S. W. 19th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $54,523.30.

"Stone base and oiling on the Bernards Corner-Purdys Corner Section of FAS Routes 889 and 111 in Yamhill County. The Commission elected to accept the bid of C. C. Meisel, McMinnville, in the sum of $140,786.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of $38,700.00 is deposited by the County.

"Foundation investigation at the site of the proposed Columbia River and Youngs Bay Bridges at Astoria, Clatsop County. The Commission rejected the one bid received as being too high."

Deputy State Highway Engineer

Chairman

Assistant Secretary

Commissioner

June 27, 1961

Salem, Oregon
July 28, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time, in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of meetings held on May 26 and June 9, 1961.

The placement of a bronze plaque honoring Samuel C. Lancaster on the Columbia River Highway in the Columbia River Gorge was considered by the Commission. The Parks Superintendent stated that the Columbia River Gorge Commission has long advocated a memorial to Mr. Lancaster and has recommended installation and wording for a 16" by 30" plaque. The State Parks and Recreation Advisory Committee at their meeting on December 12, 1960 also recommended that an appropriate plaque be placed on the stone abutment east of the south entrance door to the Vista House. He estimated that the plaque will cost approximately $510, but the wording as suggested by the Gorge Commission will need to be shortened in order to fit on that size of plaque. The Commission approved the installation and instructed that the wording to be used be worked out with the Columbia River Gorge Commission and checked with the Oregon Historical Society.

An agreement with the Apple Growers Association of Hood River covering the taking of water from a spring on their property on the Hood River-Mosier Section of the Columbia River Highway, Hood River County, was presented by the Parks Superintendent. He explained briefly that the agreement provides water for use at Koberg Beach Wayside, and he recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission considered a resolution authorizing negotiations for a contract between the State Highway Commission and the State Department of Planning and Development to obtain a grant of federal funds to be used in the Non-urban Park and Recreation Study. The Parks Superintendent explained that the study is estimated to cost a total of $109,000, and it is anticipated that it will be completed by September 1962. The resolution, he continued, provides that State Highway funds shall be pledged in the amount of $18,000, and if the Federal funds are granted, the Highway Department is to be reimbursed in the amount of $36,000, $6,000 of such amount to be retained by the Department of Planning and Development for administrative costs. He also pointed out that much work has already been done by the State on this study, and it is anticipated that $10,000 additional funds will be needed in 1962. To cover expenses for this year an additional authorization of $22,000 is needed which includes the $18,000 pledged in the proposed resolution. Commissioner Fridley inquired if there is a clear prospectus or outline of the purposes of the study and the goals which it attempts to achieve. The Parks Superintendent replied that such purposes and goals have been clearly outlined. Upon the favorable recommendation of the Parks Superintendent, the Commission approved the additional authorization and thereupon adopted a resolution relative thereto marked Exhibit "F", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

The Right of Way Engineer presented for consideration options, pages 1 through 61, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

In discussing the options presented, Chairman McIver inquired if many problems have been encountered concerning persons whose properties had been purchased on the Minnesota Freeway Section of the Pacific Highway in Portland and who had been required to move. The Right of Way Engineer replied that very few complaints have been received. It was his feeling that the fact that the property owners had been granted a considerable amount of time in which to move had materially reduced hardship cases and complaints. Upon inquiry by members of the Commission, the Right of Way Engineer also explained the status of right of way negotiations on several other sections of state highways.

Chairman McIver inquired about securing for an overnight camping area a material source on the bank of the Rogue River near Gold Hill, Jackson County, which is currently used by Peter Kiewit Sons' Company. The Commission instructed the Engineer to investigate the possibility of purchasing this area if it is feasible for use as an overnight camping site, and to submit a report.

The Property Manager's report covering sales of miscellaneous properties and changes in rental status since the last Commission meeting was presented by the Right of Way Engineer. He pointed out briefly that total miscellaneous sales in that period amounted to $28,127.50, and rental receipts for the month of May were $3,641.08 and for the month of June $4,684.50. The Commission accepted the report.

Authorization for public sale of excess parcels of property was requested by the Right of Way Engineer. He explained that in each instance the parcels had been cleared through the Engineering Division as to their need for highway purposes. Access provisions are consistent with department policies as practiced in the vicinity of each parcel, and the minimum sale price is based on appraised value or on an offer which exceeds appraised value. Based upon his favorable recommendation, the Commission authorized public sale of the following parcels of real property and thereupon adopted resolutions relative thereto, marked Exhibits "D-1" through "D-4", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961":

(1) 0.15 acre, File No. 5199, on the Berger Ranch-Barnes Road Section of the Sunset Highway, Washington County, for not less than $150 and without access to the Sunset Highway.

(2) 8,785 square feet of land, File Nos. 9524, 9528, 9529 and 9530, on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, for not less than $9,000 without access restrictions and subject to a sewer line easement. (See Exhibit "D-1")

(3) 6,324 square feet of land, File No. 9527, on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, for not less than $6,500, without access restrictions and subject to a sewer line easement. (See Exhibit "D-2")

(4) 1.4 acre, File No. 26808, on the Pleasant Hill-Creswell Section of the Springfield-Creswell Highway, Lane County, for not less than $500 and without access to the Springfield-Creswell Highway.

(5) 4,364 square feet of land, File Nos. 5067, 5068 and 5069, on the Interstate Avenue-Denver Avenue Section of the Pacific Highway West, Multnomah County, for not less than $2,400 and without access to the Pacific Highway West. (See Exhibit "D-3")

(6) 9.6 acres, File No. 25674, on the Albany-Judkins Point Section of the Pacific Highway, Linn County, for not less than $2,000, without access to the Pacific Highway and with an advertising sign restriction. (See Exhibit "D-4")

The Right of Way Engineer presented to the Commission a number of "Indentures of Access" to properties adjoining various state highways. The changes in access, he stated, are routine ones, and have been made for the convenience of the property owners and for the benefit of the traveling public. Upon his favorable recommendation, the Commission approved "Indentures of Access", as follows:

(1) Osborn property, File 26742, on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(2) Oswald Quaale property, File No. 26745, on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(3) Emil Quaale property, File No. 26750, on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(4) Townsend property, File No. 26752, on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(5) Colegrove property, File No. 27543, on the Myers Creek-Brookings Section of the Oregon Coast Highway, Curry County. This change, he explained, under the provisions of Commission Resolution dated July 31, 1958, widens one point of access, 25 feet in width and restricted to the production and transportation of agricultural and timber products and ordinary residential purposes only, to a new width of 35 feet without use restriction. The owner has deposited the sum of $1,940.65 to cover the cost of design features deemed necessary for traffic safety.

(6) Loos (Hamilton) property, File No. 26526, on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, Washington County.

(7) Tucker property, File No. 29209, on the Weston-Weston Mountain Section of the Weston-Elgin Highway, Umatilla County.

(8) The First National Bank of Oregon property, File Nos. 23243, 23244 and 23246, on the Northbound Route of the Pacific Highway in Ashland, Jackson County. This instrument changes the location and widens from 25 feet to 35 feet one point of access which is unrestricted as to use, and also grants an additional point of access, 35 feet in width, and unrestricted as to use. The grant of a second point of access, he explained, enhances the flow of traffic in a more safe and orderly manner to the commercial establishment which is situated on the property.

(9) Cattron property, File No. 31335 (L-3519), on the Hillsboro-Reedville Section of the Tualatin Valley Highway, Washington County.

(10) Poulin (Hambach) property, File No. 18124, on the Tigard-Onion Flat Section of the Pacific Highway West, Washington County.

(11) Conway property, File No. 5230-A, on the Sunset Camp-Manning Section of the Sunset Highway, Washington County. This indenture covers the change of location and substitution of one point of access, 30 feet in width, for two points of access, 25 feet in width, restricted in use to production and transportation of agricultural and forest products from the owner's remaining land and private residential use only.

Authority to reroof a State-owned house located at 7th and Madison Streets in Cottage Grove, Lane County, was requested by the Right of Way Engineer. The house, he stated, has been rented continuously since October 1954, and because of present construction in the area, it is not contemplated that the house will be sold in the near future. Three bids were received for reroofing, and he recommended that the low bid of $260, submitted by Acme Roofing Company, Eugene, be accepted. The Commission accepted the low bid and authorized reroofing of the house.

The matter of transferring to Multnomah County title to the area occupied by the relocated connection between S. W. 55th Avenue and Pasadena Street, which is on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, was brought up by the Right of Way Engineer. In the original agreement with Multnomah County, he explained, the State was obligated to reconstruct the connection between these two streets, and the County was to maintain the connection; however, the transfer of title was not covered in the agreement. Multnomah County desires to have fee ownership, and as it is in the best interest of the State to relinquish title to Multnomah County, he so recommended and presented a form of "Relinquishment of Title." The Commission approved the relinquishment as recommended.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto marked Exhibits "I-1" through "I-23", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation" dated July 28, 1961, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers.")

A written report of cases tried in court, dated July 21 and July 27, 1961, was presented by the Chief Counsel and accepted by the Commission. The Chief Counsel pointed out that three of the verdicts were less than the offers, and explained briefly the details on some of the cases, which are summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3505 Frances B. Kroll, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 8,900	$17,500	$ 6,050
L-3680 W. L. Bell, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 1,800	$10,500	$ 5,000
L-3666 Lawrence C. Johnson, et ux.	Hood River	Columbia River	Mosier-Hood River	$19,075	None	$30,000
L-3683 George L. Wing, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 400	None	$ 400
L-1345 A. N. Arnold et al. (Retrial)	Klamath	The Dalles-California	Chemult-Diamond Lake	$ 1,725	None	$ 100
L-2497 Lawrence Gnos, et al.	Lincoln	Pioneer Coast	Neskowin-Salmon River	$ 7,275	$15,000	$ 8,500
L-959 Charles Parker et al. (Retrial)	Lincoln	Corvallis-Newport	Pioneer Summit	$ 782	$ 3,750	$ 684
L-3674 Marion W. Young, et al	Linn	Pacific	Albany-Pacific Highway Interchange	$ 1,150	None	$ 1,800

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3078 Adrian Kromwall, et ux. (Retrial)	Marion	North Santiam	Lancaster Drive-Sublimity Gun Club	$ 9,800	$13,000	$10,500
L-3507 Kernan Livestock Farm, Inc.	Multnomah	Pacific	North Portland Harbor N. Russell St.	$190,000	None	$194,500
L-3567 Anne Plett George, et al.	Polk	Dallas-Rickreall	Academy St.-Coast Junction	$ 50	None	$ 50
L-2972 Kermit Ardell Braden, et al.	Union	Old Oregon Trail	Hilgard-LaGrande	$ 50	None	$ 50
L-3045A F. T. Glaser, et al.	Linn	Pacific	Albany-Judkins Point	(Trial on the merits reported December 12 & 13, 1960)	This was appeal from award of attorney fees. Supreme Court will not disturb finding of lower court unless it can be said no evidence to support award. Court states if awards are causing undue drain on public funds, should try to obtain relief from Legislature.	
L-3379A F. T. Glaser, et al.	Linn	Pacific	Albany-Judkins Point	(Trial on the merits reported June 2 & 3, 1960)		
L-3380A F. T. Glaser, et al.	Linn	Pacific	Albany-Judkins Point	(Trial on the merits reported June 2 & 3, 1960)		
L-3408A Walter W. Kendrick, et al.	Hood River	Columbia River	Cascade Locks-Viento	(Trial on the merits reported April 21 & 22, 1960)		

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3452 Elmer Hyppa	Fraternal Order of Eagles, M. K. McIver, Robert B. Chessman, Kenneth N. Fridley, Charles H. Reynolds, Ben R. Chandler, W. C. Williams	Multnomah	Tort Negligence. The alleged negligence was the failure to maintain the highway so that it did not become slippery during wet weather and further negligence in building the highway of materials which would become slippery in wet weather	$300,000	- - - (Order dismissing complaint with prejudice entered July 17,1961.

July 28, 1961

Concerning an appeal of nine cases to the Supreme Court from award of attorney fees the Chief Counsel reported that the Supreme Court has handed down a decision that it will not disturb findings of the lower courts on the award of attorney fees if there is any evidence in support. The Supreme Court suggested that relief from the payment of attorney fees should be sought by Legislative means because this is not a court prerogative. He requested, and the Commission granted, authority to dismiss the five pending cases under appeal concerning the same matter.

The Chief Counsel also presented a written report of cases which have been settled out of court since the last Commission meeting as outlined in his letters dated July 21 and July 27, 1961. All of the property settlements, he stated, are within appraised values or so close thereto as not to comprise substantial increases in values. The Commission approved the following settlements:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32462 William C. Henderson, et ux.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 7,000	$ 7,500
R-28700 Walter J. Roots, et al.	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 8,250	$ 8,750
R-29324 Maynard O. Grove, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 7,850 (Revised State appraisal indicates value of property at $16,000)	$16,500
R-32093 Eugene Clower, et ux.	Lane	Pacific	Judkins Point-Goshen	$ 80	$ 80
R-27740 W. W. McDonald, et ux.	Lane	Pacific	Judkins Point-Goshen	$ 8,935	$11,000
R-30443 Lawrence Gnos, et ux.	Lincoln	Oregon Coast	Neskowin-Salmon River	$ 50	$ 100
R-32236 Hayes Oyster Company, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	$ 465	$ 750
R-30493 Everett Lee, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 9,450	$10,500

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-30230 Alex Lukas, et ux.	Multnomah	Pacific	No. Portland Harbor-No. Russell St.	$ 9,975	$10,475
R-30305 John Pesola, et ux.	Multnomah	Pacific	No. Portland Harbor-Russell St.	$10,840	$11,350
R-32897 Elsie M. Potter, et al.	Linn	Lyons-Mill City Road	Mill City Bridge	$ 50	$ 50
R-31552 Zita B. Clifford, et vir.	Columbia	Columbia River	Westport-Clatskanie	$ 670	$ 670
R-21193 Delmar Rice, et al.	Douglas	Pacific	Rice Hill-North Oakland Jct.	$ 1,470	$ 2,000
R-21195 Mary Rice, et al.	Douglas	Pacific	Rice Hill-North Oakland Jct.	$ 380 (including $128 for fencing)	$ 415 (State to fence)
R-30509 P. D. Grimes, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 3,130	$ 3,790
R-30511 Charles W. Ketcham, et al.	Washington	Tualatin Valley	Hillsboro-Reedville	$ 160	$ 350
R-28207 United Grocers, Inc. et al.	Multnomah	Pacific	East Bank Freeway	(See prior report of March 10, 1961)	$55,000 per March 10, 1961 Revised settlement $47,860

(For additional details see the Chief Counsel's letter dated July 21, 1961, entitled "Report of Cases Settled" and his supplemental letter on the same subject dated July 27, 1961, in the General Files.)

Confirmation of telephonic approval by members of the Commission on offers made to property owners prior to the institution of condemnation proceedings was requested by the Chief Counsel. The Commission confirmed the following offers:

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-32218 - Estber Mills, et al. 4.7 acres for right of way. Offer of $200 approved by Mr. McIver, July 21, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY - Cont.

R-32219 - Alfred F. Coats, et al. Parcel No. 1: 9.1 acres for right of way purposes; and Parcel No. 2: 1.44 acres for right of way purposes. Offer of $2,150 approved by Mr. McIver, July 25, 1961.

R-32222 - Dorothy Logan Benson, et al. 13.4 acres for right of way purposes. Offer of $525 approved by Mr. McIver, July 18, 1961.

R-32224 - A. Paquet, et al. 3.0 acres for right of way purposes. Offer of $300 approved by Mr. McIver, July 17, 1961.

R-32239 - Clarence Trelstad, et ux. 4,500 square feet for right of way purposes. Offer of $680 approved by Mr. McIver, July 24, 1961. On April 14, 1961, Mr. McIver approved an amount of $550. This revision is due to an increase in taking.

R-32480 - Ruth C. Plastino, et al. 1.0 acre for right of way purposes. Offer of $200 approved by Mr. McIver, July 7, 1961.

SHEEP GULCH-VANCE CREEK UNIT, CANYON CITY-SENECA SECTION OF THE JOHN DAY-BURNS HIGHWAY

R-32584 - E. W. Cresap, et al. 0.2 acre for right of way purposes. Offer of $550 approved by Mr. Fridley, July 19, 1961.

R-32587 - Pearl Tracy, et al. 1.10 acres for right of way purposes. Offer of $660 approved by Mr. Fridley, July 19, 1961.

R-32977 - E. W. Cresap, et al. 2.37 acres for right of way purposes. Offer of $1,130 approved by Mr. Fridley, July 19, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSEL STREET SECTION OF THE PACIFIC HIGHWAY

R-29745 - Edward A. L. Hughes, et ux. 10,000 square feet for right of way purposes. Offer of $10,000 approved by Mr. McIver, June 28, 1961.

R-29795 - E. H. Sivyer, et al. 5,000 square feet for right of way purposes. Offer of $13,500 approved by Mr. McIver, June 9, 1961.

R-31877 - Harry V. Benson, et al. 2,880 square feet for right of way purposes. Offer of $4,950 approved by Mr. McIver, July 7, 1961.

R-32027 - Rodney E. Rogers, et al. 3,500 square feet for right of way purposes. Offer of $11,110 approved by Mr. McIver, June 22, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-31183 - M. A. Ring, et ux. Parcel No. 1: 7.4 acres for right of way purposes; Parcel No. 2: 0.13 acre for right of way purposes; and Parcel No. 3: 0.1 acre for temporary easement. Offer of $22,550 approved by Mr. Jackson, June 9, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY - Cont.

R-31202 - Clair Ewart, et al. 5.95 acres for right of way purposes. Offer of $9,750 approved by Mr. Jackson, June 20, 1961.

MILL CITY BRIDGE SECTION OF THE LYONS-MILL CITY ROAD

R-32895 - Harry Brown, et al. 0.38 acre for right of way purposes. Offer of $200 approved by Mr. McIver, June 22, 1961.

R-32897 - Elsie M. Potter, et al. 1,600 square feet for right of way purposes. Offer of $50 approved by Mr. McIver, June 14, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31655 - Ruth E. Doyle, et al. Parcel No. 1: 16,500 square feet for right of way purposes; and Parcel No. 2: 103,400 square feet for right of way purposes. Offer of $4,520 approved by Mr. McIver, June 29, 1961.

R-31700 - Emil Klipphahn, et ux. 808 square feet for right of way purposes. Offer of $3,740 approved by Mr. McIver, June 29, 1961.

R-31718 - Marion Handler Cornwall, et al. 5,600 square feet for right of way purposes. Offer of $500 approved by Mr. McIver, June 22, 1961.

R-31734 - R. C. Bowden, et ux. 14,000 square feet for right of way purposes. Offer of $7,580 approved by Mr. McIver, June 28, 1961.

R-33039 - W. Vassar Richardson, et al. 5,000 square feet for right of way purposes. Offer of $3,000 approved by Mr. McIver, June 28, 1961.

RHINEHART-ELGIN SECTION OF THE WALLOWA LAKE HIGHWAY

R-33597 - Claude M. Noyes, et ux. 2.1 acres for slide correction. Offer of $225 approved by Mr. Fridley, July 25, 1961.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-32884 - Frank D. Williams, et al. 1.9 acres for right of way purposes. Offer of $2,080 approved by Mr. Jackson, July 7, 1961.

NORTH BEND SECTION OF THE CAPE ARAGO HIGHWAY

R-31485 - R. H. Gollihur, et ux. Parcel No. 1: 30 square feet for right of way purposes; and Parcel No. 2: 990 square feet for permanent easement. Offer of $100 approved by Mr. Jackson, July 17, 1961.

R-31491 - Frances Ferguson, et al. Parcel No. 1: 200 square feet for right of way purposes; and Parcel No. 2: 225 square feet for permanent easement. Offer of $375 approved by Mr. Jackson, July 19, 1961.

NORTH BEND SECTION OF THE CAPE ARAGO HIGHWAY

R-31497 - E. L. Clark, et ux. Parcel No. 1: 1,480 square feet for right of way purposes; and Parcel No. 2: 408 square feet for permanent easement. Offer of $420 approved by Mr. Jackson, July 18, 1961.

R-31498 - Everett V. Richardson, Jr., et al. Parcel No. 1: 1,350 square feet for right of way purposes; and Parcel No. 2: 3,060 square feet for permanent easement. Offer of $4,850 approved by Mr. Jackson, July 11, 1961.

R-31505 - James P. Rusow, et ux. Parcel No. 1: 350 square feet for right of way purposes; and Parcel No. 2: 300 square feet for permanent easement. Offer of $400 approved by Mr. Jackson, July 18, 1961.

R-31507 - Ross E. Costello, et al. Parcel No. 1: 350 square feet for right of way purposes; and Parcel No. 2: 967 square feet for permanent easement. Offer of $220 approved by Mr. Jackson, July 18, 1961.

R-31508 - R. H. Gollihur, et ux. Parcel No. 1: 1,225 square feet for right of way purposes; and Parcel No. 2: 408 square feet for permanent easement. Offer of $400 approved by Mr. Jackson, July 18, 1961.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-32825 - Ben Croeni, et ux. 0.06 acre for right of way purposes. Offer of $200 approved by Mr. McIver, June 29, 1961.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32385 - Ray Hall Marks, et al. 10,000 square feet for right of way purposes. Offer of $72,500 approved by Mr. McIver, July 7, 1961.

ROCK POINT-SEVEN OAKS SECTION OF THE PACIFIC HIGHWAY

R-32530 - Winnie Jewel Byrns, et al. 0.27 acre for right of way purposes. Offer of $1,000 approved by Mr. Jackson, July 24, 1961.

R-32531 - Elton Morton, et al. 0.02 acre for right of way purposes. Offer of $25 approved by Mr. Jackson, July 11, 1961.

R-32532 - Vernon Walter Czmowski, et al. Parcel No. 1: [illegible] square feet for right of way purposes; and Parcel No. 2: 200 square feet for right of way purposes. Offer of $2,155 approved by Mr. Jackson, July [illegible], 1961.

R-32534 - LaRue Morris, et al. 1.2 acres for right of way purposes; and acquisition of access rights. Offer of $3,300 approved by Mr. Jackson, July [illegible], 1961.

ROCK POINT-SEVEN OAKS SECTION OF THE PACIFIC HIGHWAY

R-32820 - Theodore R. Klein, et al. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 0.43 acre for right of way purposes; Parcel No. 3: 0.01 acre for right of way purposes; and Parcel No. 4: 0.01 acre for right of way purposes. Offer of $1,600 approved by Mr. Jackson, July 21, 1961.

R-33312 - Sunny-Cal Ranch Corporation, et al. 1.09 acres for right of way purposes. Offer of $110 approved by Mr. Jackson, July 18, 1961.

R-33322 - Sunny-Cal Ranch Corporation, et al. 0.63 acre for right of way purposes. Offer of $75 approved by Mr. Jackson, July 7, 1961.

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY

R-32832 - Robert B. Merrick, et al. Access Control Offer of $600 approved by Mr. Jackson, July 5, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30555 - Port of The Dalles, et al. Parcel No. 1: 0.19 acre for right of way purposes; and Parcel No. 2: 23.0 acres for right of way purposes. Offer of $90,165 approved by Mr. Fridley, June 8, 1961.

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY

R-32149 - Verva Stockstill, et al. 1.78 acres for right of way purposes. Offer of $2,075 approved by Mr. Fridley, June 29, 1961.

R-32153 - E. Earl Dudley, et al. 12.25 acres for right of way purposes. Offer of $7,350 approved by Mr. Fridley, July 24, 1961.

R-32155 - George H. Sheard, et al. 6.3 acres for right of way purposes. Offer of $5,615 approved by Mr. Fridley, July 6, 1961.

R-32305 - Frances Fitzsimmons, et al. Parcel No. 1: 14.8 acres for right of way purposes; and Parcel No. 2: 0.07 acre for permit of entry. Offer of $14,175 approved by Mr. Fridley, June 26, 1961.

R-32310 - Blanche Staggs Beamer, et al. Parcel No. 1: 0.6 acre for right of way purposes; and Parcel No. 2: 1.6 acres for right of way purposes. Offer of $1,170 approved by Mr. Fridley, July 24, 1961.

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY AND OREGON-WASHINGTON HIGHWAY-WESTON SECTION OF THE WESTON-ELGIN HIGHWAY

R-32474 - J. C. Price, et al. 0.6 acre for right of way purposes. Offer of $300 approved by Mr. Fridley, July 26, 1961.

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31538 - Clifford Salmi, et al. Parcel No. 1: 7.9 acres for right of way purposes; and Parcel No. 2: 0.23 acre for right of way purposes. Offer of $2,500 approved by Mr. McIver, July 20, 1961. An amount of $2,375 was approved by Mr. Fridley on April 26, 1961, this increase is due to the addition of Parcel No. 2.

R-31544 - Edith Ward, et al. 0.3 acre for right of way purposes. Offer of $50 approved by Mr. McIver, July 24, 1961.

R-31554 - Edna M. Johnson, et vir. Parcel No. 1: 5.25 acres for right of way purposes; and Parcel No. 2: 0.5 acre for right of way purposes. Offer of $3,280 approved by Mr. McIver, July 13, 1961.

R-32892 - Albert Y. Townsend, et al. 2.44 acres for right of way purposes. Offer of $732 approved by Mr. McIver, July 18, 1961.

THE DALLES BY-PASS SECTION AND THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30557 - Oregon-Washington Railroad & Navigation Company, et al. Parcel No. 1: 1.2 acres for right of way purposes; Parcel No. 2: 6.3 acres for right of way purposes; Parcel No. 3: 54.0 acres for right of way purposes; Parcel No. 4: 0.43 acre for right of way purposes; Parcel No. 5: 1.7 acres for right of way purposes; Parcel No. 6: 500 square feet for right of way purposes; Parcel No. 7: 0.7 acre for permanent easement; Parcel No. 8: 0.89 acre for permanent easement; Parcel No. 9: 1.9 acres for permanent easement; Parcel No. 10: 0.25 acre for permanent easement; Parcel No. 11: 2.45 acres for temporary easement; and Parcel No. 12: 0.7 acre for temporary easement. Offer of $73,785 approved by Mr. Fridley, March 29, 1961. An amount of $92,625 was approved by Mr. Fridley November 1, 1960. This revised amount is due to change in access provisions.

A written report was submitted by the Chief Counsel concerning orders received from the Public Utility Commissioner regarding highway crossing matters in which the State Highway Commission has been a party. The report is summarized as follows:

PUX 405: Brewery Overcrossing, The Dalles, Union Pacific Railroad Co., Columbia River Highway, Wasco County. The order allowing the overcrossing was issued in accordance with the petition and testimony presented at the hearing.

PUX 415: Morse Brothers' application for Private Road Crossing of the Pacific Highway East near Harrisburg, Lane County. The order allowing the crossing was in accordance with stipulations made by the Highway Commission and the testimony presented at the hearing.

PUX 417: Weyerhaeuser Company application for authority to construct a private Logging Railroad across a county road in Lane County. The State Highway Commission has no jurisdiction over the road involved.

PUX 426: Installation of signals in Tigard on the Beaverton-Tualatin Highway at its crossing with Southern Pacific Company railroad. The Highway Commission filed an answer. The Railroad moved to strike the answer of the Highway Commission on the grounds that the Highway Commission was not a proper party to the proceedings. The order upheld the contention of the Railroad Company and the answer of the Highway Commission was stricken.

PUX 427: Installation of signals in Tigard at the crossing of the Beaverton-Tualatin Highway with Oregon Electric Railway Company. The Highway Commission filed an answer. The Railway Company moved to strike the answer of the Highway Commission on the grounds that the Highway Commission was not a proper party to the proceedings. The order upheld the contention of the Railway Company and the answer of the Highway Commission was stricken.

PUX 437: West Salem Service Road Grade Crossing of Southern Pacific Company in Polk County. The Highway Commission's request to have this application withdrawn was allowed.

A list of claims on which collection has not been made was presented by the Chief Counsel. He pointed out that these claims, which extend back into early 1958, are uncollectible because of the cost of collection in ratio to the size of the claim, inability to locate the claimant, indefiniteness of evidence as to who caused the damage, and financial insolvency. Based on his favorable recommendation, the Commission approved abandonment of collection efforts on the following claims:

CAO No.	Name	Amount of Claim
58-138	William Deschamps	$ 16.80
61-27	Albert May	175.55
60-218	Ted Wright	30.01
60-283	Joseph Grandy	94.08
59-236	Henry Girtz	136.33
59-61	Patrick Cosgrove	111.79
60-320	R. L. Houck & Sons	159.20
60-21	T. J. Preslar	200.29
60-231	Lowell E. Davenport	92.37
56-176	George Carlson	48.28
60-4	Richard Martin	109.35
58-101	Paul Sample	49.75
61-120	Robert Lockyear	175.89
61-38	William Schoning	131.84
60-103	S. R. Howell	93.92

(For additional information see the Chief Counsel's letter, dated June 27, 1961, on "Report of Abandoned Claims" in the General Files.)

A quarterly report of property damage claims collected during the period from April 1, 1961 through June 30, 1961 was presented by the Chief Counsel. He pointed out briefly that during this period of time 80 claims had been collected, totalling $8,689.06 and 15 claims had been abandored, totalling $3,188.96. The Commission accepted the report.

The Commission considered a "Grant of Easement" for livestock and farm equipment to Joseph A. Bucher and wife in connection with Right of Way Settlement L-3106, R-28041, on the Dodson Interchange Section of the Columbia River Highway in Multnomah County. The Chief Counsel explained briefly that the easement is effective only as long as the property of Mr. Bucher on either side of the highway remains in a single ownership. The easement also involves a release on Mr. Bucher's part of a stockpass granted him by the Commission on August 17, 1945. The Engineering Department, he pointed out, has approved this easement. Upon his favorable recommendation, the Commission approved the easement.

A petition to exclude approximately four acres of land devoted to highway purposes from the Hermiston Irrigation District on the Hermiston Highway in Umatilla County was presented by the Chief Counsel. The highway property, he stated, will not be benefited by the irrigation service available, and he recommended that the petition be approved. The Commission approved the petition.

The Commission also considered and approved a petition to exclude approximately 150 acres of land from the Medford Irrigation District in Jackson County. The Chief Counsel explained briefly that it is not necessary that any water from the irrigation system be used upon the land, and that it will not be benefited by irrigation as the property is permanently devoted to state highway purposes.

Consideration was given to a "Relinquishment of Title" whereby the State Highway Department relinquishes to Multnomah County a parcel of land consisting of 1.3 acres on N. E. 122nd Avenue, and a parcel of land consisting of 0.51 acre on N. E. Rose Parkway. The Chief Counsel explained that this transaction is necessary because the original quitclaim deed contained errors in description, which errors are corrected by the relinquishment of title presented. Upon his favorable recommendation, the Commission approved the relinquishment of title.

An item concerning a proposed agreement with F. H. Louis Blaue regarding house encroachment on Cascade Secondary Highway in Clackamas County was removed from the agenda because Mr. Blaue has not returned the signed agreement.

The Commission considered an amendment to a lease given to the State by the United States Government for land to be used as a part of Cove Palisades State Park in Deschutes County. The Chief Counsel explained

that the State previously entered into an agreement with the Portland General Electric Company whereby the State conveyed to the Company its interest in property needed in connection with construction of Round Butte Dam and relocation of Cove Palisades State Park. Under terms of the original lease agreement between the United States Government and the State, he continued, the State is not allowed to convey any interest in this property without the consent of the Government. By this proposed amendment certain parcels of land are deleted from the lease with the Government, thus allowing the Government to convey the property in question directly to the Portland General Electric Company. Based on his favorable recommendation, the Commission approved the amendment and authorized the Secretary to sign it on behalf of the Commission.

A report of legal action by F. H. McEwen against the State in connection with State Highway Contract No. 5516 was presented by the Chief Counsel. This contract, he stated, involved work on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road in Douglas County. The contractor seeks to collect $34,873.28 on three counts, alleging that they were ordered to place the material in two stockpiles instead of one, that extra work had been performed in constructing a leveling course, and that the Highway Department pay the retained percentage which was withheld. The claim, the Chief Counsel advised, has been rejected as being without foundation and is being turned over to the Trial Section for proper legal action. The Commission accepted the report.

Attention was given to a "Flowage Easement" form granting to the Idaho Power Company flowage rights on four parcels of land along the Brownlee Pool in the Snake River on the Lime-Porter Ferry Section of the Old Oregon Trail in Baker County. The Chief Counsel explained that the flowage easement allows the Power Company to overflow, flood or cover the land, and to have rights of ingress and egress to the land for the purpose of keeping it clear of trees, brush and other materials, and has been approved by the Engineering Department. Based on his favorable recommendation, the Commission approved the easement.

The Chief Counsel recommended a settlement on the condemnation case with Mr. and Mrs. E. G. McKenzie, File L-3010, R-25283, on the Albany-Judkins Point Section of the Pacific Highway, Lane County. This property, he stated, involves 19.97 acres which had been appraised at $5,000 and an offer made in the same amount. The owners demanded $15,000 originally, but have now agreed to settle for the sum of $5,350. Upon his favorable recommendation, the Commission approved the settlement.

The Chief Counsel stated that a request had been received from the City of Pendleton for annexation to the City of a portion of Oregon-Washington and Old Oregon Trail Highways located at the east end of the city. No harm will be caused to the highway by such annexation, and he recommended that it be approved and the Secretary authorized to sign the "consent" after the Engineering Department has approved it. The Commission accepted the recommendation.

The Deputy Highway Engineer reported that the Engineer had made awards of contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he continued, have been taken care of. The Commission confirmed award of the following contracts:

(1) Grading, paving and four structures on Judkins Point-Goshen Section of Pacific Highway, Lane County. Bids received June 27, 1961. Contract No. 5945 awarded July 6, 1961 to Roy L. Houck Sons' Corporation, Salem, low bidder.

(2) Stone base and oiling on Bernards Corner-Purdys Corner Section of FAS Routes 889 and 111, Yamhill County. Bids received June 27, 1961. Contract No. 5946 awarded July 10, 1961 to C. C. Meisel, McMinnville, low bidder.

The Commission considered, as an item of unfinished business, protests which had been received concerning the use of motor vehicles on Cannon Beach and requesting the closure of the beach during the night. The Deputy Highway Engineer stated that as previously instructed by the Commission a careful investigation had been made. The State Police had advised that regular patrols are made along this beach and that the enforcement problem is less than on other comparable beaches. It was their feeling that it would not be practical to close the beach at night as it would be very difficult to clear the beach in the evening and lock the gates. The Clatsop County Sheriff's Office stated that they also patrol the beach frequently during weekends and holidays, and it was their opinion that the enforcement problem is less critical than at other beaches in the area. The Deputy Highway Engineer pointed out that the 15 mile-per-hour restriction on the speed of vehicles has been favorably received by a great many people. In view of these findings, he recommended that no action be taken to change the regulations now in effect. The Commission accepted his recommendation.

For the protection of the traveling public on sections of highways where construction is underway, the Deputy Highway Engineer stated that under authority previously granted, temporary construction speed zones had been placed as follows:

(1) 35 MPH on Columbia River Highway between M.P. 103.0 and M.P. 103.2 in Sherman County, effective 8:00 a.m., August 1, 1961.

(2) 35 MPH on Burnt Hill-Brookings Section of Oregon Coast Highway, Curry County, between M.P. 353.91 and M.P. 355.91, effective 8:00 a.m., July 1, 1961.

(3) 35 MPH on Heppner-Spray Highway between M.P. 19.38 and M.P. 23.39, Morrow County, effective 8:00 a.m., July 17, 1961.

(4) 35 MPH on Clear Lake-Belknap Springs Highway between M.P. 4.56 and M.P. 12.13, Linn County, effective 8:00 a.m., July 18, 1961.

The Commission confirmed the construction speed zones.

Consideration was given to a request from the Klamath County Court, through its County Engineer Mr. J. R. Kalinoski, for an exchange of Klamath County roads for state highways in Klamath County. The Deputy State Highway Engineer stated that the Klamath County Court had offered to assume jurisdiction over the Sun Mountain Secondary Highway from Mazama Junction to Fort Klamath Junction, a distance of 27 miles, and over the Modoc Point Secondary Highway between Klamath Agency and Modoc Point, a distance of 12.9 miles. In exchange they requested the Commission to assume jurisdiction over the Sprague River County Road from Chiloquin to its junction with the Klamath Falls-Lakeview Highway, a distance of 33.5 miles, and over the Keno-Worden Road between Keno on the Green Springs Highway and Worden on The Dalles-California Highway, a distance of 7.7 miles. He pointed out that the Sun Mountain Secondary and the Modoc Point Secondary Highways require little maintenance. On the Sprague River County Road there is a section of 4.7 miles in the Chiloquin vicinity which has an inadequate surface and grade. To improve this section he estimated would cost approximately $250,000. In the event that the Sprague River Road might be designated as a part of the Winnemucca to the Sea Route, he pointed out that it would probably be requested that the road be extended from its westerly termini at Chiloquin around the northern end of Upper Klamath Lake via Rocky Point to a junction with the Lake of the Woods Road. This project he estimated would cost near $3,000,000. As there are not sufficient funds to construct as rapidly as desired those projects to which the Commission is committed in this area, he recommended that the request be denied. The Commission accepted his recommendation.

The Deputy State Highway Engineer reported that surveys had been completed for the relocation and reconstruction of certain sections of state highways. These surveys, he stated, have been given very careful engineering consideration in order to provide the most adequate highway facility commensurate with the needs of the traveling public and cost of construction. Upon his favorable recommendation the Commission approved the following surveys and thereupon adopted resolutions relative thereto, marked Exhibits "K-1" through "K-4". which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961":

(1) Polk Station-Dallas Section of the Kings Valley Secondary Highway No. 191 in Polk County. The resolution also designates this section as a throughway and as an extension to the existing Kings Valley Secondary Highway. Polk County has agreed to take over the Dolph Corner-Dallas Highway, and the State will assume jurisdiction over the Polk Station Road. A public hearing was held in Dallas August 9, 1960. The Deputy Highway Engineer explained that $150,000 has been programmed for this project; however, because it is believed desirable to use a slightly higher design standard than originally planned, the present estimate is $205,000. To obtain the additional $55,000 needed, he recommended, and the Commission approved, the transfer to this project of $25,000 of urban funds from the Salmon River Junction-East McMinnville Section of the Three Mile Lane Highway as approved in Program 5 and $30,000 from the secondary reserve of Program 6. (See Exhibit "K-2")

(2) The Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County. A public hearing was held April 12, 1960. The resolution designates this highway as a throughway. (See Exhibit "K-3")

(3) Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties. (See Exhibit "k-1")

(4) Pelican City-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County. The resolution revises Survey Resolution No. 1, adopted May 9, 1944, as to the terminal point at the southerly end of the section. The resolution also designates as a throughway the section of highway covered by the survey. (See Exhibit "K-4")

The Commission considered an Agreement with the City of Grants Pass covering the maintenance and operation of traffic signals and illumination at the Redwood Highway Junction Interchange on the Pacific and Redwood Highways in Josephine County. The Deputy Highway Engineer explained briefly that when the Interchange was constructed it was not within the city limits, and maintenance and operation of the illumination were performed by the State. Since that time, the area has been annexed to the City, and the City has agreed to take over the maintenance and operation of the illumination. The State, however, will continue to maintain and operate the traffic signals. Upon his favorable recommendation the Commission approved the Agreement and authorized the Secretary to sign it in behalf of the Commission.

Authority for increases in two project authorizations was requested by the Deputy Highway Engineer on the following State Highway contracts:

(1) Contract 5857, for paving and crushing material in stockpile on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County. The Deputy Highway Engineer stated that the highway showed distress under heavy traffic in a section 126 stations long, and it is proposed to lay pavement to a thickness of 3½ inches in lieu of the specified 2 inches of thickness. The Commission approved an over-run of $21,725.07, or 20 per cent.

(2) Contract 5838, for paving the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties. The Deputy Highway Engineer stated that the over-run was caused by the need for additional patching material to bring the existing pavement to grade. Since this is an interstate project, approval of the Bureau of Public Roads has been secured. The Commission approved an over-run of $28,243.11, or 8.95 per cent.

Maps and descriptions of additions and revisions to the County Federal-aid Highway System were presented by the Deputy Highway Engineer. He explained that the additions and revisions were requested by the counties

and have been approved. Based on his favorable recommendation, the Commission approved the following revisions to the County Federal-aid System:

County	FAS		Miles
Clackamas	117	Extension	4.7
Clackamas	135		2.5
Clackamas	812	Extension	4.0
Crook	399		12.8
Gilliam	442		15.1
Harney	450	Revision	-1.0
Harney	824	Extension	0.9
Josephine	594	Extension	7.2
Klamath	427	Extension	1.0
Linn	761	Extension	0.5
Marion	158		8.3
Marion	591	Extension	3.4
Marion	812	Extension	2.2
			+61.6

The Deputy Highway Engineer also brought up highway system changes proposed in Polk and Tillamook Counties. In Polk County, the State plans to construct a new road from Dallas to Polk Station as an extension to the Kings Valley Secondary Highway, which now ends in Dallas. This would add 3.3 miles to the State Secondary System, 0.7 miles being now a part of the Dallas-Rickreall Highway, FAS 123. Upon completion of the extension to the Kings Valley Secondary Highway, the present FAS 137, extending from Dallas to Dolph Corner, will be turned back to Polk County.

In Tillamook County, he continued, the Bay City-Garibaldi Section of the Oregon Coast Highway will be connected temporarily to the existing Coast Highway at the southerly city boundary of Garibaldi. To construct this connection it will be necessary that it be placed on the Federal Secondary Highway System. It is proposed that the loop around Miami River Cove, which will be replaced by the extension of the Bay City-Garibaldi Section, be designated as FAS 611 and added to the County Federal-aid Highway System. The road, he continued, will be operated and maintained by the State until such time as the extension of the Bay City-Garibaldi Section is made. The Commission approved the changes.

Two County Federal-aid secondary projects, one in Harney and one in Klamath County, were presented by the Deputy Highway Engineer. Concerning the Harney County project, he pointed out that a transfer of Harney County federal funds in the amount of $60,000 has been made to be used on the Frenchglen State Secondary Highway. The Klamath County project for the Washburn Way Overcrossing has been investigated and is eligible for construction. Following his favorable recommendation, the Commission approved the projects listed, as follows:

(See following page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Harney	450	Narrows-Saddle Butte Section. Transfer of county FAS funds to state highway project.	$ 100,000	'62
Klamath	434	Washburn Way Overcrossing. Structure only.	$ 160,000	'62
		Total	$ 260,000	

SUMMARY BY FISCAL YEARS	1962	1963 Estimated	Total
Allocated Funds	$3,497,000	$3,681,000	$7,178,000
Previcusly Approved	3,226,000	- - -	3,226,000
Unprogrammed Balance	$ 271,000	$3,681,000	$3,952,000
Projects Proposed 7/28/61	260,000	- - -	260,000
Unprogrammed Balance	$ 11,000	$3,681,000	$3,692,000

A resolution was presented by the Deputy Highway Engineer apportioning to the various cities motor vehicle revenues accrued during the first half of 1961. These allocations, he stated, have been made according to law, and he recommended that they be approved by the Commission. The Commission approved the apportionments as presented and thereupon adopted a resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

Requests for increase in number of working days within which to complete state highway contracts were presented by the Deputy Highway Engineer. He explained briefly the pertinent facts concerning each request. The Commission took action on the requests as follows:

(1) S. D. Spencer & Son, Contract 5644, for rock production on the Sutton Lake-Crater Lake Section of the Oregon Coast Highway, Lane and Douglas Counties, requested an increase from 75 days to 116½ days within which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(2) R. E. Hall Construction Company, Contract 5840, for grading and paving the Irrigon-Umatilla Section of the Columbia River Highway, Morrow and Umatilla Counties, requested an increase from 85 days to 115 days within which to complete the contract without assessment of liquidated damages. The Commission approved the request subject to concurrence of the Bureau of Public Roads.

The Deputy Highway Engineer reported that Contract Nos. 5536, 5584, 5590, 5614, 5643, 5649, 5707, 5744, 5794, 5802, 5825, 5842, 5844, 5846, 5861, 5866, 5869, 5870, 5872, 5885, 5890, 5895, 5899 and 5930 for highway construction had been completed in accordance with the requirements of the contracts, or modifications thereof, and the said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

The Deputy Highway Engineer reported that the State Police had called to his attention a hazardous condition on the Pacific Highway West, just north of Eugene, caused by trucks parking along the narrow dividing island between the highway and the frontage road. A fatal accident occurred in this vicinity recently in which restricted sight distance had been a contributing factor. He recommended that parking be prohibited on the easterly side of the Pacific Highway West from the north end of the frontage road, M.P. 121.04, to the northerly edge of Roosevelt Boulevard at M.P. 121.14. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

Abandonment of several sections of old highways was recommended by the Deputy Highway Engineer. He explained that the sections to be abandoned are no longer required or needed as parts of the highway system because they have been replaced by newly constructed sections, which are now open to the traveling public. The Commission approved the abandonment of the following highway sections by adopting resolutions relative thereto, marked Exhibits "G-1" through "G-3" and "H", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961":

(1) Abandonment of a portion of the Revere Avenue-Franklin Avenue Section of The Dalles-California Highway in Bend, Deschutes County. This resolution also designates other portions of this highway section as an extension to the Central Oregon Highway and the Century Drive Highway, and designates Revere Avenue from East Third Street to East First Street as a temporary route of The Dalles-California Highway. (See Exhibit "H")

(2) Abandonment to abutting property owners of several short sections on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. (See Exhibit "G-1")

(3) Abandonment of a portion of the old Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, three parts being abandoned to Clackamas County and a portion to revert to abutting property owners. (See Exhibit "G-2")

(4) Abandonment to the U. S. Government of the old right of way on the Dexter Reregulating Dam Section of the Willamette Highway in Lane County. (See Exhibit "G-3")

Attention was given to a resolution presented by the Deputy Highway Engineer amending "Through Highways and Stop Signs" Resolutions Nos. 13 and 13g, dated September 21, 1949, and May 8, 1958, respectively, as they pertain to the Lexington-Echo Highway in Umatilla County. The Deputy Highway Engineer stated that traffic conditions in the City of Echo have changed, and for the safety of the traveling public he recommended the following revisions:

(1) Westbound traffic on the Lexington-Echo Highway No. 320 shall be required to stop at the junction of the Hermiston Highway No. 333, ORE 207, M.P. 27.24.

(2) Eastbound traffic on the Lexington-Echo Highway No. 320 in the City of Echo shall be required to stop before entering the Thielson Street intersection, M.P. 35.70, except that the right turn from west to south shall be permitted without stopping.

(3) Westbound traffic on the Lexington-Echo Highway No. 320 in the City of Echo shall be required to stop before entering the Thielson Street intersection, M.P. 35.87, except that the right turn from east to north shall be permitted without stopping.

The Commission approved the changes as recommended and thereupon adopted a resolution pertaining thereto, marked Exhibit "L-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

The Commission also considered an amendment to "Through Highways and Stop Signs" Resolutions Nos. 4 and 4f, dated April 27, 1943, and January 28, 1960, respectively, as they pertain to the Klamath Falls-Malin Highway in Klamath County. The Deputy Highway Engineer stated that construction of the Klamath Falls Eastside Bypass will extend the highway and require revisions in regard to through-stop regulations. To care for the revisions in the highway, he recommended that Resolution No. 4f, dated January 28, 1960, be amended to read as follows:

Highway No. 50 - The Klamath Falls-Malin Highway (between M.P. X6.82, The Dalles-California Highway, and M.P. 27.10, the California State Line).

Exception - That traffic moving from Highway No. 50, Klamath Falls-Malin Highway, northerly onto Highway No. 4, The Dalles-California Highway, may do so without stopping;

That all traffic on Highway No. 50, Klamath Falls-Malin Highway, shall stop at its junction with the Esplanade Spur in Klamath Falls at M.P. X4.97, except that the right turn from north to west may be made without stopping;

That traffic southbound on Highway No. 50, Klamath Falls-Malin Highway, shall stop for Highway No. 20, Klamath Falls-Lakeview Highway, at M.P. X2.24;

That traffic northbound on Highway No. 50, Klamath Falls-Malin Highway, shall stop for Highway No. 20, Klamath Falls-Lakeview Highway, at M.P. X0.00.

The Commission approved the amendment and thereupon adopted a resolution relative thereto, marked Exhibit "L-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

Attention was given to a throughway agreement with the City of Portland covering the North Russell Street-Columbia Slough Section of the Pacific Highway in Portland (Minnesota Freeway). The Deputy Highway Engineer explained that the throughway agreement is presented in order to determine the things to be done by the State and by the City and to provide particularly for the closure of certain city streets. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

The Commission considered an agreement with the advertising firm of Cole & Weber, extending for one year to June 30, 1962, an agreement for advertising services for the Travel Information Division. The Deputy Highway Engineer stated that Cole & Weber have provided very satisfactory services, and the extension of the agreement has been approved by Mr. Freeman Holmer, Director of the Department of Finance & Administration. Upon the Deputy Highway Engineer's favorable recommendation, the Commission approved the agreement, and authorized the Secretary to sign it on behalf of the Commission. In discussing the agreement with Cole & Weber, Chairman McIver inquired if it is the practice to allow various advertising firms to make a full presentation of their services at intervals of around five years. The Travel Information Director stated that it has been the practice in the past to call for such full-scale presentations at intervals of five years. These presentations, he stated, are quite costly to the advertising firms, and they have indicated that they do not wish to change contracting agencies each year.

An agreement with the Spokane, Portland and Seattle Railroad Company covering an easement on railroad property for construction of the easterly unit of the Clatskanie-Westport Section of the Columbia River Highway in Columbia County was presented by the Deputy Highway Engineer. Based upon his favorable recommendation, the Commission approved the agreement.

The Commission also considered and, following the Deputy Highway Engineer's favorable recommendation, approved an agreement with the Union Pacific Railroad Company covering an easement on railroad property for highway construction on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County.

In connection with reconstruction of the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, the Deputy Highway Engineer stated that it is necessary to enter into an agreement with Southern Pacific Railroad Company for construction of an overcrossing structure paralleling the existing structure. The details concerning this structure, he stated, have been reduced to agreement form, and he recommended that the indenture and agreement form be approved. The Commission approved the form.

A request from the U. S. Bureau of Indian Affairs to place two signs upon the right of way of the Warm Springs Highway in Wasco and Jefferson Counties was considered. The Deputy Highway Engineer stated that the signs are attractive and call to the attention of the public the need to help in preventing forest fires. The location and sign message, he stated, have been approved, and he recommended that authority be granted to install two signs, one at M.P. 78.30 and the other at M.P. 98.90. The Commission approved their installation and authorized the Secretary to sign the permit in behalf of the Commission.

An agreement with Mr. J. T. Brown to relinquish a cattle pass was presented by the Deputy Highway Engineer. The cattle pass, he stated, has never been used and has deteriorated to the point where it will soon be necessary to replace it. Following the Deputy Highway Engineer's favorable recommendation, the Commission approved the agreement for relinquishment of the cattle pass at M.P. 11.94 on the Sherars Bridge Secondary Highway No. 290 in Sherman County and authorized the Secretary to sign the agreement in behalf of the Commission.

The Deputy Highway Engineer reported that in construction on the Rhinehart Elgin Section of the Wallowa Lake Highway, Union County, it is necessary that considerable embankment material be hauled across the Union Pacific Railroad tracks. The Railroad Company has prepared an agreement covering a temporary haul-road crossing, which he recommended be approved. The Commission approved the agreement.

To provide a suitable roadway connection between the two portions of Armitage State Park that are separated by the Southern Pacific Railroad tracks, the Deputy Highway Engineer stated that it is necessary to secure an easement from the Railroad Company and to arrange for some changes in the timber trestle adjacent to the McKenzie River Bridge. The Railroad Company has granted an easement provided the State will pay the cost of revising the Railroad Company's bridge approach structure to accommodate the road, at an estimated cost of $1,270. The Commission approved the easement and authorized the expenditure of $1,270.

The Deputy Highway Engineer recommended, and the Commission approved, a pipe line crossing agreement with Union Pacific Railroad Company covering a water pipe line to serve the proposed development at Koberg Beach Wayside in Hood River County.

An invoice from the City of Portland in the amount of $46.40 for damages to a city water pipe was considered. The Deputy Highway Engineer explained that a maintenance crew while ditch cleaning on the Lower Columbia River Highway at N. W. 39th Avenue had ruptured the water pipe. As this type of damage is not covered by the State's comprehensive liability insurance, he recommended that the invoice be paid. The Commission approved the payment.

A resolution was presented by the Deputy Highway Engineer revoking and superseding "Loads and Hauling" Resolution Nos. 24c and 24d, dated January 22, 1959 and July 2, 1959, respectively. This resolution, he stated, which will be effective August 8, 1961, pertains to the operation, without permit, of overweight combinations of vehicles and overlength and overheight vehicles and combinations of vehicles over certain highways so as to comply with and incorporate changes made by the 1961 State Legislature. Following the favorable recommendation of the Deputy Highway Engineer, the Commission adopted a resolution relative thereto, marked Exhibit "J-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

The Commission also considered a resolution revising "Loads and Hauling" Resolution No. 25a, dated August 18, 1960, so as to incorporate changes made by the 1961 State Legislature, such resolution to be effective August 8, 1961. Upon the Deputy Highway Engineer's favorable recommendation, the Commission adopted a resolution relative thereto, marked Exhibit "J-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 28, 1961".

The Commission approved the Secretary's report of papers signed in behalf of the Commission during the period June 21 through July 21, 1961.

In response to an inquiry from Commissioner Jackson concerning the Secretary signing agreements on behalf of the Commission, the Chief Counsel explained that the Secretary should be authorized to sign in behalf of the Commission all agreements and contracts approved by the Commission, except for those documents that are filed in the court, such as, petitions, easements or deeds which the Commission is required to sign. The Legal Division, he pointed out, is presently following this procedure in the preparation of legal documents; however, some of the agreements initiated by the various railroad companies may still be prepared for the Commission's signature. The Chief Counsel also pointed out that the Secretary should indicate on the Commission's agenda for each meeting if the Commission will sign an agreement or if the Secretary can be authorized to sign it.

The next regular Commission meeting date was set for September 15, 1961 in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for October 20, 1961.

In discussing these Commission meeting dates, the Deputy Highway Engineer commented that if Federal funds are released, it is planned to call for bids on a large number of projects for highway construction on September 13.

The Deputy Highway Engineer reported that the 1961 State Legislature had revised the law concerning vehicles stopping when a school bus has stopped to load and unload children. The new law, he stated, becomes effective August 9, 1961, and requires that a vehicle stop for a school bus only if the red lights on the bus are flashing. To care for this change in the law, he recommended a change in the standard sign concerning school bus stops to read "UNLAWFUL TO PASS SCHOOL BUS WHEN RED LIGHTS FLASH". The Commission approved the change which is to be incorporated in the Oregon Manual on Uniform Traffic Control Devices.

The Commission considered an easement and construction agreement with Union Pacific Railroad Company pertaining to the Grande Ronde River Overcrossings on the Old Oregon Trail Highway between Perry and LaGrande in Union County. The Deputy Highway Engineer commented briefly that the agreement is needed in connection with construction and allows collection of federal aid. Following his favorable recommendation, the Commission approved the agreement.

Consideration was given to an agreement with Deschutes Railroad Company, Oregon-Washington Railroad and Navigation Company, Union Pacific Company, Oregon Trunk Railway, and the Great Northern Railway Company concerning widening of the Madras overcrossing on the Warm Springs Highway in Jefferson County. Upon the Deputy Highway Engineer's favorable recommendation, the Commission approved the agreement.

The matter of an audit by an outside firm concerning highway accounting and procedures was brought up by the Deputy Highway Engineer. Chairman McIver stated that in his opinion the audit should be a public audit by an outside agency and should be detailed enough to assure that Highway funds are being handled properly. Included in the audit should be recommendations on efficiency of methods. No action was taken at this time. Later in the day the matter was again considered, and, after some discussion, Chairman McIver dictated the following statement concerning the study, which was approved by Commissioners Fridley and Jackson: "The State Highway Commission instructs the State Highway Engineer to do that which is necessary to employ a recognized certified public accounting firm to make a public audit of the financial affairs of the Highway Department and to make a study of methods that may improve efficiency and promote economy, and make such recommendation to the Highway Commission as may be pertinent."

The Commission authorized the following personnel to attend the AASHO Meeting in Denver, Colorado, October 9-14, 1961: W. C. Williams,

State Highway Engineer; Forrest Cooper, Deputy State Highway Engineer; G. S. Paxson, Assistant State Highway Engineer; and L. I. Lindas, Chief Counsel. The Commission approved an authorization of $265 to cover the expenses of each person, with the exception of Mr. Paxson whose authorization was increased to $325 as he will stay three days longer than the others to present a paper at the Prestressed Concrete Institute Meeting. The Commission also authorized the Director of the Travel Information Division, Mr. Carl Jordan, to attend a meeting of the Pacific Northwest Travel Association and the National Convention of Travel Officials in Yellowstone National Park, September 13-16, 1961, at an estimated cost of $272.

Correction of a drainage condition in the City of Cascade Locks was brought up by the Deputy Highway Engineer. He explained that over the years changes were made in the existing drainage pattern without adequate provisions. The situation, he pointed out, was aggravated by construction of the Cascade Locks By-pass Section of Interstate Highway No. 80N, and investigation reveals that the Highway Department has an obligation in this matter. Negotiations have been underway with city officials to effect a satisfactory solution, and an agreement has been arrived at for the installation of a 30-inch storm sewer beginning at a point southeasterly of the Cascade Locks School and extending across the town to the Cascade Locks abandoned ship locks where the water will be discharged into the Columbia River. A field estimate, he stated, indicates that the total cost of the project will be approximately $22,000, plus possible right of way costs. The City of Cascade Locks has agreed to participate in the amount of $4,000 and furnish required rights of way and easements. Verbal information has been received from the U. S. Bureau of Public Roads that they will participate with interstate funds in the amount of $13,000. The State Highway share would be approximately $5,000. In discussing the matter with the City, he stated that they have requested that the agreement provide that the City pay the sum of $2,500 on commencement of the work, and the remaining $1,500 to be paid January 2, 1962. The Commission approved the project as presented and authorized the Secretary to sign the agreement in behalf of the Commission.

The Deputy Highway Engineer stated that a request had been made by the City of Salem that the State acquire a strip of land outside the highway right of way between the proposed highway construction and Edgewater Street in West Salem. This request, he stated, is in connection with proposed reconstruction of the Salem-Willamina Highway in West Salem and westerly a short distance. He exhibited a map and explained that the City wishes to acquire immediately property between McNary Street and Rosemont Street, and acquire later the strip between Edgewater Street and the proposed highway from Wallace Bridge to Patterson Avenue. Acquisition cost of this property he estimated would be near $72,000. Securing of the excess property, he continued, would be advantageous to the City for beautification purposes, but is not required for highway use, thus eliminating federal participation in the cost. He also pointed out that condemnation proceedings could not be undertaken by the Highway Department because the property is not required for highway use. He mentioned that highway construction in West Salem will cost considerably more than anticipated because

of the construction of an interchange at Rosemont Street, which was requested at the public hearing. As there are no funds available for purchase of the land requested by the City, he recommended that the request be denied. The Commission accepted his recommendation.

The Commission discussed with the Deputy Highway Engineer bids for highway construction received July 27, 1961. The Deputy Highway Engineer pointed out the low bid for each project and the Engineer's estimated cost of each. At 11:00 a.m., the Commission awarded contracts, as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON JULY 27, 1961

"Furnishing for a three-year period liability insurance for State Highway Department Officers, Agents and Employees. The Commission awarded the insurance contract to the low bidder, W. C. Dyer & Sons Insurance Agency, Inc., Salem, at $3,514.05 for the three year period, subject to concurrence of the Department of Finance & Administration.

"Marys River Bridge, 0.5 mi. south of Philomath on County Road No. 25, Benton County project. The Commission referred all bids to Benton County for award.

"Beaver Creek Bridge on Quincy-Mayger Road, north from Clatskanie, in Columbia County. Federal-aid project. The Commission elected to accept the low bid of C. J. Montag & Sons, Portland, at $27,214.75, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $6,200.00 is deposited by the County.

"Grading, surfacing, oiling and two structures on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway east of Myrtle Point in Coos County. Federal-aid project. The Commission awarded the contract to the low bidder, Selmar A. Hutchins, Roseburg, at $878,405.70.

"Grading and oiling on the Narrows-Saddle Butte Section of the Frenchglen Highway north of Frenchglen in Harney County. Federal-aid project. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $247,891.50.

"Koberg Beach Wayside Park facilities east of Hood River on the Columbia River Highway in Hood River County. State project. The Commission rejected all bids as being too high.

"Shasta Way-South 6th Street Section of the Klamath Falls-Malin Highway east of Klamath Falls in Klamath County. Federal-aid project. (This job was withdrawn prior to the opening of bids.)

"Stone base and paving on the 8th Avenue-2nd Avenue (N. Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County. State project. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $61,382.50.

"Paving, two structures and signing on the Dodson-Bonneville Section of the Columbia River Highway east of Portland in Multnomah County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at $869,252.00.

"Reinforced concrete box girder structures on the Flint Avenue, Vancouver Avenue Undercrossings on East Bank Freeway Section of Pacific Highway (Portland) in Multnomah County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Kuckenberg Construction Co., Inc., Portland, at $587,640.35.

"Prestressed beam structure on the Hassalo and Holladay Streets Overcrossing, East Bank Freeway Section of Pacific Highway (Portland) in Multnomah County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, C. J. Montag & Sons, Portland, at $288,420.00, on Alternate "B".

"Deadman's Pass-Meacham signing, Old Oregon Trail Highway in Union and Umatilla Counties. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Highway Steel Contracting Co., Portland, at $33,170.30.

"Foundation investigation at site of proposed Columbia River and Youngs Bay Bridges at Astoria in Clatsop County. State project. One bid was submitted at $62,360.00. The Commission rejected it as being too high.

"Hermiston Office Building, Umatilla County. State project. The Commission awarded the contract to the low bidder, The Timber Co., Hermiston, at $14,554.00.

The Auditor reported that for the first six months of this year gasoline tax revenues have shown an increase while vehicle registration fees have decreased. It was his opinion that the procedure followed in the transfer of funds to the Highway Department is the cause of this variance.

Chairman McIver commented that he noticed there has been an increase of 79,039 visitors to the state parks this year over last year's total for the same period.

Chairman McIver requested the Engineer to make a study and submit a report at the September 15 Meeting concerning the possibility of establishing a long-range right of way acquisition program on the ABC system, excluding the Interstate system. In the discussion of this matter, Chairman McIver requested that the establishment of a trust fund arrangement be considered as one means of acquiring right of way for projects in the future.

The Commission considered and, following the favorable recommendation of the Deputy Highway Engineer, approved an agreement with Columbia

County covering construction of the Beaver Creek Bridge on FAS 610 in Columbia County. The Secretary was authorized to sign the agreement in behalf of the Commission.

The Commission approved and signed or authorized the Secretary to sign in their behalf the following agreements, deeds and other papers:

"Indenture of Access" to the Max Osborn and Jeannetta Osborn property on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

"Indenture of Access" to the Oswald Quaale property on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

"Indenture of Access" to the Emil and Ruby Quaale property on the Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

"Indenture of Access" to the Earl E. and Elva L. Townsend property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the Delmer Colegrove, Jr. and Laura Colegrove property on Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Donald and Sara Jean Loos property on Forest Grove-Hillsboro Section of the Tualatin Valley Highway, Washington County.

"Indenture of Access" to the Wendell D. and Eudine L. Tucker and to Juanita Tucker property on the Weston-Weston Mountain Section of Weston-Elgin Highway in Umatilla County.

"Indenture of Access" to The First National Bank of Oregon property on the Northbound Route of Pacific Highway in Ashland, Jackson County.

"Indenture of Access" to the Mark Thomas and Helen J. Cattron property on Hillsboro-Reedville Section of Tualatin Valley Highway, Washington County.

"Indenture of Access" to the Arthur J. and Esther L. Poulin property on the Tigard-Onion Flat Section of Pacific Highway West, Washington County.

"Indenture of Access" to the Morrison A. Conway and Mary Caroline Conway property on Sunset Camp-Manning Section of Sunset Highway, Washington County.

"Relinquishment of Title" to Multnomah County re transfer of title to the area occupied by the relocated connection between S. W. 55th Avenue and Pasadena Street (Harbor Drive-Barbur Boulevard Section of Pacific Highway), Multnomah County.

"Grant of Easement" to Joseph A. Bucher and Elma B. Bucher for livestock and farm equipment in connection with Right of Way Settlement on the Dodson Interchange Section of Columbia River Highway, Multnomah County.

"Flowage Easement" to Idaho Power Company granting Company flowage rights on four parcels of land along the Brownlee Pool on Lime-Porter Ferry Section of Old Oregon Trail Highway, Baker County.

"Agreement" with Spokane, Portland & Seattle Railway Company covering an easement on the Railway property for construction of the easterly unit of Clatskanie-Westport Section of Lower Columbia River Highway.

"Agreement" with the Union Pacific Railroad Company covering construction easement on Hermiston-Hinkle Section of Hermiston Highway, Umatilla County.

"Agreement" with Southern Pacific Company covering construction of a parallel overcrossing structure in connection with reconstruction to four lanes of the Rock Point-Seven Oaks Section of Pacific Highway, Jackson County.

"Agreement" with Union Pacific Railroad Company covering a temporary haul-road crossing of railroad property in connection with construction of Rhinehart-Elgin Section of Wallowa Lake Highway in Union County.

"Indenture" with Southern Pacific Company granting an easement across railroad property so that the State can provide a suitable roadway connection between the two portions of the Armitage State Park, Lane County.

"Pipe Line Crossing Agreement" with OWRR & N Company covering installation of water line across railroad property to Koberg Beach State Park.

"Agreement" with Union Pacific Company relative to improving and relocating a portion of Old Oregon Trail Highway between Perry and LaGrande in Union County.

"Agreement" with Deschutes Railroad Company, OWRR & N Co., Union Pacific Company, Oregon Trunk Railway and Great Northern Railway Co. relative to widening of the Madras Overcrossing in Jefferson County.

"Petition" for exclusion of land devoted to Highway purposes, from Hermiston Irrigation District, Umatilla County.

"Petition" to exclude land devoted to highway purposes from Medford Irrigation District, Jackson County.

"Relinquishment of Title" to Multnomah County for 2 parcels of land; 1 parcel lying in Section 23, Township 1 North, Range 2 East, W. M., Multnomah County. 1 parcel lying in the $S\frac{1}{2}SW\frac{1}{4}$ of Section 23 and in the $E\frac{1}{2}NW\frac{1}{4}$ of Section 26, Township 1 North, Range 2 East, W.M., Multnomah County.

"Quitclaim Deed" to Arthur C. Simonson and Gerhard Stavney for a parcel of land lying in $E\frac{1}{2}NW\frac{1}{4}$ of Section 26, Township 1 North, Range 2 East W.M., Multnomah County.

"Bargain & Sale Deed" to Robert M. Crawford and Eunice J. Crawford for a parcel of land on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County. (Authorized 5-26-61)

"Bargain & Sale Deed" to School District No. 4 of Douglas County (Roseburg), for a parcel of land on the Deady-Shady Section of the Pacific Highway. (Authorized 4-14-61)

"Bargain & Sale Deed" to City of Portland for a parcel of land on the S.W. Hamilton St.-Slavin Road Section of Pacific Highway West. (Authorized 10-23-58 Agreement)

"Bargain & Sale Deed" Harry Freudenberg, W. R. Freudenberg and Cora Freudenberg Edward Freudenberg and Joyce Freudenberg for a parcel of land on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway Wallowa County. (Authorized 5-26-61)

"Bargain & Sale Deed" to S. R. and Lois A. Hunt for a parcel of land on the Roseburg-Yoncalla Section of the Oakland-Shady Highway in Douglas County. (Authorized 4-14-61)

"Bargain & Sale Deeds" (two) to Portland General Electric Co. for property in the Cove Palisades State Park Section in Jefferson County. (Authorized 2-14-61 & 4-14-61)

"Bargain & Sale Deed" to Charles V. and Louise O. Stripling for a parcel of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County. (Authorized 5-26-61)

"Bargain & Sale Deed" to Shirley W. Bordwell and Louise E. Bordwell for a parcel of land on the Madras-Crooked River Section of The Dalles-California Highway in Jefferson County. (Authorized 5-26-61)

"Agreement" with Apple Growers Association of Hood River covering the taking of water from a spring on their property on the Hood River-Mosier Section of the Columbia River Highway for use at Koberg Beach Wayside.

"Throughway Agreement" with City of Portland covering the North Russell Street-Columbia Slough Section of the Pacific Highway in Portland,(Minnesota Freeway).

"Agreement" with Cole & Weber extending for one year an agreement for advertising services for the Travel Information Division.

"Agreement" with J T. Brown in which he relinquishes rights to a cattle pass at M.P. 11.94 on Sherars Bridge Secondary Highway in Sherman County.

"Permit" to Bureau of Indian Affairs for permission to place two signs upon right of way of the Warm Springs Highway at M.P. 78.30 and M.P. 98.90 between junction of Wapinitia Highway and Warm Springs.

"Agreement" with Columbia County covering construction of the Beaver Creek Bridge on FAS 610 in Columbia County.

"Agreement" with the City of Grants Pass covering maintenance and operation of traffic signals and illumination of Redwood Highway Junction Interchange in Josephine County.

July 28, 1961

The meeting was recessed at 11:45 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present, except for Commissioner Jackson who was excused.

To the several groups who were present concerning the proposed Ash Street Overpass on Harbor Drive in Portland, Chairman McIver pointed out that the meeting this afternoon is not a public hearing, as a formal public hearing, as required by law, had been held in Portland in January, but is a courtesy meeting because of the demand of opponents and proponents of the overcrossing to be heard again. The ramp, he continued, was instigated by businessmen and the City of Portland. He pointed out specifically that the State Highway Commission, as far as this project is concerned, is acting only as an agent in arranging for federal and state funds to construct the ramp, and that the determination as to whether the ramp is to be constructed does not rest with the State Highway Commission.

A delegation, representing the Portland Retail Trade Bureau, consisting of the following persons, was present in favor of the proposed Ash Street Overpass: Larry Hayteas, spokesman, Chairman of the Traffic & Transportation Committee for the Retail Bureau; Gene Nudelman, Secretary of the Bureau; Jim Sechser, Retail Trade Bureau; A. W. Gentner, Portland Hotel Association Secretary; William Ellis and Richard Brand, Portland Hotel Association. Mr. Hayteas emphasized the need for additional access from the north-south route to the downtown core area of Portland since there is only one way to get to this area from the new freeway. He pointed out that in all cities the size of Portland if you miss the first access as you approach the city center, there is always a second access so tourists can drive into the core area. Tourists expect easy egress and ingress. The Retail Trade Bureau, he stated, has considered the merits of an overpass versus an underpass, and it appeared that even if an underpass were constructed, an overpass would still be necessary for pedestrian use. Mr. Gentner stated that he represented 3,000 hotel rooms in the downtown Portland area. Convention business to the hotels is an extremely important matter, and he urged that the Ash Street Overpass be constructed to allow better access to the downtown hotels.

Representatives of General Teamsters Local No. 162 and Teamsters and Chauffeurs Local Union No. 281 appeared in favor of the proposed Ash Street Overpass. Mr. Joe Edgar, Business Representative for Local No. 162, read a statement in favor of the Ash Street Overpass compared to an underpass. He pointed out that ramp construction appears to be simpler, cheaper, and more practical than an underpass, and that the approach to the underpass would be hazardous because there would be an 11 per cent grade. He also pointed out that a separation of traffic is badly needed as accidents in this area are increasing rapidly. Mr. Jim Haggin, Secretary-Treasurer of Local No. 281, mentioned the problems and hazards of taxi, ambulance and other service vehicles in attempting to make a left turn from Harbor Drive across southbound traffic. Cab customers, he mentioned, have complained because the cab meter continues to run while the cab is standing still waiting to get across the street -- from 10 to 15 minutes during peak hours. Most of these people, he stated, have an appreciation for beauty, but the

demands of traffic indicate that a ramp is badly needed. Mr. Richard E. Moore, Professional Drivers Safety Committee, stated that his appearance is solely in the interest of safety, and that his organization favors the proposed Ash Street Overpass.

Several members of the Portland Traffic Safety Commission and other officials of the City of Portland appeared before the Commission in favor of the proposed Ash Street Overpass. The following persons were present: John Deines, Chairman, and Peter DenHamer, member of the Commercial Vehicle Committee of the Portland Traffic Safety Commission and National Association of Police Supervisors; William A. Bowes, Portland City Commissioner, W. J. Weller, Traffic Engineer for Portland; J. R. Pittenger, Portland City Police Department; F. T. Fowler, Highway Coordinator for Portland; L. H. Rosenthal, City Engineer; and Howard Simmons, President of National Association of Fleet Supervisors, Portland Chapter. Mr. DenHamer emphasized the need for the overpass in the interest of safety to the traveling public. It was his opinion that an overpass would greatly reduce the accidents in this area and also relieve the courts of many damage and accident cases. Mr. Rosenthal stated that in his professional opinion he felt that the overpass would be the best and least expensive solution to take care of the traffic problem. It was his feeling that the underpass construction, which would cost four times as much as the overpass, would be more dangerous to traffic than an overpass, and that construction of the overpass would not hurt the pedestrians view of the riverfront. Mr. Fowler read and presented a statement outlining the history of the proposed overpass. He pointed out that for several years there has been considerable agitation for construction of the overpass to relieve the traffic problem on Harbor Drive. A public hearing was held in Portland on January 25, 1961, and only a few minor objections were made. Subsequently, the City Council authorized the signing of an agreement with the State covering this project. At the present time approximately 4,500 vehicles daily make the left-turn movement at the location of the proposed overpass, and within the not distant future when the Baldock Freeway extension is opened to traffic this number will be increased to 7,000. Should this access be closed, he believed there would be an impossible congestion on the Clay Street Ramp. It was his opinion that there is no reason to delay construction as the engineering facts are well known and have been carefully investigated. The City Government, he stated, favors an early start on construction.

A group of people representing the American Institute of Architects, Portland Association of Garden Clubs, Portland Junior Chamber of Commerce, Portland Beautification Committee, Landscape Architects Society, Oregon Technical Council, and Oregon Building Congress came before the Commission to protest the proposed construction of the Ash Street Overpass in Portland. The following persons were present: American Institute of Architects: Mr. Daniel McGoodwin; Mr. & Mrs. Lewis Crutcher; Mr. Howard Glazer; Mr. Neil Farnham; Mr. John Kemp; Mr. Alex Pierce; Mr. Everet B. Franks; and Mr. Burton Goodrich. Portland Association of Garden Clubs: Mrs. Saul S. Dorfman, District Director of Portland, Oregon State Federation of Garden Clubs; Mrs. George Voss; Mrs. Theodore Nicolai; Mrs. Victor Strode; and Mrs. Thomas Greer.

Portland Junior Chamber of Commerce: Mr. Frank Ashton. Portland Beautification Committee: Mr. James Mount. Oregon Society of Landscape Architects: Mr. W. K. Huntington. Oregon Roadside Council: Mrs. Howard Wall and Mrs. James G. Robbins. Portland Art Commission: Mrs. Elinor McMonies. Oregon Building Congress: Mr. Harold Halvorsen.

Mr. Daniel McGoodwin, representing the American Institute of Architects, called attention to the fact that at the request of the City of Portland the Portland Planning Commission made a study and report which resulted in a 9 to 0 vote by the Planning Commission to delay action on the construction of the Ash Street Overpass and for cooperation to work out an interim plan. He presented a petition, which he stated was signed by 445 people, against construction of the ramp. He read aloud and presented a number of letters from businesses in the downtown area in opposition to the ramp. It was his opinion that action should be delayed until consideration can be given to the recommendations of the Portland Planning Commission. Using a map of the City of Portland, he pointed out the probable future traffic pattern and needs. Mr. Crutcher exhibited films of waterfront areas in other cities and also pictures of the Portland river front, pointing out that the only remaining open view of the river is the area where the proposed ramp is to be constructed. The City of San Francisco, he mentioned, had rehabilitated a number of the old buildings on the waterfront and used them for tourist attractions. Portland, he continued, is following the same procedure, and either an overpass or underpass would destroy the use of the area. Mr. McGoodwin stated that the group he is with represents a segment of the public, including businessmen, who are interested in retaining as much beauty as possible along Portland's waterfront for posterity. He discussed the report and read the recommendations of the Portland Planning Commission. It was his opinion that construction of the overpass would destroy the beauty of this section of the river frontage. Completion of the freeway routes in Portland, he said, would do much to alleviate the existing traffic condition on Harbor Drive and provide better access to downtown Portland.

At this point, Mr. Jim Haggin, representing the Teamsters and Chauffeurs Local Union No. 281, stated that the Radio Cab Company, who had been scheduled to appear at 2:15 p.m., had allocated its time to him, and that he would relinquish this time to Chairman McIver to use as he wished. Chairman McIver told Mr. McGoodwin's group to continue.

Mr. Harold Halvorsen, representing the Oregon Building Congress, stated that his group had recommended that construction of the Ash Street Overpass be deferred until further studies could be made. They suggested: (1) the studies should include the Origin and Destination Survey now being made in the Portland area and the Metropolitan Planning Commission Study on Land Use; (2) during interim period use of traffic signals at Ash Street at peak hours; and (3) eventual grade separation between Harbor Drive and Front Street.

Mrs. Saul Dorfman stated that she represented 1,575 members of the Portland Federation of Garden Clubs, and this group felt that the ramp should not be built.

Mr. James Mount, Portland Beautification Committee, observed that an organization of people was formed to encourage those who are interested in retaining the beauty features of the City of Portland. This organization, he stated, urges that no construction be started until the matter has been given further study, and an agreement reached between the Portland Planning Commission and the State. It was his feeling that some other solution could be found to resolve the situation without damaging the water front.

Mr. Frank Ashton, representing the Portland Junior Chamber of Commerce, stated that his group is working actively for civic improvement, including the preservation of cultural and historical value. Construction of the Ash Street Overpass would destroy the value of the Skidmore Fountain Area, and he asked that the Commission consider some other solution and that another public hearing be held.

Mrs. Howard Wall, representing the Oregon Roadside Council, pointed out that the corner under consideration is clogged with traffic during early morning and late evening hours but not during the hours when tourists are usually traveling this section. It was her contention that if the recommendation of the Planning Commission is followed for one-way traffic on Front Street, it would give people 5 or 6 exits into the City. She felt that the Ash Street Overpass is not the best possible solution, and pointed out that, contrary to some claims, there are many of the Portland downtown merchants who do not favor construction of the ramp.

Mrs. Elinor McMonies, representing the Art Commission of Portland, commented that little of Portland's waterfront remains as an attraction to tourists, and that cars as they drive by do not contribute to the City's economy, but purchases are made only when they stop. She expressed some surprise at Commissioner Bowes' attitude, stating that he had previously favored beautification measures.

Chairman McIver advised the group that before the Highway Commission takes any action they would consider carefully the Portland Planning Commission's report.

The Honorable Kenneth Maher, State Representative from Multnomah County, spoke against construction of the Ash Street Overpass. People of the City of Portland, he stated, wish to retain the Skidmore Fountain Area and as much of the harbor area as possible without it being cut up and defaced with concrete structures. He felt that construction of the overpass would make it very difficult for pedestrians to visit naval vessels, and that more concrete highway structures would tend to create a "wino" jungle. He asked that the opinion of the people of Portland who are opposed to this ramp be considered when a decision is reached.

Mr. Eugene Allen, Executive Secretary of Downtown Portland, Inc., appeared before the Commission. He called attention to the acuteness of the traffic problem at Harbor Drive and Oak Street and urged that the Ash Street Overpass be constructed in order to provide safe and easy access to Downtown Portland.

A group representing the Portland Traffic Safety Commission appeared in favor of the Ash Street Overpass. The following persons were present: Mr. William A. Bowes, Commissioner, City of Portland; Mr. W. J. Weller. Portland Traffic Engineer; Mr. J. R. Pittenger, Portland City Police Department; Mr. F. T. Fowler, Highway Coordinator, City of Portland; Mr. L. H. Rosenthal, City Engineer; Mr. Howard Simmons, President, National Association of Fleet Supervisor, Portland Chapter; Mr. John Deines, Chairman, and Mr. Peter DenHamer, member, Commercial Vehicle Committee of the Portland Traffic Safety Commission.

Mr. John Deines, Chairman of the Commercial Vehicle Committee, stated that construction of the overpass will solve the acute traffic problem caused by left-turn movements, and he urged that early action be taken to that end.

Captain J. R. Pittenger, Portland City Police Department, urged early construction of the overpass. He also pointed out that at present the only way for sightseers to get to the waterfront is by using the Bailey Bridge which temporarily has been erected over Harbor Drive.

City Commissioner William A. Bowes read a letter from City of Portland Mayor, Terry Schrunk, stating that the Portland City Council has not changed its position in favor of the Ash Street Overpass. It is impractical to make Front Avenue a one-way street, he stated, because the fire station, which is on this street, must have a two-way facility. He pointed out that when the formal public hearing was held in January, 1961, concerning this matter, only one objection had been made from a property owner. Since that time, however, it was his opinion that there has been more discussion and difficulty over construction of the overpass than there has been over the $22,000,000 City sewer project. He recited the past history of the proposed development of the buildings in waterfront area. Construction of the overpass, he continued, which has been under study for five years, is greatly needed, and the ramp will actually provide a better view of the riverfront than now exists.

Mr. McGoodwin, American Institute of Architects, offered the opinion that a suitable overpass to deliver traffic to downtown Portland could be constructed at Glisan Street near the Steel Bridge. It was his feeling that further study of the matter could provide a better solution than has been offered so far.

Mr. Howard Glazer, American Institute of Architects, stated that the Portland Planning Commission has recommended that neither the Ash Street Overpass nor any overpass be constructed until the Origin and Destination Survey of the Portland area has been completed. It was his feeling that additional time spent in study would provide a more acceptable solution. Concerning development of old buildings along the waterfront, he pointed out that several hundred thousand dollars have already been spent and more expenditures are contemplated in fixing up the old waterfront buildings.

Mr. Francis Murnane, a Portland longshoreman, stated that when the public hearing was held in January, 1961, concerning the Ash Street Overpass most people were not aware of what its construction would do to the waterfront area. Much interest now is being shown by Portland property owners in restoring a number of the old waterfront landmarks. He suggested that the money allocated to the Ash Street Ramp be used instead to construct overpasses or underpasses north of and including the Steel Bridge to allow emergency vehicles to rapidly reach the waterfront. He warned that a bad fire on the waterfront could wipe out the freight terminals because trains constantly block fire trucks on Front Avenue and prevent their movement. The Embarcadero Freeway in San Francisco, he stated, had created much public dissatisfaction because it is not solving the traffic situation there.

Mr. K. H. Siecke, Consulting Engineer, offered the suggestion that the installation of traffic signals might provide an answer to the problem, and he asked that consideration be given to this. He expressed the opinion that the traffic problem on Harbor Drive is of a temporary nature because when the proposed freeways in Portland are completed, traffic on Harbor Drive will be materially reduced.

When no one else indicated a desire to speak, Chairman McIver adjourned the meeting at 3:25 p.m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

July 28, 1961

Salem, Oregon
September 15, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time, in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

(Commissioner Jackson came in at 10:25 a.m. The plane in which he flew from Medford to Salem was not allowed to land at the Salem airport because of fog. The landing was eventually made at Corvallis and he traveled from Corvallis to Salem by car.)

The Commission approved the minutes of meetings held on June 27 and July 28, 1961.

The Right of Way Engineer presented for consideration options, pages 1 through 79, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Property Manager's report covering sales of miscellaneous properties and changes in rental status since the last Commission meeting was presented by the Right of Way Engineer. He mentioned briefly that miscellaneous sales since the last Commission meeting totaled $47,259, and that rental receipts for the month of July amounted to $3,851.85 and $3,088.50 for the month of August. The Commission accepted the report.

A number of "Indentures of Access" were presented for the Commission's consideration. The Right of Way Engineer explained that the indentures provide in most instances for routine changes in access for the

convenience of property owners and for the safety of the traveling public. Upon his favorable recommendation, the Commission approved "Indentures of Access", as follows:

(1) Shepeard property, File No. 26748, on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(2) Weber property, File No. 19696, on Tigard-Newberg Section of Pacific Highway West, Washington County.

(3) Breuer property, File No. 31272, on Myrtle Point-Bridge Section of Coos Bay-Roseburg Highway, Coos County.

(4) Metzgus property, File No. 27548 (L-3031), on Myers Creek-Brookings Section of Oregon Coast Highway, Curry County.

(5) Dodson property, File No. 26754, on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

(6) General Development Company property, File No. 20821, on Blackwell Hill-Seven Oaks Section of Pacific Highway, Jackson County.

(7) Curry County Fair Board of Curry County property, File No. 25505, on Gold Beach-Cape Sebastian Section of Oregon Coast Highway, Curry County.

(8) Rynning property, File No. 18428, on Medford-County Farm Section of Pacific Highway, Jackson County.

(9) U. S. Forest Service property, File No. 26747, on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County. Grant to the U.S. Forest Service three points of access, 25 feet in width, and restricted to production and transportation of forest products and ordinary U.S. Forest Service administrative purposes only. This grant permits service to lands under administration of Forest Service from which access was inadvertently withheld at the time of negotiation.

(10) Wysock (White) property, File No. 21370 (L-2209), on Goble- St. Helens Section of Columbia River Highway, Columbia County.

(11) Bjornstad (Linkey) property, File No. 13886, on Salem-Hayesville School Section of Pacific Highway East, Marion County. Change of location of one point of access, 30 feet in width and unrestricted as to use, and granting of a second point of access of the same specifications.

Direct sale of two parcels of land was recommended by the Right of Way Engineer. Concerning the Schuler property, to be sold to Mr. M. A. Scupien for $75.00, he explained that the valuation was determined by appraisal, and because of the location of the land in relation to other

properties, it could not be sold advantageously by public sale. Sale of the gravel pit to the State Game Commission is for the accommodation of the Game Commission as the property has no further value to the State Highway Department. The Commission approved the following direct sales:

(1) To M. A. Scupien, 0.146 acre of land on Medford-Ashland Section of Pacific Highway, Jackson County. Price $75.

(2) To Oregon State Game Commission, 18 acres of a former gravel pit on Forest Boundary-Haines Section of Haines-Anthony Highway, Union County. Price $1.00. Deed to contain a public use clause.

Public sale of excess parcels of property was recommended by the Right of Way Engineer. He explained that each parcel of property had been cleared through the Engineering Division as to its need for highway purposes. Access provisions are consistent with departmental policies as practiced in the vicinity of each parcel, and the minimum sale price is based on appraised value or on an offer which exceeds appraised value. Based upon his favorable recommendation, the Commission authorized public sale of the following parcels of real properties and thereupon adopted resolutions relative thereto, marked Exhibits "F-1" through "F-8", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961":

(1) 4.15 acres, File No. 27722, on the Salem-Stout Creek Section of the North Santiam Highway, Marion County, for not less than $1,250, and without access to the North Santiam Highway. (See Exhibit "F-1")

(2) 10.6 acres, File No. 5211, on Berger Ranch-Barnes Road Section of Sunset Highway, Washington County, for not less than $14,500, and without access to the Sunset Highway. (See Exhibit "F-2")

(3) 14.35 acres, File Nos. 17499 and 17500-A, on Barbur Boulevard-Marion County Line Section of Pacific Highway, Marion County, for not less than $7,500, such price to include a $300 allowance to cover the cost of moving the fence to the new right of way line. This property is to be sold without access to the Pacific Highway, and with an advertising sign restriction. (See Exhibit "F-3")

(4) 22.26 acres, File No. 18128, on Mosier-The Dalles Section of the Columbia River Highway, Wasco County, for not less than $800, without access to the Columbia River Highway and with an advertising sign restriction. There will be no restrictions imposed on access to the old Columbia River Highway.

(5) 8,750 square feet of land, File No. 22561, on Harbor Drive-West Portland Junction Section of Pacific Highway, Multnomah County, for not less than $5,000, and with an advertising sign restriction. (See Exhibit "F-4")

(6) 25,000 square feet of land, File No. 1003, on Redmond-Bend Section of The Dalles-California Highway, Deschutes County, for not less than $500, and without access restrictions.

(7) 17.41 acres, File No. 25285, on Albany-Judkins Point Section of Pacific Highway, Lane County, for not less than $3,500, without access to the Pacific Highway, with an advertising sign restriction and subject to a 16-foot roadway easement of access along the easterly property line previously granted to R. P. Stolsig. (See Exhibit "F-5")

(8) Two parcels of property, File Nos. 22485 and 21683, on Harbor Drive-Barbur Boulevard Section of Pacific Highway, Multnomah County, one parcel containing 10,000 square feet for not less than $1,000, and the other parcel containing 315 square feet for not less than $100, without access to the Pacific Highway and with an advertising sign restriction. (See Exhibit "F-6")

(9) 16,000 square feet of land, File Nos. 16538 and 16539A, on North Roseburg-Winchester Section of old Pacific Highway, Douglas County, for not less than $7,500, with two points of access to the old Pacific Highway 30 feet in width and unrestricted as to use. (See Exhibit "F-7")

(10) 4.02 acres, File No. 27564, on Umpqua Bend-Canyonville Section of Pacific Highway, Douglas County, for not less than $1,000, without access to the Pacific Highway and with an advertising sign restriction. (See Exhibit "F-8")

Authority to repair a State-owned residence at 3215 N. E. Clackamas Street in Portland (12th Avenue-42nd Avenue Section of Columbia River Highway, Multnomah County) was requested by the Right of Way Engineer. He stated that this land cannot be declared excess until the Laurelhurst Freeway Route has been determined, and the house when renovated can be rented for about $85 a month. Repairs proposed will cost approximately $725. The Commission granted authority to make the repairs as requested.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, marked Exhibits "E-1" through "E-26", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation", dated September 15, 1961, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers.")

A written report of cases tried in court from July 28 to September 8, 1961 was presented by the Chief Counsel and accepted by the Commission, as follows: (The Chief Counsel stated that the small number of cases tried was due to the fact that the courts have been on vacation.)

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3689 Richard T. Childress, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$3,315	$4,250	$3,850
L-3724 Darlene Tucker, et al	Wallowa	Little Sheep Creek	Sheep Creek Hill-Hayden Creek Section	$2,100	$2,100	$2,100

The Chief Counsel also presented a written summation of condemnation cases which have been tried in court for a period of one year, from July 1, 1960 through June 30, 1961. The Commission accepted the report.

The Chief Counsel pointed out that of the 64 condemnation cases tried, 34 involved trials in which the State's offers to the landowners were $2,500 or less and in which the verdicts ran about 70% over the offers. This report, he commented, had been sent to the U. S. Bureau of Public Roads with a request that they liberalize their interpretation of what constitutes a "substantial increase" in the valuation, particularly on properties of small value. The Bureau, he advised, had given a "no" answer to the request and stated that cases in which the increase does not meet Bureau standards must be tried in court. Chairman McIver inquired if the Chief Counsel had a record of the amount of interest and attorney fees which had been paid during the period covered by the report. The Chief Counsel replied that, as he recalled, approximately $60,000 had been paid during this period for attorney fees and interest. He also explained that it is and has been the customary practice on condemnations of substantial amounts to pay into the court, when possession of the property is taken, the amount of the State's offer for property which payment stops the accruing of interest on that amount; however, the State still will have to pay interest on the difference between the amount paid to the court and the verdict.

A written report was presented by the Chief Counsel on condemnation cases which he recommended be settled out of court. All of the proposed settlements, he stated, are within appraised values or so near thereto as not to comprise substantial increases in values. The Commission approved the following settlements:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32653 J. Lynn Walters, et ux.	Clackamas	Cascade Secondary	S.E. Flavel Street-Lake Road	$ 900	$ 1,375
R-31350 Mary Jane Lawrence, et vir.	Hood River	Columbia River	Cascade Locks-Viento	$ 60	$ 250
R-29361 Bennie B. King, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$11,325	$13,872.50
R-27727 Pape' Bros. Inc.	Lane	Pacific	Judkins Point-Goshen	$15,000	$15,000
R-30977 Andrew Kelly, et al.	Linn	Santiam	Albany-Pacific Highway Interchange	$ 2,540	$ 3,250
R-30185 Richard M. Peters, et al.	Linn	Santiam	Pine Street-Market Drive	$ 140	$ 300
R-31721 Earl W. Caldwell, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$ 2,750	$ 3,000
R-29743 Edward E. Jarvi, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$35,750	$38,250
R-29746 Ben W. Marley, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$25,400	$27,750
R-33039 W. Vassar Richardson, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$ 3,000	$ 3,300
R-29801 Marvin F. Rogers, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$13,500	$14,250
R-32313 Elizabeth B. Westhoff Allen, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	$ 1,200	$ 1,200

September 15, 1961

REPORT OF CONDEMNATION CASES SETTLED (Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-25283 E. G. McKenzie, et al.	Lane	Pacific	Albany-Judkins Point	$ 5,000	$ 5,350
R-33191 John V. Steidl, et al.	Deschutes	The Dalles-California	Swalley Canal-East Franklin Avenue	$ 400	$ 400
R-29458 International Paper Co.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	$ 140	$ 200
R-31180 Gust R. Ekdahl, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 380	$ 380
R-31116 Ruth Calkins, et vir.	Lincoln	South Newport	State Park	$ 75	$ 150
R-32113 H. D. Reeves, et al.	Morrow	Columbia River	Boardman Junction-Umatilla	$ 1,000	$ 1,250
R-31720 Jacob R. Treber, et ux.	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	$ 9,000	$ 9,750
R-32474 J. C. Price, et al.	Umatilla	Oregon-Washington	Athena-Blue Mountain Station	$ 300	$ 400
R-29316 H. H. Dietrich, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$14,100	$15,950
R-20082 L. J. Geiger, et al.	Lane	Pacific	Judkins Point-Goshen	$ 2,000	$ 2,100
R-32106 Terteling Land Company	Morrow	Columbia River	Boardman Junction-Umatilla	$ 135	$ 135

September 15, 1961

REPORT OF CONDEMNATION CASES SETTLED (Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29336 Walter S. Germer, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	$13,300	$22,000
Subsequent to formal offer and filing complaint, the owner contracted a sale of 10 acres of his remaining land, for $1,000 per acre, to a gravel dealer as a source of supply. The land in the right of way being acquired is the same kind of land. Upon verification of the sale the State's appraisers revised their figure upward and the Appraisal Review Section has approved an appraisal at $25,150 for negotiation purpose.					
R-31153 Edward V. Grimm	Jackson	Pacific	Seven Oaks-Neil Creek	$ 3,535 (including fencing)	$ 3,855
R-33597 Claude M. Noyes, et ux.	Union	Wallowa Lake	Rinehart-Elgin	$ 225	$ 500
Caused by a large slide as result of previous taking and construction of highway.					

(For additional details, see the Chief Counsel's letter, dated September 8, 1961, entitled "Report of Cases Settled", and his letter of September 14, 1961, entitled "Supplemental Report of Cases Settled" in the General Files in Salem.)

Confirmation of telephonic approval given by members of the Highway Commission on offers made to property owners prior to the institution of condemnation proceedings was requested by the Chief Counsel. The Commission confirmed the following offers:

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY

R-32147 - Athena Pea Growers Association. 2.9 acres for right of way purposes. Offer of $1,565 approved by Mr. Fridley, August 9, 1961.

R-32154 - Harold R. Barnett, et ux. 24.4 acres for right of way purposes. Offer of $15,320 approved by Mr. Fridley, August 8, 1961.

R-32156 - Stella Kershaw, et al. 6.8 acres for right of way purposes. Offer of $6,400 approved by Mr. Fridley, August 3, 1961.

R-32304 - Virginia Key Rosewall, et al. Parcel No. 1: 15.12 acres for right of way purposes; and Parcel No. 2: 0.36 acre for temporary easement. Offer of $8,230 approved by Mr. Fridley, August 15, 1961.

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY
and OREGON-WASHINGTON HIGHWAY-WESTON SECTION OF THE WESTON-ELGIN HIGHWAY

R-32307 - Lysle Webb, et al. Parcel No. 1: 24.7 acres for right of way purposes; Parcel No. 2: 8.25 acres for right of way purposes; and Parcel No. 3: 0.45 acre for right of way purposes. Offer of $22,380 approved by Mr. Fridley, September 1, 1961.

BIG EDDY-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32432 - Lulu B. Fulton, et al. 15.93 acres for stock pile site and material source. Offer of $400 approved by Mr. Fridley, August 7, 1961.

BIGGS-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-33631 - Richard J. Enos, et al. 2,500 square feet for right of way purposes. Offer of $750 approved by Mr. Fridley, August 22, 1961.

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-29512 - Jo Ann Jantze, et al. 13,000 square feet for right of way purposes. Offer of $12,750 approved by Mr. McIver, August 18, 1961.

R-29513 - Marlin D. Karnes, et al. 3,000 square feet for right of way purposes. Offer of $1,450 approved by Mr. McIver, August 16, 1961.

R-29515 - Ralph W. Taylor, et al. 4,900 square feet for right of way purposes. Offer of $2,700 approved by Mr. McIver, July 31, 1961.

R-29516 - Edith C. Rhodes, et vir. 2,300 square feet for right of way purposes. Offer of $1,450 approved by Mr. McIver, July 31, 1961.

R-29517 - Claude M. Henderson, et al. 2,100 square feet for right of way purposes. Offer of $1,500 approved by Mr. McIver, August 30, 1961.

R-29518 - Dean W. Tucker, et al. 2,100 square feet for right of way purposes. Offer of $1,500 approved by Mr. McIver, August 16, 1961.

R-29520 - Allen C. Jones, et al. 1,600 square feet for right of way purposes. Offer of $1,200 approved by Mr. McIver, August 3, 1961.

R-32577 - Fred Gibson, et ux. Parcel No. 1: 1.55 acres for right of way purposes; and Parcel No. 2: 830 square feet for right of way purposes. Offer of $9,275 approved by Mr. McIver, August 7, 1961.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-32071 - Carl Eggiman, et al. 0.08 acre for right of way purposes. Offer of $3,450 approved by Mr. McIver, September 11, 1961.

"E" STREET AND "F" STREET CONNECTION SECTION OF THE REDWOOD HIGHWAY

R-32630 - LeRoy McDonald, et ux. Parcel No. 1: 0.02 acre for right of way purposes; and Parcel No. 2: 800 square feet for temporary easement. Offer of $105 approved by Mr. Jackson, September 1, 1961.

R-32632 - William F. Johnson, et al. Parcel No. 1: 1.4 acres for right of way purposes; and Parcel No. 2: 350 square feet for temporary easement. Offer of $5,400 approved by Mr. Jackson, August 16, 1961.

R-32645 - L. B. Johnson, et al. Parcel No. 1: 0.62 acre for right of way purposes; and Parcel No. 2: 0.14 acre for right of way purposes. Offer of $1,980 approved by Mr. Jackson, September 1, 1961.

HILLSBORO-REEDVILLE SECTION OF THE TUALATIN VALLEY HIGHWAY

R-30512 - Jeanie J. Crawford, et al. 850 square feet for right of way purposes. Offer of $305 approved by Mr. McIver, August 15, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-33699 - Emma W. Coats, et al. 2.7 acres for right of way purposes. Offer of $800 approved by Mr. McIver July 28, 1961.

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-30262 - Clayton L. Long, et ux. 6.7 acres for right of way purposes. Offer of $8,000 approved by Mr. Jackson, September 12, 1961.

R-30264 - Kenneth Hyatt, et al. 0.85 acre for right of way purposes. Offer of $1,210 approved by Mr. Jackson, September 13, 1961.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-32702 - Ada L. Heller, et al. 5.0 acres for right of way purposes. Offer of $5,200 approved by Mr. Jackson, July 31, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29669 - Nora M. Becker, et al. 10,000 square feet for right of way purposes. Offer of $80,000 approved by Mr. McIver, August 7, 1961.

PINE STREET-STEPHENS STREET COUPLET (ROSEBURG) OF THE OAKLAND-SHADY HIGHWAY

R-32482 - Carl W. Christensen, et ux. Parcel No. 1: 3,546 square feet for right of way purposes; and Parcel No. 2: 2,651 square feet for right of way purposes. Offer of $620 approved by Mr. Jackson, July 28, 1961.

ROCK POINT-SEVEN OAKS SECTION OF THE PACIFIC HIGHWAY

R-33608 - Chavner Thompson, et ux. 10.0 acres for right of way purposes. Offer of $3,500 approved by Mr. Jackson, August 10, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31695 - Frank Patella, et al. 2,500 square feet for right of way purposes. Offer of $15,500 approved by Mr. McIver, August 25, 1961.

R-31735 - General Construction Company. 62,800 square feet for right of way purposes. Offer of $27,000 approved by Mr. McIver, August 9, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-31153 - Edward Victor Grimm, et al. 2.63 acres for right of way purposes. Offer of $3,535 approved by Mr. Jackson, August 30, 1961.

R-31163 - Alvin Athanas, et ux. Parcel No. 1: 12.4 acres for right of way purposes; and Parcel No. 2: 0.32 acre for right of way purposes. Offer of $9,070 approved by Mr. Jackson, August 21, 1961.

R-31169 - Walter H. Jones, et al. 31.0 acres for right of way purposes. Offer of $13,000 approved by Mr. Jackson, September 1, 1961.

R-31173 - J. P. Warren, et al. Parcel No. 1: 7.17 acres for right of way purposes; Parcel No. 2: 0.13 acre for right of way purposes; and Parcel No. 3: 0.09 acre for temporary easement. Offer of $11,050 approved by Mr. Jackson, August 16, 1961.

R-31175 - Theodore Bohnenkamp, et al. Parcel No. 1: 0.67 acre for right of way purposes; and Parcel No. 2: 0.04 acre for right of way purposes. Offer of $1,250 approved by Mr. Jackson, August 15, 1961.

R-31187 - Herbert D. Wyckoff, et al. 0.46 acre for right of way purposes. Offer of $24,500 approved by Mr. Jackson, September 13, 1961.

R-32402 - M. A. Ring, et al. 4.8 acres for right of way purposes. Offer of $5,600 approved by Mr. Jackson, August 7, 1961.

SWALLEY CANAL-EAST FRANKLIN AVENUE SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-33191 - John V. Steidl, et ux. 0.8 acre for right of way purposes. Offer of $400 approved by Mr. Fridley, August 8, 1961.

R-33193 - Clarence C. Howe, et ux. 17,575 square feet for right of way purposes. Offer of $900 approved by Mr. Fridley, August 7, 1961.

R-33194 - Clarence M. Phelps, et ux. 14,000 square feet for right of way purposes. Offer of $100 approved by Mr. Fridley, August 3, 1961.

SWALLEY CANAL-EAST FRANKLIN AVENUE SECTION OF THE DALLES-CALIFORNIA HIGHWAY: (Continued)

R-33197 - Henslee Mobile Homes Mfg. Inc., et al. 29,700 square feet for right of way purposes. Offer of $225 approved by Mr. Fridley, August 9, 1961.

R-33200 - John M. McCarthy, et ux. 10,500 square feet for right of way purposes. Offer of $150 approved by Mr. Fridley, August 7, 1961.

R-33201 - Gordon W. Tracie, et ux. 500 square feet for permanent easement. Offer of $25 approved by Mr. Fridley, August 10, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30543 - Arthur N. Muller, et ux. 0.14 acre for right of way purposes. Offer of $9,250 approved by Mr. Fridley, August 8, 1961.

VIENIO-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-16998 - Ralph A. Carter, et al. Acquisition of access. Offer of $25 approved by Mr. McIver, August 30, 1961.

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32708 - John J. Luoto, et al. 4.0 acres for right of way purposes. Offer of $4,525 approved by Mr. McIver, August 31, 1961.

R-32717 - Harry A. Howe, et ux. 0.01 acre for right of way purposes. Offer of $25 approved by Mr. McIver, August 16, 1961.

R-32723 - Robert Edward Jackson, et al. 2.98 acres for right of way purposes. Offer of $300 approved by Mr. McIver, August 18, 1961.

R-32724 - Merwin A. Blackmore, et al. 9.55 acres for right of way purposes. Offer of $1,800 approved by Mr. McIver, August 18, 1961.

R-32729 - E. G. Campbell, et ux. 0.06 acre for right of way purposes. Offer of $50 approved by Mr. McIver, August 8, 1961.

WILDCAT CREEK-WALTON SECTION OF THE MAPLETON-EUGENE HIGHWAY

R-32542 - Globe Lumber Company, et al. 4.8 acres for right of way purposes. Offer of $480 approved by Mr. Jackson, August 23, 1961.

R-32549 - Sidney Meacham, et al. 2.2 acres for right of way purposes. Offer of $1,935 approved by Mr. Jackson, August 11, 1961.

A report was also presented by the Chief Counsel and accepted by the Commission concerning orders received from the Public Utility Commissioner regarding crossing matters in which the State Highway Commission has been a party. These orders are summarized as follows:

PUX 255: Aumsville Grade Crossing, Southern Pacific Company, North Santiam Secondary Highway, Marion County. PUC 2-B signals equipped with flashing lights and gongs were made necessary by the addition of a ten-foot stopping lane on each side of the crossing. The order allowing the new signals is in accordance with the petition and testimony presented at the hearing.

PUX 411: Second East Cottage Grove Overcrossing, Pacific and Eastern Railway Company, Pacific Highway, Lane County. This matter involves construction of an overcrossing over the right of way of the railroad company. The order was issued in accordance with the petition and testimony presented at the hearing.

PUX 414: Bay City Industrial Spur, Southern Pacific Company, Oregon Coast Highway, Tillamook County. This order involves widening of an existing crossing of the SP tracks and an additional crossing of the relocated Bay City Industrial Spur track. The order is in accordance with the petition and testimony presented at the hearing.

PUX 416: Second Seven Oaks Overcrossing, Southern Pacific Company, near Central Point, Pacific Highway, Jackson County. The order allowing the overcrossing was issued in accordance with the petition and testimony presented at the hearing.

PUX 430: Rogue River Park Crossing, Southern Pacific Company, near Rogue River, Jackson County. This order pertains to a crossing at grade with the railroad tracks for development of park property along the Rogue River. The order was issued in accordance with the petition and testimony presented at the hearing.

PUX 435: "C" Street Bay City Grade Crossing, Southern Pacific Company, Oregon Coast Highway, Tillamook County. The widening of the crossing was made necessary by reason of the relocation of a portion of the Oregon Coast Highway. The order was issued in accordance with the petition and testimony presented at the hearing.

The Chief Counsel stated that Mr. Charles Peterson, Chief of the Trial Section in the Legal and Right of Way Division, resigned September 1, 1961 to go into private practice. He asked the Commission to confirm the appointment of Mr. J. Robert Patterson, who has been working with the Legal and Right of Way Division for several years, as Chief of the Trial Section at a salary of $950 per month. He also recommended that Mr. Robert Holland, who has worked previously as an attorney for the Highway Department but for the last few years has been working as an attorney for the Motor Vehicles Division, be hired to take Mr. Patterson's place at a salary of $845 per month. Mr. Holland, he stated is to start working September 25. The Commission confirmed Mr. Patterson's appointment and approved the employment of Mr. Holland.

The employment of Mr. Charles Peterson as a special assistant in the cases of Cronin versus State Highway Commission, and the City of Portland versus State Highway Commission was recommended by the Chief Counsel. He explained that Mr. Peterson, prior to his leaving State employment September 1, had been very active in assembling material to be used in defending the State in these cases, and his employment would be of great benefit. The Commission approved Mr. Peterson's employment for these two cases.

In discussing the Cronin case the Chief Counsel stated that stakes had been set up so that earth movement in this area could be observed. He also commented that Mr. Cronin had also sued the General Insurance Company for damages to his house but the court had ruled that the cracks in the foundation and such other damage as had been claimed was caused by conditions other than a landslide.

Confirmation of the payment of $210 to Mrs. Cordelia Murphy in connection with her bid for the purchase of a house on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Portland was brought up by the Chief Counsel. He explained that the State's appraisal of the fair market value of the house did not include the new wall-to-wall carpeting, and when the house was sold it was not known to the Property Manager that the wall-to-wall carpeting was not to be included in the sale. Therefore, the house was sold with the carpeting, and as a result it was necessary for Mrs. Murphy to bid in the house at a price of $510. The second bidder, Mr. H. R. Teeple, has provided a written statement that his bid was $500 with the carpet, but without it his highest bid would have been $300. Mrs. Murphy is willing to accept the difference in the amount of $210. The Commission confirmed the payment.

A report of claims to be abandoned was presented by the Chief Counsel. After diligent effort to collect these claims it has been found that further action to collect is not worthwhile because of the small size of the claim or for other reasons, such as out-of-State residence, inability to locate the person causing the damage, lack of proof of liability, bankruptcy or inability to identify who caused the damage. The Commission approved abandonment of the following claims:

CAO No.	Name	Amount of Claim
61-45	Byron Russell	$149.55
59-189	Edgar Stubbs	$ 95.63
60-188	Daniel Nez	$223.23
59-32	Mrs. Clifford Dawson	$221.22
59-275	Janet Mattin	$135.51
60-351	Louis Robinet	$148.41
60-208	James Meade	$773.89
59-140	Billy Joy	$279.59
61-101	Jessie Sulkey	$ 83.70
57-257	Samuel Starmer	$ 72.02
59-249	Buster Cowens	$ 49.96
60-131	Donald Mills	$ 58.59
61-79	Michael Murray	$ 32.83
60-293	Jose Permo	$312.88
61-78	James Combs	$ 40.00

Attention was given to a request made by the Menasha Wooden Ware Corporation, North Bend, to be released from its obligation under agreement of March 10, 1960, to maintain a road connection to the Oregon Coast Highway at Engineer's Station 203+71. The Chief Counsel explained briefly that the road leading to the connection was a private road owned by the Menasha Corporation at the time of the agreement, but it has since been accepted as a county road. Based on his recommendation, the Commission approved release of the Corporation from the obligations covered in the agreement of March 10, 1960.

Upon the favorable recommendation of the Chief Counsel, the Commission approved a "Deed of Dedication" covering 1.98 acres as a public road in the E½ of Section 3, Township 39 South, Range 1 East, W.M., Jackson County, being the Applegate property on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. He explained briefly that the dedicated public road will allow access to a Mr. Jones' land which will be isolated and landlocked by highway construction, and by such access will considerably reduce the damages to his property.

Attention was given to an agreement with F. H. Louis Blaue covering encroachment of his house on the Lake Road-Oregon City Section of the Cascade Secondary Highway in Clackamas County, File L-3656. Mr. Blaue, the Chief Counsel stated, wishes to purchase the house and maintain it in its present location and has offered to pay the sum of $1,500. The encroachment, he stated, is about three feet upon highway right of way, and as the right of way is not needed for highway purposes immediately, he recommended that the agreement be approved with the condition that if the right of way is needed within five years the State can purchase the property for the same price. The Commission approved the agreement.

A petition by Weyerhaeuser Company for vacation of certain streets in the City of North Bend, Coos County, was presented by the Chief Counsel. The proposed vacation, he stated, has been approved by the Engineering Division, will not be detrimental to the interests of the State, and he recommended that it be approved. The Commission approved the "Consent for Vacation", and adopted a resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Highway Commission Meeting of September 15, 1961."

A proposed settlement of a condemnation case with Egon D. Arend, et al., File L-3780, R-29729, on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Multnomah County was presented by the Chief Counsel. The property involved, he stated, consists of three buildings in which there are twenty-four apartments. Outside appraisals made in 1959 indicated a value between $165,500 and $167,500, with the State's offer being $167,500. Another independent appraisal made in 1961 indicated a value of $178,500. He proposed a settlement in the amount of $187,000 with the furniture and fixtures value to be stipulated and payment

to be made in accord with the decision of the Feves case, which is forthcoming soon.

Concerning the condemnation case with Missouri Villa Inc., et al, which also involves an apartment house owned by Mr. Arend, on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Multnomah County, File L-3781, R-32204, the Chief Counsel stated that independent appraisals made in 1959 indicated a value between $60,000 and $62,900, and an offer had been made in the amount of $62,900. The owners have agreed to accept the sum of $68,000 with the value of the furniture and fixtures to be stipulated and payment to be in accord with the decision of the Feves case. Upon the Chief Counsel's favorable recommendation, the Commission approved both settlements, on the condition that the owners vacate the tenants, give possession of the properties immediately, and allow the State to advertise for the sale of the buildings before possession is granted. The Chief Counsel also pointed out that if these properties can be secured within three months there are good prospects that the buildings can be sold for a salvage value of $15,000 to $25,000.

In the condemnation case of State vs. E. W. Cresap, et al., File L-3790, R-32584, on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County, the Chief Counsel proposed a settlement of $778.50, with the owner to provide fencing estimated to cost $213.50. An offer had been made in the amount of $550.00 with the State to do the fencing. The Commission approved the settlement in the amount of $778.50 with the owner to furnish the fence.

A 15-minute recess was declared by Chairman McIver at 9:40 a.m.

Consideration was given to an offer made by Harlan D. Ellmaker to deed to the State for park purposes approximately 80 acres located in Lincoln County on the Corvallis-Newport Highway (US 20), about one mile west of Burnt Woods. The Parks Superintendent stated that the highway cuts through the southwest corner of the tract. The land is well located for park purposes and is traversed by a small stream which could be dammed easily to provide fishing for children. He also pointed out that there are no other park facilities on the highway between Corvallis and Newport, and he recommended that the land be accepted for a state park, to be named "Ellmaker State Park". The Commission accepted the gift with thanks to Mr. Ellmaker and thereupon adopted a resolution relative thereto, marked Exhibit "N", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

Authority was requested to call for bids and to award a contract to increase the size of the boat ramp and parking facilities and deepen the channel at Wallowa Lake State Park this fall. The Parks Superintendent explained that money for this work has been recommended in the proposed 1962 Budget for Parks, but to make the improvements to the boat ramp it is necessary to do the work this fall while the water is low; otherwise, it will have to be deferred for a year. The total cost of the project, he

stated, is estimated at $25,000. Upon his favorable recommendation the Commission approved the project as presented.

Attention was given to a request made by Tillamook County Court to prohibit parking of vehicles on a 300-foot section of the beach immediately south of Cape Kiawanda. The Parks Superintendent explained that this particular area is much used by salmon fishermen for launching dory-type boats through the surf to fish in the ocean and as a landing place for these boats. The congestion of parked automobiles and trailers, combined with launching and landing activities of the boats, has created a hazardous condition. He pointed out that the public will not be inconvenienced by a parking restriction because there is a public parking area immediately south of this location, and he recommended that parking be prohibited on this 300-foot beach section. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "C-5", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Commission considered a resolution adopted by the Manzanita City Council on September 6, 1961, requesting that the Manzanita beach be opened to vehicular traffic with a speed limit of not to exceed 15 miles per hour. The Engineer recalled that at the request of the City of Manzanita the Commission, on August 18, 1960, had adopted a resolution prohibiting vehicles on the beach within the city limits of Manzanita. The City, however, has reconsidered and now asks that the restriction be removed and the speed of vehicles be limited. Upon his favorable recommendation, the Commission approved the opening of the beach to vehicles on a year-round basis and restricted to a speed of 15 miles per hour, and thereupon adopted a resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

Consideration was given to the purchase of a 50-foot strip of land to be used for a park road along the west boundary of the Maud Williamson State Park in Yamhill County, and the purchase of a rectangular parcel of land to square up the southwestern park boundary. The Parks Superintendent stated that the 50-foot strip is needed to provide a roadway in order to open up a new picnic area, which is needed because of the increased use of the present facilities. The purchase of the rectangular parcel of land will be valuable in development of the park. The total area to be acquired is approximately four acres, which he estimated would cost $300 per acre. The Commission approved the acquisition of the land as presented.

Chairman McIver inquired if there had been any further developments concerning requests for restriction of vehicular traffic on Cannon Beach. The Engineer replied that the 15 mile-per-hour speed zone established by the Commission is working very well, and that when traffic on the beach had been checked recently no violations of the existing regulations had been noted.

The Engineer reported that he had awarded contracts which had been referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of. The Commission confirmed award of the following contracts:

(1) Grading, paving and structures on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways, Morrow County. Bids received June 27, 1961. Contract No. 5955 awarded August 1, 1961 to R. A. Heintz Construction Company and Rogers Construction, Inc., Portland, low bidder.

(2) Beaver Creek Bridge on Quincy-Mayger Road, Columbia County. Bids received July 27, 1961. Contract No. 5956 awarded August 4, 1961 to C. J. Montag & Sons, Portland, low bidder.

Commissioner Fridley commented that it appears that adequate provision has not been made for access from the Arlington vicinity to the Columbia River Pool, after it is elevated by construction of the John Day Dam. The Deputy Highway Engineer pointed out that access has been provided at Rufus and at Blalock.

The Commission gave attention to an item of unfinished business as shown on the Secretary's Summary of Unfinished Business, dated July 28, 1961, concerning the proposed establishment of a trust fund for acquisition of right of way for highways on the ABC System. The Engineer stated that the investigation, which is underway, has disclosed some complex problems which have not yet been resolved. The Commission ordered the item removed from the list of unfinished business, to be considered as new business when the Engineer's report is presented.

Under authority previously granted by the Commission, the Engineer reported placement of the following temporary construction speed zones for the protection of the traveling public:

(1) 35 MPH on Ukiah-Hilgard Highway, between M.P. 27.17 and M.P. 34.25, in Union County, effective 8:00 a.m., August 4, 1961.

(2) 35 MPH on Applegate River-Grants Pass Section of Redwood Highway, between M.P. 6.75 and M.P. 7.35, in Jackson County, effective 8:00 a.m., August 14, 1961.

(3) 35 MPH on Old Oregon Trail, between M.P. 165.7 and M.P. 168.0, in Morrow County, effective 12 Noon, August 25, 1961.

(4) 35 MPH on Columbia River Highway, between M.P. 174.0 and M.P. 176.0, in Morrow County, effective 12 Noon, August 25, 1961.

(5) 35 MPH on Judkins Point-Goshen Section of Pacific Highway, between M.P. 127.09 and M.P. 130.61, in Lane County, effective 8:00 a.m., September 6, 1961.

The Commission confirmed the construction speed zones.

The Commission confirmed the action of the Engineer in placing signs near each end of the East Diamond Lake Highway and the West Diamond Lake Highway in Klamath, Douglas, and Jackson Counties, limiting axle and tandem axle weights to 18,000 and 32,000 pounds, respectively. This action, the Engineer explained, was taken under authority granted by the Commission in Miscellaneous Resolution No. 94-a, adopted February 27, 1958, and amended by Resolution No. 94-b, adopted June 19, 1958. The action was taken because of relatively weak highway surfaces.

Attention was given to an agreement with the City of Eugene whereby the City agrees to take over at its own expense the maintenance and operation of signals and illumination at the Ferry Street Interchange on the Eugene-Springfield Highway. The Engineer explained that the contract for installing the signals and illumination was awarded when the location was outside the City of Eugene and City cooperation was not involved. The area, however, has since been annexed to the City. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission also considered an agreement with Southern Pacific Company covering a change in the location of traffic signals at the grade crossing of the North Santiam Highway with the Railroad Company's tracks near Aumsville. The Engineer explained that the signals were originally installed for a two-lane crossing. It is now construction policy to provide additional lanes at railroad grade crossings so that vehicles which are required by law to stop may pull out of the traveled roadway to make their stops. Upon his favorable recommendation, the Commission approved the agreement.

Increases in project authorizations on the following state highway contracts were requested by the Engineer and granted by the Commission:

(1) $12,917.66 on Contract No. 5792 for grading and oiling on the Coquille Junction-Rhoda Creek Section of the Powers Highway in Coos County. The increase, he stated, is approximately 6.67 per cent of the original authorization and was caused principally by extensive drainage corrections to take care of large amounts of ground water. Additional base rock was also required.

(2) $23,784.71 on Contract No. 5840 for grading and paving the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties. The overrun of approximately 6.58 per cent, the Engineer stated, was caused primarily by additional sprinkling water needed to control the dust; also, a grade change to improve drainage required that extra borrow be made.

(3) $18,322.70 on Contract No. 5807 for grading and paving the Albany-Santiam Interchange Section on the Santiam Highway in Linn County. The overrun of approximately 7.1 per cent, the Engineer stated, was caused principally by soft spots in the subgrade which required subexcavation and backfilling with rock.

The Engineer recommended cancellation of an agreement with Tillamook County, dated May 27, 1958, covering joint use and maintenance of a truck scale located near M.P. 2.17 on the old section of the Wilson River Highway in Tillamook County. He explained that, because of a change in the pattern of truck hauling, use of the scale has declined considerably, and he proposed that the agreement be cancelled, thereby relinquishing to Tillamook County all claim and title to the truck scale building, mechanism and appurtenances, without cost to the County. Necessary documents to effect the cancellation and transfer of title will be prepared by the Legal Division. The Commission accepted the recommendation.

The Commission confirmed telephonic authority previously granted for payment of $5,476.00 to the Highway Research Board Correlation Service for one year's dues from July 1, 1961 to June 30, 1962.

The Engineer presented a tabulation showing a partial allocation of approximately 75 per cent of the 1963 Federal-Aid Secondary Funds to the individual counties of the State. This allocation, he stated, has been computed in accordance with the formula developed by the Association of Oregon Counties, using the 1960 Federal Census and 1961 county road mileages. The remaining 25 per cent of the allocation, he continued, has been withheld by the Federal Government pending a compilation of the postal road mileages. The Commission approved the tabulation as presented and authorized the Secretary to sign the necessary agreements with the counties when they are prepared.

PARTIAL ALLOCATION, FISCAL YEAR 1963 FAS FUNDS TO COUNTIES

County	75% Allocation Federal Funds	August, 1961 75% Allocation Total FAS Funds Including State & County Match Money (Rounded to Thousands)
Baker	$ 27,020	$ 45,000
Benton	33,741	56,000
Clackamas	110,680	184,000
Clatsop	29,440	49,000
Columbia	38,412	64,000
Coos	60,612	101,000
Crook	26,382	44,000
Curry	27,169	45,000
Deschutes	29,984	50,000
Douglas	77,121	129,000
Gilliam	19,063	32,000
Grant	23,342	39,000
Harney	26,857	45,000
Hood River	26,680	44,000
Jackson	59,993	100,000
Jefferson	24,108	40,000
Josephine	34,831	58,000
Klamath	49,136	82,000
Lake	26,246	44,000

(Continued on following page)

PARTIAL ALLOCATION, FISCAL YEAR 1963 FAS FUNDS TO COUNTIES (Cont.)

County	75% Allocation Federal Funds	August, 1961 75% Allocation Total FAS Funds Including State & County Match Money (Rounded to Thousands)
Lane	$ 114,441	$ 191,000
Lincoln	33,800	56,000
Linn	61,557	103,000
Malheur	49,075	82,000
Marion	96,543	161,000
Morrow	25,780	43,000
Multnomah	166,242	277,000
Polk	37,588	63,000
Sherman	18,394	31,000
Tillamook	33,151	55,000
Umatilla	54,490	91,000
Union	26,019	43,000
Wallowa	24,654	41,000
Wasco	28,343	47,000
Washington	92,393	153,000
Wheeler	16,745	28,000
Yamhill	42,902	72,000
	$1,672,934	$2,788,000

SUMMARY, ENTIRE STATE - FISCAL YEAR 1963 COUNTY FAS FUNDS:

Federal Funds (50% of Oregon's Apportionment of $3,396,819)	$1,698,410
Less Planning Survey Funds	25,476
	$1,672,934
Net Total Federal Funds for Construction	$1,672,934
Plus Estimated Required Match Money . . . State Funds)	557,644
. . . County Funds)	557,645
TOTAL COUNTY FAS FUND . . .	$2,788,223

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with state and county funds estimated to be approximately 20% each.

The Commission considered and upon the favorable recommendation of the Engineer, approved county Federal-Aid Secondary projects with Lincoln, Polk, Wallowa, and Yamhill Counties, as follows, and also authorized the Secretary to sign the agreements in behalf of the Commission when they are prepared:

(See following page for tabulation.)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Lincoln	585	Depot Slough Bridge. Structure	$ 98,000	1963
Polk	750	McTimmonds Corner-Maple Grove. Grade & Surface, 3.6 miles.	$ 128,000	1963
Wallowa	487 489	Wallowa-Whiskey Creek. Grade, Surface, & Oil, 1.7 miles.	$ 80,000	1963
	468	East Unit, Diamond Prairie Road. Surface & Oil, 1.2 miles.	25,000	1963
		Subtotal, Wallowa County	$ 105,000	
Yamhill	753	Lambert Slough Bridge. Structure & Grading	$ 87,000	1963
		TOTAL	$ 418,000	

SUMMARY BY FISCAL YEARS	1963 Estimated	Total
Allocated Funds	$3,692,000	$3,692,000
Previously Approved	--	--
Unprogrammed Balance	$3,692,000	$3,692,000
Projects Proposed 9/15/61	418,000	418,000
Unprogrammed Balance	$3,274,000	$3,274,000

Agreements covering Federal-Aid Secondary construction projects in Wasco, Klamath, Lane, Malheur, Columbia, Lincoln, and Lake Counties were considered by the Commission. The Engineer explained that authorizations covering these projects had been approved by the Commission previously. The Commission approved the agreements and authorized the Secretary to sign them in behalf of the Commission.

(1) With Wasco County covering the North Unit, Wapinitia-Forest Boundary Section of FAS 712.

(2) With Klamath County covering the Shasta Way-South Sixth Street Section of FAS 415.

(3) With Lane County covering the Marcola-Drury Creek Section of FAS 228.

(4) With Malheur County covering the North Unit, Westfall-Harper Section of FAS 525.

(Continued on following page.)

(5) With Columbia County covering the South Fork Scappoose Creek Bridge on FAS 817.

(6) With Lincoln County covering the Siletz River Bridge on FAS 832.

(7) With Lake County covering the Dry Creek Bridge on FAS 407.

The Engineer presented for the Commission's consideration surveys for relocation or reconstruction of several sections of state highways. He explained briefly that careful engineering consideration has been given to provide the most adequate facility for the traveling public commensurate with the cost involved. He also mentioned that public hearings have been held concerning some of the surveys when such hearings were required by either Federal or State law. The Commission approved the following surveys and thereupon adopted resolutions relative thereto, marked Exhibits "J-1" through "J-7", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961":

(1) Grand Avenue Overcrossing of SP Railroad and Division Street, Grand Avenue Section of Pacific Highway East, Multnomah County. (See Exhibit "J-7")

(2) Butler Canyon-White River Section of The Dalles-California Highway, Wasco County. (See Exhibit "J-4")

(3) Yoncalla-Rice Hill Section of Pacific Highway, Douglas County. (See Exhibit "J-6")

(4) Bellows Street-Madrone Street (Roseburg) Section of FAS Route 241, Douglas County. (See Exhibit "J-5")

(5) Amend "Survey Resolution No. 1a", adopted July 28, 1961, so as to declare as a throughway the Pelican City-South Sixth Street Section of Klamath Falls-Malin Highway, Klamath County. (See Exhibit "J-1")

(6) Amend "Survey Resolution No. 238", adopted July 28, 1961, so as to declare as a throughway the Polk Station-Dallas Section of the Kings Valley Highway, Polk County. (See Exhibit "J-2")

In connection with the survey for the Butler Canyon-White River Section of The Dalles-California Highway the Engineer recommended, and the Commission approved, transfer of $230,000 from the North Unit, Lyle Gap-Madras Section to the Butler Canyon-White River Section. In discussing the Yoncalla-Rice Hill Section of the Pacific Highway the Engineer recalled that at the hearing held June 1, 1961 two diamond-type interchanges, approximately 300 feet apart, were discussed. It appeared that the northerly interchange was preferred but some spoke in favor of utilizing the existing underpass. Either plan could be used, but as the northerly interchange appears to offer the best service over a period of years he recommended that it be constructed. The Commission approved his recommendation.

Consideration was given to the Engineer's report on proposed work on the Alsea-Deadwood Secondary Highway in Benton County. The Engineer stated that he had made an inspection of the road, which is a stub of about ten miles, and found that the highway is not adequate for the daily traffic of approximately 300 vehicles, with a high percentage of log and lumber trucks. To make a full-scale improvement he estimated would cost approximately $150,000. It was his opinion that the road could be improved materially with some widening work to be performed by State forces, the placing of a four-inch crushed rock cushion course, and placing a binder and oil mat, the work to be performed in 1962. He recommended that the work be performed as outlined, at a cost of approximately $55,000. The Commission approved the project.

The Commission discussed with the Engineer a letter from the City of Burns regarding a proposed alternate location of the Central Oregon Highway in the westerly part of Burns. The Engineer recalled that this matter had come up previously and the people of Burns had not been able to decide conclusively as to whether a new route should be constructed or the old one continued in use. There appears to be no justifiable reason for changing the location, and he recommended that the highway remain in its present location. The Commission accepted his recommendation.

The Commission also considered a letter from S. Eugene Allen, Executive Secretary, Downtown Portland Inc., requesting that the Oak Street left-turn ramp in the City of Portland be allowed to remain open for a period of at least six months. The Engineer stated that the letter submitted by Mr. Allen had urged this delay to allow the Portland City Planning Commission time in which to find an alternate solution. In discussing this matter, the Commission indicated that no action would be taken by the Highway Commission until such time as a request is received from the City of Portland.

Attention was given to a form of agreement with the City of Portland rescinding an agreement dated May 26, 1961 between the City of Portland and the State Highway Commission, pertaining to construction of the Ash Street off-ramp from Harbor Drive. The Engineer recalled that considerable opposition had been raised against the Ash Street off-ramp, and the proposed agreement provides for cancelation of the project. The Commission approved the agreement.

A request was considered from the U. S. Bureau of Public Roads that the State crush 25,000 cubic yards of material for use on a Bureau of Land Management project near the Marcola-Drury Creek county project in Lane County. The Engineer explained briefly that under the terms of the agreement the Bureau of Public Roads is to reimburse the State for the cost of producing this material, bids for which were received on September 13, 1961. Upon his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission discussed with the Engineer a proposed Lease Agreement with the U.S. Corps of Engineers covering the lease of 15.39 acres to the State on which to relocate The Dalles Maintenance Headquarters. The proposed lease, the Engineer stated, is to run for a 50-year period at $500 per year rental. He also requested authority to construct a new maintenance headquarters building on the site at an estimated cost of $50,000 and an office building estimated to cost $90,000. Commissioner Fridley stated that it was his understanding that the Corps of Engineers had donated to Wasco County a similar tract of land to the east of this property and at one time the County held the land without the payment of any rental. Chairman McIver inquired as to how the Corps of Engineers arrived at the rental figure of $500 per year. After some further discussion, the Commission deferred action on the matter pending an explanation as to the determination of the rental rate in view of the purported donation of land to Wasco County.

The Engineer presented for the Commission's consideration requests from contractors for increases in number of workdays within which to complete construction of contracts. These requests, he stated, have been given careful consideration, and his recommendations have been made in compliance with the terms of each contract. The Commission took action on the requests, as follows:

(1) Acme Construction Co., Contract No. 5850, for paving and rock production on the Vesper-Mist and Columbia County Line-Pebble Creek Road in Columbia and Washington Counties, requested an increase from 65 to 78 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 5 days without assessment of liquidated damages.

(2) Roy L. Houck Sons' Corp., Contract No. 5627, for grading and structures on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, requested an increase from 195 days to 200 days within which to complete the contract without assessment of liquidated damages. The Commission denied the request.

(3) R. E. Hall Construction Co., Contract No. 5894, for grading and oiling the Bally Mountain Road-Meadow Creek Section of the Ukiah-Hilgard Highway in Union County, requested an increase from 85 days to 115 days within which to complete the contract without assessment of liquidated damages. The Commission denied the request.

The Engineer reported that Contract Nos. 5564, 5615, 5634, 5639, 5670, 5735, 5740, 5747, 5759, 5782, 5803, 5830, 5841, 5847, 5848, 5853, 5855, 5875, 5876, 5880, 5883, 5892, 5900, 5907, 5919, 5923, 5925, 5931, 5932, and 5933 for highway construction had been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution

relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Commission gave attention to a request from the City of Springfield for an easement to construct a 15-inch sanitary sewer line across a Highway Department stockpile site on 54th Street in Springfield. The Engineer stated that the site is along the McKenzie Highway, and the request will not be detrimental to the State. Based upon his favorable recommendation the Commission approved the easement as requested.

The Engineer presented to the Commission several proposed reduced speed zones on sections of State highways. He explained that these had all been carefully investigated by the Traffic Engineering Division to provide for the safety of the traveling public, to take care of changes in traffic conditions, and to be compatible with speed zoning established by the State Speed Control Board within cities. The Commission approved the following speed zones by adopting resolutions relative thereto, marked Exhibits "B-1" through "B-6", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961":

(1) "Speed Zone Resolution No. 354" rescinding "Speed Zone Resolution No. 288" and re-establishing certain speed zones on the Olds Ferry-Ontario Highway No. 455 north and west of the City of Ontario, Malheur County. (See Exhibit "B-1")

(2) "Speed Zone Resolution No. 355" rescinding "Speed Zone Resolutions Nos. 50, 78, and 266" and re-establishing certain speed zones on the Sunset Highway No. 47 between the junction of the Oregon Coast Highway and the southwest city limits of Portland, Tillamook, Clatsop, Washington, Columbia, and Multnomah Counties. Primarily this resolution designates a 60 mile-per-hour speed limit on the Sunset Highway. (See Exhibit "B-2")

(3) "Speed Zone Resolution No. 356" rescinding "Speed Zone Resolution No. 257" and establishing a 35-mile-per-hour speed zone on the Cascade Highway No. 160 in the community of Mulino, Clackamas County. (See Exhibit "B-3")

(4) "Speed Zone Resolution No. 357" establishing a 45 mile-per-hour speed zone on the Corvallis-Lebanon Highway No. 210 immediately west of the west city limits of Lebanon, in Linn County. (See Exhibit "B-4")

(5) "Speed Zone Resolution No. 358" establishing a 35 mile-per-hour speed zone on the Green Springs Highway No. 21 in the community of Keno, Klamath County, including a 20 mile-per-hour school crossing exception. (See Exhibit "B-5")

(Continued on following page)

(6) "Speed Zone Resolution No. 359" rescinding "Speed Zone Resolution No. 154" and re-establishing a 35 mile-per-hour speed zone and a 45 mile-per-hour speed zone on Oregon Caves Highway No. 38 east of Cave Junction, Josephine County. (See Exhibit "B-6")

Attention was given to a request made by the Attorney for the Confederated Tribes of the Warm Springs Reservation of Oregon for parking regulations on the Warm Springs Highway near the Warm Springs Reservation, just north of the Deschutes River Bridge, in Jefferson County. The Engineer reported that a traffic engineering investigation disclosed considerable parking of vehicles on the shoulders which severely restricts sight distance for drivers moving out of the parking area from the service station and cafe located on the westerly side of the highway. Upon his favorable recommendation, the Commission prohibited shoulder parking on both sides of the Warm Springs Highway No. 53 between M.P. 105.07 and M.P. 105.20 at the northern end of the Deschutes River Bridge, and thereupon adopted a resolution relative thereto, marked Exhibit "C-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Commission considered a report made by the Engineer concerning parking of vehicles on the shoulders of the Santiam Highway near Lost Lake in Linn County. He pointed out that because of the narrow shoulder width, vehicles cannot park on the shoulders without encroaching on the traveled roadway, thereby creating a hazard to the traveling public. He recommended that shoulder parking be prohibited on the southerly side of the Santiam Highway No. 16 between M.P. 76.30 and M.P. 76.89 and on the northerly side of the highway between M.P. 76.41 and M.P. 76.89. He also recommended that parallel parking only be permitted on the northerly side of the highway between M.P. 76.30 and M.P. 76.41. The Commission approved his recommendations, and thereupon adopted resolutions relative thereto, marked Exhibits "C-3" and "C-4", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Highway Commission Meeting of September 15, 1961".

The Engineer recommended the prohibition of shoulder parking by vehicles on both sides of the Oakland-Shady Highway No. 234 between a point 400 feet south of Davis Creek and a point 0.33 mile south of Davis Creek, north of Roseburg, Douglas County. He explained briefly that a "Go Kart" race track is located in this area and a number of people have been parking along the highway shoulders, thereby creating a hazard to the traveling public. The Commission approved the recommendation by adopting a resolution relative thereto, marked Exhibit "C-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

Out-of-State travel expenses were recommended by the Engineer and approved by the Commission, as follows:

(1) Roy C. Edgerton, Research Engineer, to attend meeting of Surface Drainage Committee of the Highway Research Board at Fort Collins, Colorado, on November 16 and 17, 1961 at an estimated cost of $180.

(2) Confirmed attendance of W. C. Williams, State Highway Engineer, at the AASHO Test Road Advisory Committee Meeting in Chicago, Illinois, on September 11 and 12, 1961, at an estimated cost of $265.

(3) Mark Astrup, State Parks Superintendent, to attend 41st Annual Meeting of the National Conference on State Parks at Lake Texoma, Oklahoma, on September 24-29, 1961 at an estimated cost of $380.

The Engineer reported that a request had been received from the U. S. Forest Service for a permit to install a sign on the easterly side of the Lake of the Woods Highway, between Lake Creek and the Jackson-Klamath County line, at M.P. 27.05. This sign, he explained, is one which indicates the degree of danger from forest fires, and because of the dry weather they had been allowed to install the sign. He requested that his action be confirmed and that the Secretary be authorized to sign the permit in behalf of the Commission. The Commission approved his request.

Consideration was given to a request from Columbia County for permission to install three "Building Permits Required" signs at the entrances to Columbia County on the (1) Columbia River Highway at M.P. 18.39, which is the Multnomah-Columbia County line, (2) Nehalem Highway at M.P. 37.73, which is the Clatsop-Columbia County line, and (3) Nehalem Highway at M.P. 67.72, which is the Washington-Columbia County line. The Engineer stated that the sign messages and locations have been approved, and he recommended that permission be granted to install the signs on highway right of way and that the Secretary be authorized to sign the permits in behalf of the Commission. The Commission approved the recommendation.

A request was considered from the Commanding Officer of the Umatilla Ordnance Depot, near Hermiston, for permission to install a sign on the northerly side of the Old Oregon Trail Highway, at M.P. 177.31 in Umatilla County. This sign, the Engineer stated, is to indicate the location of the Umatilla Ordnance Depot. The sign message and location have been approved, and he recommended that permission be granted to erect the sign and that the Secretary be authorized to sign the permit. The Commission accepted the recommendation.

Consideration was given to an agreement with the Oregon Trunk Railway covering the Third Street Overcrossing of The Dalles-California Highway, north of Bend, in Deschutes County. The Engineer explained briefly that the agreement is necessary in connection with reconstruction of the Highway in that vicinity. The Commission approved the agreement.

A resolution was presented by the Engineer incorporating certain changes in "Loads and Hauling Resolution No. 24f", adopted July 28, 1961, and authorizing the operation of certain overlength, overweight and overheight combinations of vehicles on designated highways. The Engineer also presented a resolution amending "Loads and Hauling Resolution No. 25b", adopted July 28, 1961, which authorizes the issuance of various forms of transportation permits. He explained briefly that the revision in Resolution No. 24f is to incorporate changes in the coverage provided, and amendments to Resolution No. 25b provide a minor change in the coverage of

certain permit forms to comply with laws passed by the 1961 Legislature. Upon his favorable recommendation the Commission adopted resolutions relative thereto, marked Exhibits "G-1" and "G-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Commission confirmed approval of a revised agreement with the U. S. Army Corps of Engineers covering viewpoints along the Columbia River Highway (US 730) within the McNary Lock and Dam Project in Umatilla County.

The Commission considered agreements with Lake and Harney Counties covering the Adel-Nevada State Line Road, known as a part of the Winnemucca-to-the-Sea Route. The Engineer recalled that verbal and letter agreements had been reached with the Counties previously and discussed with the Commission. These agreements have now been resolved to formal written form. Briefly, the agreement with Lake County provides that the County take over as a county road that section of the Warner Secondary Highway from Adel northerly to Plush, and that the State will place upon the State Highway System the Adel-Nevada State Line Section, which will become a part of the Warner State Secondary Highway, No. 431. The agreement with Harney County simply states that the County approves extension of the Warner Secondary Highway through the southwestern corner of Harney County and relinquishes all County claim to the right of way occupied by the Highway. He also explained that all provisions of the agreements have been met, except that portion pertaining to transfer of right of way from the County to the State, some sections of which have not been cleared. He recommended that the Commission approve the agreements contingent upon receipt of evidence that all necessary right of way has been properly transferred to the State. The Commission approved the agreements on that basis, and thereupon adopted a resolution formally effecting the transfer of the highways, marked Exhibit "M", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

Consideration was given by the Commission to throughway agreements covering sections of three State highways on which construction projects are to be undertaken. The Engineer explained briefly that the throughway agreements are necessary to take care of city and county road closures and connections in performance of the construction work. Upon his favorable recommendation the Commission approved the following throughway agreements and authorized the Secretary to sign them in behalf of the Commission:

(1) With Umatilla County covering Athena-Blue Mountain Station Section of Oregon-Washington Highway, Umatilla County.

(2) With City of Bend covering Swalley Canal-East Revere Avenue Section of The Dalles-California Highway, Deschutes County.

(3) With Klamath County covering Shasta Way-South Sixth Street Section of Klamath Falls-Malin Highway, Klamath County.

An agreement with the Deschutes Reclamation and Irrigation Company concerning highway construction on the Revere Street-Swalley Canal Section of The Dalles-California Highway in and north of Bend, in Deschutes County, was considered. This agreement, the Engineer stated, is needed because of highway construction which crosses the Canal. He recommended that the agreement be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

The Commission also considered an agreement with Central Oregon Irrigation District concerning highway construction on the Swalley Canal-Revere Street Section of The Dalles-California Highway in and north of Bend, in Deschutes County. This agreement, the Engineer stated, is needed because the highway construction requires a crossing of the North Unit Main Canal and Ditch Rider Road of the Irrigation District. Upon his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Attention was given to an agreement with the Magruder Drainage District involving highway construction between Woodson and Clatskanie on the Columbia River Highway, in Columbia County. As the highway under construction crosses property within boundaries of the Drainage District, it is necessary that the agreement be executed, the Engineer stated. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

An agreement with Southern Pacific Company on the New Era-Canby Section of the Pacific Highway East, in Clackamas County, was discussed. The Engineer pointed out that in construction of the New Era-Canby Section it is necessary to connect some of the highway drainage to a culvert under the Railroad Company's tracks, which this agreement covers. Upon his favorable recommendation the Commission approved the agreement.

A resolution was presented by the Engineer renaming the old route of the North Santiam Secondary Highway, in Marion County, from the junction with Silver Falls Highway, at M.P. 8.81 west of Shaw, easterly through Aumsville, Sublimity, Stayton to a junction with the North Santiam Highway near the old fish hatchery west of Mehama, as the Aumsville-Mehama Highway No. 165. The newly constructed section of the North Santiam Highway, from the Salem By-pass easterly to the Gun Club, has been completed and opened to public travel, thus completing the construction on the westerly end of the North Santiam Highway. The Commission approved the designation of the Aumsville-Mehama Highway by adopting a resolution relative thereto, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Engineer reported that highway construction had been completed on several sections of State highways, and that these new sections are now open to public travel. To fulfill terms of agreements previously entered into with the various counties, he recommended that the Commission adopt resolutions formally abandoning the sections of old highways which have been replaced by the newly constructed sections. The Commission approved the

recommendation and thereupon adopted resolutions relative thereto, marked Exhibits "H-1" through "H-3", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961", as follows:

(1) Old route of the North Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, to be abandoned to Jefferson County. (See Exhibit "H-1")

(2) Old route of the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County, which is to be removed from the highway system but retained by the Highway Commission for public purposes. (See Exhibit "H-2")

(3) Certain portions of the North Fork, Siuslaw River Section of the Siuslaw Highway in Lane County, to be abandoned to Lane County. (See Exhibit "H-3")

Consideration was given to a supplemental agreement with the City of Roseburg, in Douglas County, covering construction on the Douglas Avenue-South City Limits Section of the Oakland-Shady Highway in Roseburg. The Engineer explained that the original agreement provides for one-way couplet construction over sections of Stephens Street, Pine Street, and certain connecting links. The supplemental agreement provides that the City shall install no parking and parallel parking zones in certain areas and move, at its own expense, the west curb line on Pine Street for a distance of 150 feet southerly from the south curb line of Mosher Street. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

Railroad agreements required in highway construction were presented by the Engineer. The Commission approved the following agreements:

(1) Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, concerning the second Hood River Overcrossing of the UP Railroad on the Columbia River Highway, Hood River County.

(2) Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, concerning the Haines Grade Crossing on the Haines-Anthony Secondary Highway, Baker County.

(3) Southern Pacific Company concerning the West Salem Overcrossing of the Willamina-Salem Highway, immediately west of West Salem, Polk County.

(4) Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, concerning the construction on the Willamette River-42nd Avenue Section of the Columbia River Highway (T. H. Banfield Expressway), Multnomah County.

The Commission considered a petition from residents and business people in the north Eugene area in Lane County requesting that signs designating the route of US99 be erected to indicate the old highway through Eugene and Harrisburg. The Engineer pointed out that agitation has been underway on this matter for more than a year, and it has been studied carefully. It was his opinion that to approve the request would be a disservice to the traveling public, in that some might be misguided into using the old highway. The Commission approved his recommendation that the request be denied.

The Commission also considered a petition from residents of Malheur County and others requesting that the designating and signing of US30 be restored to the old route of the Old Oregon Trail Highway, from Olds Ferry Interchange to Ontario. The Engineer commented that the purpose of highway signing is to direct the traveling public, and to do as requested would be a disservice to the traveling public, some of whom might be misguiced over the old route. Upon his adverse recommendation, the Commission denied the petition.

Attention was given to a letter, written by Mr. Ronald L. Schippers to Governor Mark O. Hatfield which was referred by Governor Hatfield to the Highway Department, requesting that action be taken to reduce traffic hazards at the intersection of the Northeast Portland Highway with Fairview Avenue in Portland. The Engineer stated that a traffic engineering investigation had been made which disclosed that changes should be made in the placement of stop signs at this intersection. It was his recommendation that all traffic entering the intersection be required to stop, with the exception of traffic moving from west to south. The Commission approved his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "L", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

The Engineer reported that the 1961 State Legislature had authorized use of the "Yield Right of Way" sign. As the use of all signs and other highway markers must be approved by the State Highway Commission, he recommended that the Commission approve this particular sign so that it could be placed in the "Oregon Manual on Uniform Traffic Control Devices". The Commission approved the sign.

The filling of a vacancy on the Travel Information Division Advisory Committee was discussed. The Engineer recalled that consideration had been given previously to the appointment of William Manion of Seaside, but no official action had been taken. Mr. Manion, he stated, is well acquainted with the work of the Travel Information Division and has had many years' experience in the Oregon Coast Association, the Seaside Chamber of Commerce, and other travel promotion organizations. The Commission appointed Mr. Manion as a member of the Travel Information Division Advisory Committee.

An agreement with Douglas County was presented by the Engineer granting County use of State-owned property to increase the size of the County picnic area on the Oakland-Shady Secondary Highway at M.P. 12.17. He explained briefly that the County has been using a parcel of land in this area for several years and has now requested the use of additional land to increase the size of the picnic area, to permit the construction of a launching ramp for small boats, and to allow an access road to the picnic area. Proposed use of the land as outlined in the agreement will not be detrimental to the State, and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period July 24 through September 8, 1961.

The Commission confirmed the next meeting date for October 20, 1961, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for December 8, 1961.

A Joint Use Agreement with the City of Medford and the U. S. Forest Service was presented by the Engineer. This agreement, he stated, allows the Forest Service to install and operate radio facilities in a building constructed under an agreement between the City of Medford and the State of Oregon on Roxy Anne Butte in Jackson County. The agreement will not be detrimental to the interests of the State, and he recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Attention was given to a form of Indenture Easement in which Southern Pacific Company grants to the State certain slope and drainage encroachments on Railroad property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. The Engineer stated that the Indenture Easement form is necessary in highway construction in that area. The Commission approved the Indenture and authorized the Secretary to sign it in behalf of the Commission.

Consideration was also given to a form of agreement with the Gold Hill Irrigation District concerning crossing of drainage facilities by highway construction on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County. Upon favorable recommendation by the Engineer the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

An agreement with the U. S. Bureau of Reclamation and the North Unit Irrigation District concerning the crossing of the North Unit Main Line Canal was discussed. The Engineer explained that in construction of the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in and north of Bend, it is necessary to cross the Main Line Canal, and the agreement provides for such crossing. Based on his favorable recommendation, the Commission approved the agreement.

The Commission at this time discussed the possible acquisition for park purposes of a material source located along the Rogue River, a few miles east from Grants Pass. The Engineer recalled that at the Highway Commission meeting on July 28, 1961 the Commission had requested that an investigation be made concerning the feasibility of acquiring this piece of property, currently being used by Peter Kiewit Sons' Company, contractor. Investigation disclosed that the property is not owned by Peter Kiewit Sons' Company, but is under lease from Romie Ullian on a royalty basis. It appears that a considerable amount of usable material will be available on the site after the contractor completes his current project, and the Engineer was doubtful that the property could be acquired at a reasonable price.

The sale of bonds authorized by the 1961 Legislature was brought up by the Engineer. An agreement has been prepared covering construction of the Columbia River Bridge at Astoria, and he recommended that it be signed by the Highway Commission and that authority be granted to the Chief Counsel to arrange for the sale of bonds for the Astoria Bridge and the other two Highway bond issues as authorized by the 1961 Leglislature. The Chief Counsel pointed out that in order to prepare a resolution to authorize sale of bonds it is necessary to know the date of the bonds, when they are to be sold, and certain other details. He suggested that the Commission grant him authority to prepare the resolution to be acted on by the Commission at a later date, probably at the October meeting. In discussing the information to be placed in the resolution, Chairman McIver instructed that contact be made with representatives of some of the large banks, with the Auditor for the State Highway Department, with the State Treasurer's Office and with a responsible bond attorney. The Commission approved and signed the agreement with the State of Washington concerning the Columbia River Bridge at Astoria and authorized the Chief Counsel to prepare a resolution covering the sale of Highway bonds.

The Engineer stated that in order to protect the traveling public he had ordered the establishment of construction speed zones on the following sections of State highways:

(1) 35 MPH on the Cornell Road-Barnes Road Section of the Sunset Highway, between M.P. 65.42 and M.P. 68.62, in Washington County, effective 8:00 a.m., September 14, 1961.

(2) 25 MPH on the King Creek Bridge Project on the Coos Bay-Roseburg Highway, in Douglas County, between M.P. 29.3 and M.P. 32.5, effective 8:00 a.m., September 13, 1961.

The Commission confirmed the Engineer's action.

The Engineer recalled that the Commission on May 26, 1961 had adopted a resolution covering the survey of the Fikes Corner-Hood River Section of the Mt. Hood Highway, in Hood River County. He requested that the Survey Resolution be amended to designate the highway as a throughway. The Commission approved his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "J-3", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of September 15, 1961".

An agreement with Union Pacific Railroad was presented by the Engineer concerning construction of the interchange between the Banfield Expressway Section of the Columbia River Highway and the Pacific Highway in the City of Portland. Upon his favorable recommendation the Commission approved the agreement.

The Commission discussed with the Engineer bids for highway construction which were opened on September 13. The Engineer pointed out the low bid on each project, the amount of the estimated cost of the project, and made recommendations concerning award. At 11:00 a.m. the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON SEPTEMBER 13, 1961

"Pine Creek Bridge on County Road, approximately 2 miles southeasterly of Halfway, Baker County. The Commission referred all bids to Baker County for award.

"Richland Sand Shed in Baker County. The Commission awarded the contract to the low bidder, Lloyd C. Spikes Construction and Weber English, Elgin, at $12,083.57.

"Necanicum River (First Ave.) Bridge in Seaside, Clatsop County. The Commission referred all bids to the City of Seaside for award.

"Stone base, oiling and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway, Coos County. The Commission rejected the one bid received as being too high.

"Grading and paving on 16th Street-Lewis Street (North Bend) Section of the Cape Arago Highway, Coos County. The Commission elected to accept the low bid of Bay Pavers, Inc., North Bend, in the sum of $63,226.10 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of North Bend is received and the sum of $18,300.00 is deposited by the City.

"Grading and paving on the Woodson-Clatskanie Section of the Columbia River Highway, Columbia County. The Commission rejected all bids as being too high.

"South Fork, Scappoose Creek Bridge on Watts Road, Columbia County. The Commission elected to accept the low bid of George E. Berry, Beaverton, in the sum of $15,282.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of $3,500.00 is deposited by the County.

"Ochoco Lake State Park Latrine on Ochoco Highway, Crook County. The Commission awarded the contract to the low bidder, Harley E. Lowe, Ashland, at $9,151.50.

"Grading, paving, structures and signing on the Swalley Canal-East Revere Ave. (Bend) Section in Deschutes County. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at $292,038.80.

"Koberg Beach Wayside Park Facilities on Columbia River Highway, Hood River County. The Commission awarded the contract to the low bidder, Interstate Paving Co., The Dalles, at $34,075.00.

"Grading, paving and signing on the Rock Point-Seven Oaks Section of the Pacific Highway, Jackson County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Wn., at $1,152,715.00

"Roadside improvement project on Evans Creek-Rock Point Section of Pacific Highway, Jackson County. The Commission awarded the contract to the low bidder, Knight Pearcy Nursery, Salem, at $33,372.50.

"Laurelhurst State Park Latrine on Crater Lake Highway, Jackson County. The Commission awarded the contract to the low bidder, Harley E. Lowe, Ashland, at $8,555.00.

"Central Point Maintenance Building, Jackson County. The Commission awarded the contract to the low bidder, Don L. Jacobs, Medford, at $24,651.00.

"Grading, paving and structure on the U.P. Overcrossing-Madras Section of the Warm Springs Highway, Jefferson County. The Commission rejected the one bid received as being too high.

"Paving on the Shasta Way-South 6th Street Section of the Klamath Falls-Malin Highway, Klamath County. The Commission elected to accept the low bid of Page Paving Co., Salem, in the sum of $60,750.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of $14,000.00 is deposited by the County.

"Collier Memorial State Park Standard Latrine, on The Dalles-California Highway, Klamath County. The Commission awarded the contract to the low bidder, Harley E. Lowe, Ashland, at $8,932.75.

"Dry Creek Bridge on Westside County Road, Lake County. The Commission elected to accept the low bid of Ausland Construction Co., Grants Pass, in the sum of $11,835.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lake County is received and the sum of $2,700.00 is deposited by the County.

"Grading and structure on the Cottage Grove-Divide Section of the Pacific Highway, Lane County. The Commission awarded the contract to the low bidder, L. S. Matusek, Portland, at $350,692.30.

"Grading and stone base on the Marcola-Drury Creek Section of FAS Route 228, Lane County. The Commission elected to accept the low bid of F. H. McEwen, Eugene, in the sum of $208,722.25 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of $46,600.00 is deposited by the County. (McEwen qualified his bid that he would make a reduction of $5,000 in this bid if he is also awarded the Mohawk Rock Production Project.)

"Mohawk Rock Production Project on B.L.M. 34Q Timber Access Roads, Lane County. The Commission elected to accept the third low bid of F. H. McEwen, Eugene, in the sum of $62,500.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received. (In figuring the combination bids for these two projects McEwen was low bidder by $5,090.)

"Grading, oiling and structures (2) on E. Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway, Lane County. The Commission awarded the contract to the low bidder, Stanley Wilt, Corvallis, in the sum of $536,748.50.

"Camas Swale Bridge Extensions on the Goshen-Cottage Grove Section of the Pacific Highway, Lane County. The Commission awarded the contract to the low bidder, Pacific Concrete Co., Portland, at $56,333.00.

"Red Cabin Bridge over Row River on Sharps Road, Lane County. The Commission referred all bids to Lane County for award.

"Siletz River Bridge on Sams Creek Road, Lincoln County. The Commission elected to accept the low bid of Walder & Kenworthy, Portland, in the sum of $106,540.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of $24,000.00 is deposited by the County.

"Mill Creek Bridge on County Road 307, Lincoln County. The Commission referred all bids to Lincoln County for award.

"Tunnel liner plate on the Butte Creek Overflow Culvert on the Pacific Highway, Linn County. The Commission awarded the contract to the low bidder, Armco Drainage and Metal Products, Inc., Portland, at $26,889.14.

"Albany Office Building, Linn County. The Commission awarded the contract to the low bidder, Herbert Dalke, Salem, at $67,308.00.

"Grading on the N. Unit, Westfall-Harper Section of FAS Route 525, Malheur County. The Commission elected to accept the low bid of Grimstad & Vanderveldt, Inc., Astoria, in the sum of $100,823.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of $23,000.00 is deposited by the County.

"Ontario Office Building, Malheur County. The Commission rejected all bids as being too high.

"Clarke Overcrossing of Union Pacific Railroad, Boardman Junction-Irrigon Section of the Columbia River Highway, Morrow County. The Commission awarded the contract to the low bidder, R. A. Heintz Construction Co. and Rogers Construction, Inc., Portland, at $78,090.00.

"Roadside improvement on Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Portland, Multnomah County. The Commission awarded the contract to the low bidder, Staabs Nursery, Portland, at $65,955.85.

"Williams Ave. Structure, Eastbank Freeway - Broadway, Williams, and Weidler traffic over Freeway, Multnomah County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Wn., at $363,140.00.

"Paving on Holgate Street Channelization Section of Pacific Highway East in Portland, Multnomah County. The Commission awarded the contract to the low bidder, Cascade Construction Co., Portland, at $6,089.00.

"Grading and structure on the Garibaldi-Bay City Section of the Oregon Coast Highway, Tillamook County. The Commission elected to accept the low bid of Fred H. Slate and E. C. Hall Co., Portland, in the sum of $753,104.75 and directed the State Highway Engineer to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling the Cold Springs Junction Truck Scale Site on Columbia River Highway, Umatilla County. The Commission rejected all bids as being too high.

"Addition to Meacham Maintenance Building, Umatilla County. The Commission awarded the contract to the low bidder, McCormack Construction Co., Pendleton, at $12,479.00.

"Grading and structure on the N. Unit, Wapinitia-Simnasho Section of FAS Route 717, Wasco County. The Commission elected to accept the low bid of J. M. Purcell Construction Co., Salem, in the sum of $96,987.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of $22,000.00 is deposited by the County."

Concerning the project for the Woodson-Clatskanie Section of the Columbia River Highway, Columbia County, the Engineer explained that additional federal funds now have been released, and he requested authority to include in the project when it is readvertised for bids the complete section between Westport and Clatskanie, which will increase the mileage approximately 3½ miles, for a total mileage of about 9 miles. The Commission granted the request.

The Chief Counsel presented an "Assignment of Lease" to Oregon Mobile Radio Company held by the State from the U.S. Bureau of Land Management of a radio transmission site in the Southwest Quarter of the Southeast Quarter of the Southeast Quarter of Section 9, Township 36 South, Range 3 West, Jackson County. The "Assignment of Lease", he explained, will be subject to the Radio Company securing approval for this assignment from the Bureau of Land Management. He also presented a "Bill of Sale" for the radio building located on the property described above. Upon his favorable recommendation the Commission approved the "Assignment of Lease" and the "Bill of Sale" for the building for the sum of $1,100 and authorized the Secretary to sign them in behalf of the Commission.

The proposed settlement of a damage claim, made by Mr. and Mrs. Stanley Garwood, caused by flooding on Butte Creek on the Lebanon Road-Saddle Butte Section of the Pacific Highway, Linn County, was brought up by the Chief Counsel. The claim for damage, he stated, is based on flooding, caused by a faulty drainage condition of a culvert, which damaged their seed. The Highway Department has corrected this condition, and he recommended that the Garwoods be paid the sum of $1,500 to cover release of the State's liability from all flood damages to personal and real property. The Commission approved the payment.

The Director of the Travel Information Division stated that, although tourist information statistics are not complete for the season, all reports so far indicate a substantial increase in tourist traffic this year over last year and previous years. He also commented that the Travel Advisory Committee is to meet September 22, at which time it is expected they will make recommendations on the Travel Information Division budget, including the advertising schedule, for 1962.

Upon inquiry by Chairman McIver, the Auditor reviewed briefly the financial condition of the State Highway Department. He mentioned that although the total gas tax for July was slightly lower than expected, the total income from gas tax so far this year is higher than last year. It appears that the Highway Department will have approximately $15,000,000 on hand at the end of the year.

The Highway Commission considered and approved a revised Organization Chart, dated September 1961, for the State Highway Department in which the Parks Superintendent is to report to the Assistant State Highway Engineer.

The Highway Commission instructed the Engineer to prepare for local distribution a photograph-type map to indicate what would appear to be a feasible route for the Oregon Coast Highway immediately north of Neskowin, in Tillamook County. No location surveys have been completed and adopted in this area, but it was the Commission's feeling that a map indicating a feasible route would be helpful to the local residents and property owners.

The Commission approved and signed, or authorized the Secretary to sign in their behalf, the following agreements, deeds, and other papers:

"Indenture of Access" to the Bert K. and Marie A. Shepeard property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the Everett and Carol Weber property on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

"Indenture of Access" to the Paul E. Breuer and Eva M. Breuer property on the Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the Fred and Byrdie B. Metzgus property on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Rawleigh C. and Verna Mae Dodson property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the General Development Company for a parcel of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County.

"Indenture of Access" to the Curry County Fair Board of Curry County for a parcel of land on the Gold Beach-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Paul B. and Ivy P. Rynning property on the Medford-County Farm Section of the Pacific Highway in Jackson County.

"Indenture of Access" to the U.S. Forest Service for property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the William A. and Hazel C. Wysock property on the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

"Deed of Dedication" to dedicate a public road, 1.98 acres acquired from Roscoe and Luella S. Applegate by deed recorded in Jackson County Deed Records (R-33490).

"Agreement" with F. H. Louis Blaue covering house encroachment on right of way of Cascade Secondary Highway (Lake Road-Oregon City Section), Clackamas County.

"Agreement" with Southern Pacific Company covering change in location of signals at the grade crossing of the Company's tracks near Aumsville in order to provide additional traffic lanes.

"Agreement" with City of Portland rescinding agreement of May 26, 1961, pertaining to the construction of the Ash Street off ramp from Harbor Drive.

"Agreement" with Oregon Trunk Railway covering the Third Avenue Overcrossing north of Bend.

"Agreement" with Lake and Harney Counties and adoption of a resolution covering the Adel-Nevada State Line Road, known as the Winnemucca-to-the-Sea Route; Lake County to take over as a County road the Adel-Plush Section of Warner Highway and the State to take over the Adel-Nevada State Line Section as part of Warner Highway. Harney County concurs in extension of Warner Secondary Highway through southwestern corner of Harney County.

"Agreement" with Southern Pacific Company covering connection of State's drainage to a culvert under the SP Company's tracks on New Era-Canby Section of US 99E.

"Easement and Construction Agreement" with O.W.R.R. & N. Company covering the Second Hood River Overcrossing of U.P. Railroad on Columbia River Highway in Hood River County.

"Agreement" with O.W.R.R. & N. Company covering the Haines grade crossing on Haines-Anthony Highway in Baker County.

"Easement and Construction Agreement" with Southern Pacific Company covering West Salem overcrossing in Polk County.

"Supplemental Agreement" with O.W.R.R. & N. Company covering construction on Willamette River-42nd Avenue Section of T.H. Banfield Expressway in Multnomah County.

"Crossing Agreement" with the Bureau of Reclamation and the North Unit Irrigation District covering crossing of the North Unit Main Line Canal, which is owned and operated by the Bureau and the District, in connection with construction of Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in and near Bend.

"Easement" to Garrett Wendel Hopper covering property on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County.

"Agreement" with the State of Washington covering construction of a new interstate bridge across the Columbia River between Astoria and U.S. Highway 101 on the north bank of the Columbia River, near Point Ellice and Megler, Washington.

"Agreement" with Union Pacific Railroad Company relating to the Interchange between the Banfield Expressway and Pacific Highway in Multnomah County. (File # 29592)

"Agreement" with Southern Pacific Company covering the granting to State of an easement in connection with construction of the Juckins Point-Goshen Section of Pacific Highway in Lane County.

"Agreement" with City of Eugene covering maintenance and power consumption for signals and luminaire units at the Ferry Street Interchange on the Eugene-Springfield Highway in Eugene.

"Permit" to the U.S. Forest Service to install a sign on the highway right of way on easterly side of Lake of the Woods Highway at M.P. 27.05.

"Agreement" with Bureau of Public Roads requesting that State crush 25,000 yards of material for use on a Bureau of Land Management project near Marcola-Drury Creek County secondary project in Lane County.

"Agreement" with Wasco County covering the North Unit, Wapinitia-Simnasho Section of FAS 712 in Wasco County.

"Agreement" with Klamath County covering the Shasta Way-South Sixth Street project on the Klamath Falls-Malin Highway, FAS 415, in Klamath County.

"Agreement" with Lane County covering the Marcola-Drury Creek Section of FAS 228 in Lane County.

"Agreement" with Malheur County covering the North Unit, Westfall-Harper Section of FAS 525 in Malheur County.

"Agreement" with Columbia County covering the South Fork Scappoose Creek Bridge on FAS 817 in Columbia County.

"Agreement" with Lincoln County covering the Siletz River Bridge on FAS 832 in Lincoln County.

"Agreement" with Lake County covering the Dry Creek Bridge on FAS 407 in Lake County.

"Agreement" with Douglas County covering use of additional State-owned property to increase the size of the County's picnic area on the Oakland-Shady Highway at M.P. 12.17.

"Joint-Use Agreement" with the City of Medford and the U.S. Forest Service covering radio facilities on Roxy Anne Butte in Jackson County.

"Permit" to Columbia County for permission to install three "Building Permits Required" signs at the entrance to Columbia County -- one on the Columbia River Highway at M.P. 18.39 and two on the Nehalem Highway at M.P. 37.73 and at M.P. 67.72.

"Permit" to Commanding Officer of the Umatilla Ordinance Depot, near Hermiston, for permission to install a sign on the northerly side of the right of way of US 30 at M.P. 177.31.

"Agreement" with Gold Hill Irrigation District covering project for Rock Point-Seven Oaks Section of Pacific Highway in Jackson County.

"Throughway Agreement" with Umatilla County covering Athena-Blue Mountain Station Section of Oregon-Washington Highway in Umatilla County.

"Throughway Agreement" with City of Bend covering the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Deschutes County.

"Throughway Agreement" with Klamath County covering Shasta Way-South Sixth Street Section of the Klamath Falls-Malin Highway, Klamath County.

"Agreement" with The Deschutes Reclamation and Irrigation Company covering construction on Revere Street-Swalley Canal Section of The Dalles-California Highway north of Bend.

"Agreement" with Central Oregon Irrigation District covering construction on Swalley Canal-Revere Street Section of The Dalles-California Highway north of Bend.

"Agreement" with the Magruder Drainage District covering the proposed construction between Woodson and Clatskanie on Columbia River Highway in Columbia County.

"Agreement" with City of Roseburg covering Douglas Avenue-South City Limits (Roseburg) Section of Oakland-Shady Highway in City of Roseburg in Douglas County.

"Assignment and Bill of Sale" in which the State assigns to the Oregon Mobile Radio Company all its rights, title and interest in an easement granted to the Oregon State Highway Department by the Bureau of Land Management on June 1, 1957.

"Minutes" for meetings of June 27, 1961 and July 28, 1961.

The meeting was recessed at 12:00 Noon.

The Morrow County Court and Heppner-Morrow County Chamber of Commerce, scheduled to appear before the Commission at 1:30 p.m., had on September 13 canceled their appearance.

The Sutherlin Chamber of Commerce, scheduled to appear before the Commission at 1:45 p.m., concerning improvement of the Elkton-Sutherlin Highway, did not appear.

There being no further business to conduct, the meeting was declared adjourned by Chairman McIver.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

September 15, 1961

Salem, Oregon
October 20, 1961

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on September 15, 1961.

The Right of Way Engineer presented for consideration options, pages 1 through 70, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part thereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961". Approval on the Jackson Mattie property, File 33848 on page 41, was contingent upon approval by the U. S. Bureau of Public Roads.

In discussing the options presented, Chairman McIver inquired if any particular problems had arisen in the moving of families from homes being acquired in the North Portland Harbor - Russell Street Section of the Pacific Highway in Portland. The Right of Way Engineer replied that no particular problems have been apparent due principally to the fact that considerable time had been allowed for people to make moves.

The Property Manager's report covering sales of miscellaneous properties and changes in rental status since the last Commission meeting was presented by the Right of Way Engineer. He pointed out briefly that during this period miscellaneous sales amounted to $15,263 and rental receipts for September, 1961 amounted to $4,008.25. The Commission accepted the report.

Direct sale of 948 square feet of land to the Seventh Day Adventist Church for the sum of $500 was recommended by the Right of Way Engineer. This property, he stated, is known as the Kibler property, File No. 28848, on the S. W. Hamilton Street - Slavin Road Section of the Pacific Highway West in Multnomah County. The property is no longer needed for highway purposes and because of its location has no particular value other than to the adjacent owner which is the Seventh Day Adventist Church. The price, he stated, is based on appraised value. The Commission approved the sale.

Public sale of several parcels of excess property was recommended by the Right of Way Engineer. He explained that the need for highway purposes for each parcel had been cleared through the Engineering Division. Access provisions as proposed are consistent with department policy as practiced in the vicinity of each parcel, and the recommended minimum sale price is based on appraised value or on an offer which exceeds the appraised value. Upon his favorable recommendation, the Commission authorized public sale of the following parcels of real property and thereupon adopted resolutions relative thereto, marked Exhibits "E-1" through "E-5", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

(1) 6,000 square feet of land, File No. 5098, on the North Bend - Marshfield Section of the Oregon Coast Highway in Coos County, for not less than $4,500 and without access to the Oregon Coast Highway. (See Exhibit "E-1".)

(2) 3,000 square feet of land, File No. 9520 and No. 9521, on the North Bend Section of the Oregon Coast Highway in Coos County, for not less than $2,500 and subject to sewer line and building encroachment easements. No access restrictions are to be imposed. (See Exhibit "E-2".)

(3) 38,000 square feet of land, File No. 14721, on the 39th Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County, for not less than $7,000 without access to the Columbia River Highway and with an advertising sign restriction to be imposed. (See Exhibit "E-3".)

(4) 1.6 acres of land, File No. 23713, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than $1,750 and with no access restrictions. (See Exhibit "E-4".)

(5) 14.95 acres of land, File No. 3645, on the Tigard Junction Section of the Pacific Highway in Washington County, for not less than $25,500 with an advertising sign restriction to be imposed and without access to the Pacific Highway (Baldock Freeway). (See Exhibit "E-5".)

"Indentures of Access" were presented by the Right of Way Engineer for the Commission's consideration. He explained that the two indentures presented covered routine changes in location of access only for the convenience of the property owners and for the safety of the traveling public. Following his favorable recommendation, the Commission approved the following indentures:

(1) Laurel C. and Virginia Dennis, File No. 22822 and No. 22823, on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County

(2) Donald R. and Peggy M. Loving property, File No. 18855, on the 102nd Avenue-Sundial Road Section of the Columbia River Highway in Multnomah County.

Consideration was given to a proposed "Grant of Access" to Frank I. and Margaret A. Willson on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County. The proposed access, the Right of Way Engineer explained, will provide for a width of 30 feet unrestricted as to use and allows the State the right to build at any time a frontage road or roads. The type of access being granted, he stated, is consistent with accesses provided for other properties in this area. The Commission approved the access.

A "Modification of Use of Access" form to R. J. Tweedy on the Rocky Point-Gold Beach Section of the Oregon Coast Highway in Curry County, was presented by the Right of Way Engineer. He explained that in acquiring this property, the owner was permitted to cross under the reconstructed Oregon Coast Highway at the north approach of the highway bridge crossing Myrtle Creek. The crossing right was restricted to farm purposes only and the modification presented allows unrestricted use of the crossing. This action, he added, is in line with other access provisions granted to property owners in this area. The Commission approved the modification

The Commission also considered a "Release of Access Restrictions" to restore to the owners, Chester J. and Opal L. McGriff, access to S. W. 95th Avenue on the Denny Road-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County. The Right of Way Engineer explained that, because of an error in the option form and the deed access had been denied. Access control provisions set up for highway construction in this area specifically permitted access and negotiations had been carried on with the owners on that basis. Based upon his favorable recommendation, the Commission approved the "Release of Access Restrictions" form

The lifting of access restrictions on the Russell County Road, which connects to and is a part of the Sanitary Fill Interchange on the North Santiam Highway east of Salem in Marion County, was presented by the Right of Way Engineer. He commented that in securing the property on which to place the relocated county road, all rights of access to the road were acquired. As the State does not normally control access to a county road, he recommended that access be allowed. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, marked

Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

In connection with a United States Bureau of Land Management timber sale, the Right of Way Engineer stated that the Bureau had called to his attention the need to cross a State-owned stockpile site at M.P. 37.21 on the Siuslaw Highway in Lane County, File No. 6452. The easement to cross the stockpile site will not damage the State, and he recommended that an easement of access be approved. The Commission accepted his recommendation.

A "Release of Slope Easement" to Shell Oil Company on the Crooked River-Prineville Section of the Ochoco Highway in Crook County, was brought up by the Right of Way Engineer. The slope easement, he stated, is no longer needed as the abutting property has been brought up to the level of the highway grade. Based upon his favorable recommendation, the Commission approved the Release of Slope Easement

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The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, marked Exhibits "F-1" through "F-20", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation" dated October 20, 1961, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers")

A report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He made some brief oral comments on these cases. The Commission accepted the report summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

(See next page)

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3670 James H. Nunes, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$8,500	$37,500 (Answer)	$24,500
L-3729 Kenneth W. Bales, et al	Lane	Pacific	Judkins Point-Goshen	$ 500	$ 1,250	$ 450

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3702 State of Oregon	Harold H. Buessow	Lane	Guardrail Damages	$ 134.63	$134.63 Default Judgment
L-3756 F. H. McEwen	State of Oregon	Marion	Damages arising out of State Highway Contract by reason of Department requiring the segregation of aggregate as per specifications but which contractor claimed was waived by Resident Engineer	1st Cause of Action $28,868.37 2nd Cause of Action $ 2,118.75	1st Cause of Action Nothing 2nd Cause of Action $ 2,118.75

(For additional details see the Chief Counsel's letter of October 19, 1961 entitled, "Report of Cases Tried" in the General Files in Salem.)

In discussing cases tried, the Chief Counsel also mentioned the A. M. Cronin III case, L-3450, on the Highlands Interchange Section of the Sunset Highway in Portland, Multnomah County, in which the owner sued the State claiming damages because of earth movement. In a prior suit in which Mr. Cronin sued his insurance carrier, the Chief Counsel stated, the Judge had ruled that earth movement was not the cause of whatever damages there may have been. This decision made it possible for the dismissal of the case against the State.

A report of cases settled out of court since the last Commission meeting was also presented by the Chief Counsel. The Commission approved the settlements, as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-33194 Clarence M. Phelps, et ux	Deschutes	The Dalles-California	Swalley Canel-East Franklin Avenue	$ 100	$ 300
R-29590 H. W. Crook, et al	Curry	Oregon Coast	Gold Beach-Cape Sebastian	$ 1,592	$ 1,592
R-28455 Peter R. Bateman, et al	Jackson	Pacific	Seven Oaks-Table Rock Road	$47,625 See remarks following.	$ 62,500
R-32531 Elton Morton, et al	Jackson	Pacific	Rock Point-Seven Oaks	$ 25	$ 100
R-30128 Charles W. Parker, et ux	Lincoln	Siletz	Cedar Creek-Chitwood Creek	$ 180	$ 200
R-32213 Virgil E. Davis, et ux	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 865	$ 1,000
R-31163 Alvin Athanas, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$ 9,070 (including fence)	$ 9,750
R-30304 Charles N. Walker, et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 9,100	$ 10,000
R-32223 Robert John Pollock	Tillamook	Oregon Coast	Hobsonville-Bay City	$ 150	$ 150
R-31456 Ella A. Sharp, et al	Umatilla	Hermiston	Hermiston-Hinkle	$ 2,700	$ 5,000
State's high appraisal revised subsequent to offer based on sales of comparable property which took place subsequent to original appraisals.					
R-32016 [illegible] Central Co.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 4,000	$ 4,000

REPORT OF CONDEMNATION CASES SETTLED (Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-29639 Victor Raymond Baker	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 7,300	$ 7,330
R-32224 A. Paquet, et al	Tillamook	Oregon Coast	Hobsonville-Bay City	$ 300	$ 300
R-32584 E. W. Cresap, et al	Grant	John Day-Burns	Canyon City-Seneca	$ 550 (State to fence)	$ 775.80
R-29729 Egon D. Arend, et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	$167,500	$255,000
R-32204 Missouri Villa, Inc.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$62,900	

Approved NOA at September 15, 1961 Commission Meeting at which time Mr. Lindas explained justification of Settlement.

R-32724 Merwin A. Blackmore, et al	Columbia	Columbia River	Westport-Clatskanie	$ 1,800	$ 1,800
R-33201 Gordon W. Tracie, et ux	Deschutes	The Dalles-California	Swalley Canal-East Franklin Avenue	$ 25	$ 25
R-30044 Frank L. Earhart	Jackson	Pacific	Seven Oaks-Neil Creek	$14,950	$ 19,000
R-28877 Frances Earhart	Jackson	Pacific	Seven Oaks-Neil Creek	$26,500	$ 25,000
R-28875 Frank L. and Frances Earhart, tenants in common	Jackson	Pacific	Seven Oaks-Neil Creek	$14,500	$ 16,000

These three cases are all part of a single settlement in the amount of $60,000 and must be considered and accepted as to all or none. No agreement was reached as to the allocation of any portion of the total amount to the individual title. This settlement has had prior approval by the Bureau of Public Roads.

October 20, 1961

REPORT OF CONDEMNATION CASES SETTLED (Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
F-31159 William Robert Flagg, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$ 5,140	$ 5,140
R-29324 Maynard O. Grove, et ux (A.E. Stevens, lessee)	Jackson	Pacific	Seven Oaks-Neil Creek	$ 300	$ 300
R-32549 Sidney Meacham, et al	Lane	Mapleton-Eugene	Wildcat Creek-Walton	$ 1,935	$ 2,250
R-29794 Leonard K. Stohr	Multnomah	Pacific	North Portland Harbor-North Russell Street	$17,000	$ 18,500
R-32625 Tidewater Oil Company	Josephine	Redwood	"E" and "F" Street Connection	$ 1,630	$ 1,630
R-31206 Louise L. Serpa, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$ 900	$ 1,265
R-32498 Lawrence [illegible] Chestnut, et al	Lane	Pacific	Cottage Grove-Divide	$ 450	$ 750
R-30512 Jeanie J. Crawford, et al	Washington	Tualatin Valley	Hillsboro-Reedville	$ 305	$ 555
R-29452 Earl I. Newbry	Jackson	Pacific	Seven Oaks-Neil Creek	$ 4,800	$ 6,000

In connection with the settlement with H. W. Crook, the Chief Counsel pointed out a variance between the original offer and the settlement. The original offer contemplated complete restriction of access, whereas, the settlement contemplates the allowance of two accesses from the remaining property to a segment of the existing highway. The cost of construction of the accesses is to be borne by the owner.

In the settlement with Peter R. Bateman, he called attention to a minor variance between the taking as outlined in the complaint and the proposed settlement. Parcel No. 2 was for construction of an overcrossing of

Table Rock Road over the freeway and for a detour road. Title was to have been taken in fee; however, the owner wishes this changed to an easement for right of way purposes. There is no objection to this change. He also mentioned that the offer made in this case was prior to receipt of a higher appraisal on which the settlement is based. He pointed out that although a deposit of $40,000 was placed in court, there would be approximately $1,600 interest due to date on the excess due over the deposit. The settlement contemplates no interest charge.

The Chief Counsel pointed out that the market value on property, particularly gravel sources, in the Medford area has risen since the original appraisals were made on property needed by the State. As a result, the State is requesting a revision on all appraisals which will affect cases still pending in that area.

(For additional details, see the Chief Counsel's letter, dated October 13, 1961, entitled "Report of Cases Settled" in the General Files in the Salem Office, and his letter of October 19, 1961 under the same subject.)

Chairman McIver inquired as to what action is forthcoming in connection with the Portland Zoo damage suit by the City of Portland, L-3488, on the Washington County Line - Highlands Interchange Section of Sunset Highway in Multnomah County. The Chief Counsel replied that a third amended answer had been filed within the last few days and it was his opinion that the matter would be tried in court, probably in December of this year.

Confirmation of offers made to property owners prior to institution of condemnation proceedings was requested by the Chief Counsel. The offers as presented, he stated, had been approved orally by one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

BIGGS-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32694 - T. L. Fields, et ux. 5,760 square feet for right of way purposes. Offer of $100.00 approved by Mr. Fridley, September 26, 1961.

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-29511 - Clyde R. Carlton, et ux. 5,400 square feet for right of way purposes. Offer of $2,375.00 approved by Mr. McIver, October 18, 1961.

R-29521 - Peter L. Carstensen, et al. 1,300 square feet for right of way purposes. Offer of $950.00 approved by Mr. McIver, September 19, 1961.

"E" STREET AND "F" STREET CONNECTION SECTION OF THE REDWOOD HIGHWAY

R-32625 - Tidewater Associated Oil Company. 2,720 square feet for right of way purposes. Offer of $1,630.00 approved by Mr. Jackson, September 14, 1961.

"E" STREET AND "F" STREET CONNECTION SECTION OF THE REDWOOD HIGHWAY (Cont.)

R-32627 - Elmer W. Spalding, et al. 12,600 square feet for right of way purposes. Offer of $10,000.00 approved by Mr. Jackson, September 22, 196 .

R-32629 - J. M. Fleishman, et al. Parcel No. 1: 1.6 acres for right of way purposes; Parcel No. 2: 0.61 acre for right of way purposes; Parcel No. 3: 450 square feet for temporary easement; Parcel No. 4: 800 square feet for temporary easement; and Parcel No. 5: 425 square feet for temporary easement. Offer of $9,950.00 approved by Mr. McIver, October 13, 196 .

R-32633 - Mike Burva, et ux Parcel No. 1: 0.69 acre for right of way purposes; and Parcel No. 2: 3,400 square feet for temporary easement. Offer of $2,900.00 approved by Mr. Jackson, September 20, 1961.

FLORENCE-CUSHMAN SECTION OF THE SIUSLAW HIGHWAY

R-32492 - Jean M. Shelley, et ux. Parcel No. 1: 0.09 acre for right of way purposes; and Parcel No. 2: 0.01 acre for right of way purposes. Offer of $100.00 approved by Mr. Jackson, September 19, 1961.

R-33388 - William R. Rose, et ux. 0.05 acre for right of way purposes Offer of $245.00 approved by Mr. Jackson, September 19, 1961.

R-33389 - Edgar D. Gurney, et al. 0.45 acre for right of way purposes Offer of $950.00 approved by Mr. Jackson, September 19, 1961.

R-33391 - J. Lewis Wallace, et al. 0.7 acre for right of way purposes Offer of $435.00 approved by Mr. Jackson, September 25, 1961.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32386 - Jack J. Saltzman, et al. 10,000 square feet for right of way purposes. Offer of $38,000.00 approved by Mr. McIver, September 25, 1961.

LAKE ROAD-OREGON CITY SECTION OF THE CASCADE SECONDARY HIGHWAY

R-29480 - Alvera Smith, et al. 0.8 acre for right of way purposes Offer of $240.00 approved by Mr. McIver, October 18, 1961.

MOHAWK ROAD-MC KENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30676 - Harry C. Christner, et ux. 2.1 acres for right of way [illegible] Offer of $5,750.00 approved by Mr. McIver, October 13, 1961.

WEEKS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-30261 - Helen G. Younce, et ux. 0.37 acre for right of way purposes; [illegible] interest in easement. Offer of $600.00 approved by Mr. Jackson, [illegible]

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY (Continued)

R-30268 - Joe Zumpfe, et ux. 11.2 acres for right of way purposes. Offer of $3,950.00 approved by Mr. Jackson, September 13, 1961.

R-30269 - James Robert Walker, et ux Parcel No. 1: 30.0 acres for right of way purposes; Parcel No. 2: 3.3 acres for right of way purposes; and Parcel No. 3: 145 acres for park purposes. Offer of $18,935.00 approved by Mr. Jackson, September 19, 1961.

R-30271 - Mitchel Anderson, et ux. Parcel No. 1: 17.77 acres for right of way purposes; and Parcel No. 2: 102 5 acres for park purposes. Offer of $6,500.00 approved by Mr. Jackson, September 13, 1961

R-30272 - Haeckel Timeus, et al Parcel No. 1: 11.1 acres for right of way purposes; and Parcel No. 2: 58 0 acres for park purposes. Offer of $9,950.00 approved by Mr. Jackson, September 13, 1961.

R-30451 - Beulah Eckstrom, et vir 0.35 acre for right of way purposes. Offer of $25.00 approved by Mr. Jackson, September 14, 1961.

NORTH BEND SECTION OF THE CAPE ARAGO HIGHWAY

R-31503 - Harry M. Bright, et al. Parcel No. 1: 600 square feet for right of way purposes; and Parcel No. 2: 102 square feet for permanent easement. Offer of $820.00 approved by Mr. Jackson, September 25, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-30051 - Stadium Realty Company, et al. 14,330 square feet for right of way purposes. Offer of $15,900.00 approved by Mr McIver, September 25, 1961.

R-30058 - Meyer Foundation, et al. 5,000 square feet for right of way purposes. Offer of $8,250.00 approved by Mr. McIver, September 25, 1961.

R-31894 - Velma A. Koven, et vir. 5,000 square feet for right of way purposes. Offer of $12,500 00 approved by Mr McIver, October 16, 1961.

R-31895 - John Morton Smith, et al. 10,000 square feet for right of way purposes. Offer of $57,500.00 approved by Mr. McIver, October 16, 1961.

R-31905 - William H Payson, et al 1,000 square feet for right of way purposes Offer of $2,700 00 approved by Mr. McIver, October 17, 1961.

R-31909 - R. K. D. Co., et al 360 square feet for right of way purposes. Offer of $360.00 approved by Mr McIver, October 2, 1961.

R-32016 - Union Central Co., et al. 1,597 square feet for right of way purposes Offer of $4,000.00 approved by Mr McIver, September 25, 1961

R-32028 - Stadium Realty Company 3,500 square feet for right of way purposes. Offer of $5,450.00 approved by Mr. McIver, September 25, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY (Continued)

R-32266 - Paul R. Murthe, et ux. 5,902 square feet for right of way purposes. Offer of $14,000.00 approved by Mr. McIver, October 13, 1961.

R-32966 - Dorothy R. McNulty, et al. 177 square feet for right of way purposes. Offer of $680.00 approved by Mr. McIver, September 25, 1961.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-31152 - Leland D. Houk, et al. 34.0 acres for right of way purposes. Offer of $26,000.00 approved by Mr. Jackson, September 18, 1961.

R-31159 - William Robert Flagg, et ux. Parcel No. 1: 5.15 acres for right of way purposes; and Parcel No. 2: 0.02 acre for right of way purposes. Offer of $5,140.00 approved by Mr. Jackson, September 18, 1961.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32672 - Victor L. Wallberg, et ux. 0.02 acre for right of way purposes. Offer of $400.00 approved by Mr. McIver, October 18, 1961.

R-32679 - R. Clinton Jones, et al. 0.72 acre for right of way purposes. Offer of $10,450.00 approved by Mr. McIver, September 25, 1961.

R-32755 - R. A. Reynolds, et ux. 1.9 acres for right of way purposes. Offer of $21,750.00 approved by Mr. McIver, October 18, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30542 - A. J. Cook, et al. Parcel No. 1: 11,242 square feet for right of way purposes; and Parcel No. 2: 650 square feet for right of way purposes. Offer of $3,300.00 approved by Mr. Fridley, September 22, 1961.

OCEAN BEACH STATE PARK

R-[illegible] - C. M. Littlefield, et ux. 0.57 acre for park purposes. Offer of $[illegible] approved by Mr. McIver, October 18, 1961.

A [illegible] set of orders which had been received from the Public [illegible] matters to which the State Highway Commission [illegible] presented by the Chief Counsel summarized as follows:

PACIFIC: Affects (Ex.) [illegible], Union Pacific Railroad Com- [illegible]-Wilsonville Highway, Washington County. The order allowing the [illegible] was [illegible] with the petition and the testimony [illegible].

PUX 431: County Road Grade Crossing near Riddle, Southern Pacifi Company, Douglas County. This is a county road over which the Highway Commission has no jurisdiction.

PUX 432: Athena (East) Overcrossing on Oregon-Washington Highway, Union Pacific Railroad Company, Umatilla County. The order allowing the overcrossing was issued in accordance with the petition and testimony presented at the hearing.

PUX 433: Athena (East) County Road Grade Crossing, Union Pacific Railroad Company, Umatilla County. The Highway Commission made application to construct a crossing at grade with the railroad tracks and the county road which formed a ramp connection to the Oregon-Washington Highway. The order allowing the crossing was issued in accordance with the petition and the testimony presented at the hearing.

PUX 436: City of Scappoose, Maple Street Grade Crossing, Spokane, Portland, and Seattle Railway Company, Columbia County. The Highway Commission was interested in the crossing as the railroad parallels the Columbia River Highway and is in close proximity to the highway. The order was issued in accordance with the testimony furnished by the highway Department.

PUX 438: Third Street (Bend) Overcrossing, Oregon Trunk Railway Company, The Dalles-California Highway, Deschutes County. The overcrossing was requested by the Highway Commission and the order allowing the overcrossing was issued in accordance with the petition and the testimony presented at the hearing.

PUX 443: Second McAndrew Street Grade Crossing, Southern Pacific Company, City of Medford, Jackson County. McAndrew Street is a city street over which the Highway Commission has no jurisdiction. Southern Pacific Company asked that the petition be withdrawn, and the order issued dismissed the petition.

The filing of a court action by Miller and Hutchins Contractors, Inc., against the State Highway Commission in connection with State Highway Contract No. 5541 was reported by the Chief Counsel. This contract, he stated, covers work on the East Unit, Adel-Blizzard Gap Section of the Warner Secondary Highway No. 481, Lake County, (Winnemucca-to-the-Sea route). The basis stated in the complaint is that the State did not provide enough water for compaction of fills on this section of highway, thereby changing and altering the character of the work and increasing the contractor's cost in grading and compaction of the fills. Damages in the amount of $163,381.82 are being sought. Proper action is being taken to protect the interest of the State. The Commission accepted the report.

A written quarterly report of property damage claims collected during the period June 30 through September 30, 1961 was presented by the Chief Counsel. During this period collections in the amount of $10,669.47 were made. Thirty claims were abandoned, totaling $4,302.46, as not being

feasible to collect because of out of state residence, unknown whereabouts, bankruptcy, death, and other causes. The Commission accepted the report.

Consideration was given to a resolution designating all city streets and county roads as being subject to the provisions of ORS 483.524(5), as amended by Chapter 512, Oregon Laws, 1961. This resolution, the Chief Counsel stated, relates to maximum gross weights allowable on city streets and county roads. The 1961 Legislature enacted a seven-foot preferential pertaining to the hauling of logs, and made it mandatory that the Highway Commission first determine that a city street or county road is a proper highway over which these heavier loads can be hauled. By adoption of this resolution, he explained, permits can be granted on all county roads and city streets except those which, after an engineering analysis by a competent engineer, are determined to be incapable of sustaining the greater axle weights allowed by the 1961 Law. It is contemplated, he stated, that if the Commission adopts the resolution, a copy of it be furnished to each incorporated city and county so they will know they can grant permits unless their engineers determine that the road is unsafe. Upon his favorable recommendation, the Commission adopted a resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Commission discussed with the Chief Counsel and the Engineer resolution to enable the sale of $12,000,000 of highway bonds authorized by Chapter 345 of the 1961 Session Laws for construction of a bridge across the Columbia River at Astoria. The Engineer pointed out that only $12,000,000 of the total amount authorized by the Legislature is being offered for sale at this time as that is all that is required to get the project underway. The balance of the bonds can be sold at a later time, thereby saving interest on them. The Commission also considered a similar resolution providing for the sale of $8,000,000 of highway bonds authorized by Chapters 381 and 483 of the 1961 Session Laws for improvement of the Coos Bay-Roseburg Highway (42) and The Dalles-California Highway south of The Dalles. The date and time for the sale of both bond issues is November 15, 1961 at 10:00 A.M. Pacific Standard Time, in Room 418, State Highway Building, Salem. Upon the Chief Counsel's favorable recommendation, the Commission adopted both resolutions, marked Exhibits "L-1" and "L-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Commission considered a petition to exclude highway land from [illegible] Medford Irrigation District. This exclusion, the Chief Counsel stated, pertains to land to be used for construction of the Pacific Highway in Jackson County. He pointed out that it is not necessary that any water [illegible] Irrigation District be used upon the state highway right of way, [illegible] that the petition, excluding approximately 152 acres [illegible] authorized the [illegible] in their behalf, and granted the Chief Counsel authority [illegible] to carry the matter through the courts to a conclusion.

The Chief Counsel presented a proposed settlement of a condemnation case with George E. Nerton, L-3699, for property to be acquired on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. Independent appraisals, he stated, showed values between $21,300 and $23,500 and an offer was made in the amount of $23,500. However, at a later date, each of the appraisers advised that their appraisals would have to be revised upward because of recent sales of land in the vicinity and information that portions of this land contained deposits of good quality gravel. The original appraisal of Mr. Rodman in the amount of $21,300 was revised, he stated, to $30,000. The owner has agreed to accept the sum of $29,000 and he recommended this settlement, conditioned upon approval of the Bureau of Public Roads. The Commission approved the settlement.

Consideration was given to a claim filed by Dr. Gene Davis in the amount of $180.28 for damage caused by a broken water line. The Chief Counsel explained that the State's contractor, while working on highway right of way, had broken the water lines to Dr. Davis' residence at 8283 S. W. Barbur Boulevard, Portland, Oregon. Plans and specifications furnished to the contractor did not indicate the existence of the underground pipes and he recommended that Dr. Davis be reimbursed in the amount of $180.28. The Commission approved the payment.

Upon the favorable recommendation of the Chief Counsel, the Commission approved a partial settlement of Right of Way No. 1-JA-99-B to Theodore and Lucille Bohnenkamp for 0.8 of an acre for a temporary easement for crossing an irrigation ditch in the sum of $1,400.00. The tract, he added, is located on the Valley View Road-South Ashland Section of the Pacific Highway in Jackson County. The Commission approved the settlement.

The Commission considered a request from Mr. [illegible] to disapprove a sale of two parcels of land on the Barbur Boulevard Section of the Pacific Highway in Portland. The Chief Counsel explained that because this land abuts Mr. [illegible]'s property he had expressed a desire to purchase the land when it was offered for sale at public auction. However, the letter sent to Mr. [illegible] prior to the sale advising of the sale had not been opened until after the sale. The high bidder for the property, he stated, has offered a price above the appraised value and he recommended that Mr. [illegible]'s request be denied. The Commission denied the request.

Attention was given to a letter from Mr. and Mrs. T. L. Cantrell to extend for the year 1962 their concession agreement at Silver Falls State Park. The Engineer stated that their operation has been satisfactory, and he recommended that the lease be extended through the year 1962. He also commented that under the terms of the lease, the Cantrells pay $50.00 per month for the concession privilege plus a small percentage on the sales making a total per month of about $[illegible]. The Commission approved the extension of the agreement.

October 20, 1961

An agreement with Pacific Power and Light Company for extending electrical power to Koberg Beach Wayside along the Columbia River Highway in Hood River County was considered. Extension of the electrical facilities, the Engineer stated, is in conjunction with the improvement of the Wayside for public use, and he recommended that it be approved. The Commission approved the agreement.

A gift of 0.4 acre of land as an addition to the Lewis & Clark State Park along the Columbia River Highway in Multnomah County, was considered. The Engineer explained that the property had been donated by Mr. and Mrs. Samuel H. Martin, the son of Governor Charles H. Martin, through the Columbia River Gorge Commission. The parcel of land fits in very well with the development of the park, and he recommended that it be accepted. The Commission accepted the land and instructed the Engineer to thank the donors and the Columbia River Gorge Commission.

The Commission considered the purchase of 97 acres of land from Carl D. Frerich for park purposes at the junction of the east and west forks of the Illinois River in Josephine County. The Engineer recalled that the Commission had viewed this land while on an inspection trip during the preceding summer. The owner had originally demanded $97,000 for the property and had been offered the sum of $17,750. After further negotiations, the owner stated that he would accept $18,500. The land is well suited for park purposes and is nearly surrounded by U. S. Bureau of Land Management property which possibly may be acquired to enlarge the park. However, the Bureau of Land Management property is not suited for extensive development because it is subject to flooding. Upon his favorable recommendation, the Commission authorized acquisition of the 97 acres from Mr. Frerich for the sum of $18,500.

The Engineer reported that he had made awards of contracts which had been referred to him by the Commission to award when certain conditions had been satisfied. These conditions, he continued, have been taken care of, and he requested that the Commission confirm his awarding of the following State Highway contracts:

(1) Grading and structure on Garibaldi-Bay City Section of Oregon Coast Highway, Tillamook County. Bids received September 13, 1961. Contract No. 5976 awarded September 15, 1961 to Fred H. Slate and E. C. Hall Company, Portland, low bidder.

(2) Construction of Dry Creek Bridge on Westside County Road, Lake County. Bids received September 13, 1961. Contract No. 5977 awarded September 19, 1961 to Ausland Construction Company, Grants Pass, low bidder.

(3) Grading and structure on North Unit, Wapinitia-Simnasho Section of FAS Route 717, Wasco County. Bids received September 13, 1961. Contract No. 5978 awarded September 20, 1961 to J. M. Perry Construction Co., Salem, low bidder.

(4) Construction of Siletz River Bridge on Sams Creek Road, Lincoln County. Bids received September 15, 1961. Contract No. 5979 awarded September 20, 1961 to Halder and Kenworthy, Portland, low bidder.

(5) Construction of South Fork, Scappoose Creek Bridge on Watts Road, Columbia County. Bids received September 15, 1961. Contract No. 5980 awarded September 21, 1961 to George E. Berry, Beaverton, low bidder.

(6) Paving the Shasta Way-South 6th Street Section of Klamath Falls-Malin Highway, Klamath County. Bids received September 15, 1961. Contract No. 598[illegible] awarded September 22, 1961 to Page Paving Company, Salem, low bidder.

(7) Grading and paving the 16th Street-Lewis Street Section of Cape Arago Highway in North Bend, Coos County. Bids received September 13, 1961. Contract No. 5982 awarded September 25, 1961 to Bay Pavers, Inc., North Bend, low bidder.

(8) Grading and stone base on Marcola-Drury Creek Section of FAS Route 228, Lane County. Bids received September 13, 1961. Contract No. 595[illegible] awarded October 3, 1961 to F. H. McEwen, Eugene, low bidder.

(9) Mohawk Rock Production Project on B. L. M. 44Q Timber Access Roads, Lane County. Bids received September 15, 1961. Contract No. 5984 awarded October 3, 1961 to F. H. McEwen, Eugene, low bidder.

(10) Grading the North Unit, Westfall-Harper Section of FAS Route 525, Malheur County. Bids received September 15, 1961. Contract No. 5985 awarded October 3, 1961 to Grimstad and Vanderveldt, Inc., Astoria, low bidder.

The Commission confirmed the Engineer's awards of the contracts.

A matter of unfinished business from the September 15, 1961 meeting concerning the lease of 10 acres of land from the U. S. Corps of Engineers, The Dalles, was considered. The Engineer recalled that in discussing the matter at the previous meeting it had been brought out that the Corps of Engineers requested a $500-per-year rental charge on the proposed 50-year lease near The Dalles Dam for a maintenance headquarters site. The question had been asked by the Commission as to how the figure of $500 per year had been determined and why the Corps of Engineers couldn't donate this land to the State as they had to Wasco County. The Engineer explained that the Corps of Engineers can lease without charge property to be used only for park purposes or other public use which was the case of the land given to Wasco County. They do not, however, have authority to lease without charge for other uses. The charge of $500 per year, to be continued, is based on a percentage of the valuation of the property. Mr. Wahlstrom, of the Corps of Engineers, has suggested that after the property has been improved, the Corps of Engineers can request that it be sold to the State

for approximately fifty per cent of the appraised value of the bare land. The Engineer recommended that the lease agreement for $500 per year for a 50-year lease be approved. The Commission approved the lease and authorized the Secretary to sign it.

The Engineer reported that Mr. Harley E. Lowe, Contractor, who had been awarded three contracts by the Commission on September 15 had written, following award of the contracts, stating that he would accept only one project because he had so qualified his proposals. It was found that the proposals did contain a qualification that he would accept only one contract. Although the qualification had not been written in where it should ordinarily be, it was the opinion of the Chief Counsel that it was valid. As a result, the contract for the Ochoco State Park latrine in Crook County in the amount of $9,151.50 had been awarded to Mr Lowe. The contract for the Laurelhurst State Park latrine in Jackson County, Contract No. 5963, had been awarded to Mr. B. D. Greene, Ashland, second low bidder, in the amount of $9,645.50. The contract for the Collier Memorial State Park latrine in Klamath County, Contract No. 5965, had been awarded to the second low bidder, P. J. Bush and Sons Construction Co., Cottage Grove, for $9,957.50. The Engineer pointed out that the second low bidders in each instance had been within the estimated cost as determined by the State. The Commission confirmed prior telephonic approval on the award of the contracts.

The Commission considered a request made by Pacific Concrete Company of Portland, a contractor, for the return of their bid bond because of a clerical error made in their bid made September 13, 1961 on the Camas Swale Bridge Extension on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5968. The Engineer stated that the contractor had submitted his worksheets on which he had computed his original bid. The Contractor claimed that on bid item number 11 he had intended to bid $40,000, but in copying the bid to the proposal the sum of $4,000 had been used. The State's estimate of cost for this item was $25,000. The total amount bid by Pacific Concrete was $56,338, and the second bidder had bid $61,000. The State's estimate was $81,284. As there appears to be no doubt that an honest clerical error was made, the Engineer recommended that the five per cent bid bond submitted by the contractor be returned and that authorization be given to readvertise the project. The Bureau of Public Roads, he added, has approved return of the bid bond. The Commission approved return of the bid bond and authorized readvertising of the project.

The placement of temporary construction speed zones was reported by the Engineer. These speed zones, he pointed out, were placed in effect for the safety of the traveling public through highway construction projects. The Commission confirmed establishment of the following temporary speed zones:

45 MPH between M.P. 9.67 and M.P. 13.62 on the Clackamas Overcrossing-Park Place Section of the Cascade Secondary Highway in Clackamas County, effective 8:00 a.m. September 15, 1961.

October ... 1961

(2) 35 MPH between M.P. 7.07 and M.P. 7.70 on the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County, effective 1:00 p.m. October 3, 1961.

Attention was given to a request made by the City of Portland for State participation in the cost of traffic signal revisions on the Pacific Highway East and on the Cascade Secondary Highway. This matter, the Engineer stated, was carefully investigated by the Traffic Engineering Division, and from the facts determined, he recommended that the State participate in the cost of moving the existing traffic signals on the Pacific Highway East from the N. E. Wasco Street Intersections to the N. E. Multnomah Street Intersections, and the conversion of pedestrian-actuated signals to standard fixed-time traffic signals on N. E. 82nd Avenue at N. E. Tillamook and N. E. Siskiyou Streets provided the City will pay $4,500, one-half the total estimated cost of $9,000, and assume all future maintenance and power needs. The Commission approved the project as presented.

The Commission also considered a request from Darrel Johnson, Portland attorney, and Errol Hassel, Deputy Superintendent of School District No. 48 in Washington County, for installation of a traffic signal at the intersection of the Beaverton-Hillsdale Highway and S. W. 78th Avenue, between Beaverton and Portland. The Engineer stated that the investigation indicated that the standard warrants for signal installation are exceeded, and he recommended that a fully-actuated traffic signal be installed at an estimated cost of $12,000. The Commission approved the project.

Authority for an increase in a contract project authorization was requested by the Engineer. The need for additional crushing material and slide removal had caused Contract No. 5615, for construction of the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County, to overrun $21,837.56, or 7.59 per cent. The Commission approved the increase in authorization.

Attention was given to the proposed acquisition of additional property in Waldport to enlarge the maintenance headquarter's site. The Engineer explained briefly that the maintenance site now occupies one block of property with the exception of two lots. One of the lots, occupied by two small houses, has been appraised and an option secured for $4,500. He recommended that the property be secured to provide much needed room at the maintenance site. The Commission approved the acquisition.

The Commission considered a report submitted by the Engineer concerning construction of an interchange at Rice Hill on the Pacific Highway in Douglas County. The Engineer recalled that at the September 15, 1961 meeting, the Commission had approved a survey covering this section of highway. He pointed out that on June 1, 1961 a public hearing had been held on this project. At the hearing there appeared to be no set pattern in the opinions voiced by those attending. However, since that time many of the area residents, as well as the County Court of Douglas County, have

favored the so-called low-level plan, which utilizes the existing underpass. At the Highway Commission Meeting on September 15, 1961 it had been recommended to the Commission that the overcrossing plan be used, as at that time it was felt it would best serve the local interests over a long period of years. Either plan, he stated, is acceptable to the Highway Department and to the Bureau of Public Roads; however, the low-level plan is somewhat cheaper (approximately $80,000). He recommended that the Commission reconsider its action taken September 15, and that the low-level plan utilizing the present undercrossing be constructed. Action was deferred by the Commission pending appearance of a delegation at 2:00 p.m.

The Commission authorized the Secretary to sign the following Cooperative Construction Agreements approved by the Commission prior to granting the Secretary authority to sign:

(1) The City of Bandon, for improvement of the Ferry Creek-Michigan Avenue Section of the Oregon Coast Highway in Coos County. Authorized by the Commission March 10, 1961.

(2) The City of Empire, for improvement of Commercial Street-Woolridge Street Section of the Cape Arago Highway in Coos County. Authorized by the Commission January 27, 1961.

The Commission discussed with the Engineer finance agreements with counties covering County FAS highway construction, and upon his favorable recommendation, approved the following agreements and authorized the Secretary to sign them in behalf of the Commission:

(1) Tillamook County, covering construction of the Jackson Creek Section of FAS 617. This project authorized by the Commission September 29, 1960 and March 10, 1961.

(2) Baker County, covering construction of Powder River Bridge on FAS 509. This project authorized by Commission January 27, 1961.

A proposed budget for the year 1962 was considered. The Engineer mentioned that the proposed budget is the largest Oregon Highway Department budget ever submitted, with estimated total expenditures of $115,118,000. Concerning expenditures, he pointed out that approximately eight per cent of the total budget is for debt service, covering payments of bond maturities and interest; approximately 73.5 per cent for capital outlay, the principal item being highway construction; approximately 11.29 per cent for maintenance; and approximately 7.21 per cent for administration, including maintenance and operation of the parks system, and other administrative and operation details. The Engineer explained various items in the budget as they were brought up by the Commission and recommended approval of the budget as presented. The Commission deferred action for future study.

A proposed budget for the year 1962 for the Travel Information Division was presented by Mr. Robert Notson, representing the Travel Information Advisory Committee. Mr. Notson called attention to an approximate nine per cent gain in the number of tourists visiting Oregon during 1961, and a similar gain in dollar volume of expenditures by these tourists. Because of the World's Fair in Seattle in 1962, he felt that even more people would be attracted to the Pacific Northwest, many of whom would travel through Oregon and the committee hopes to do certain things that will cause these tourists to pause and visit Oregon. Concerning the outline of the budget as set up by the Travel Information Advisory Committee, he stated that it is approximately the same form as for 1961 but with some technical changes. An additional item has been included in the amount of $25,000 for establishing and manning a booth at the Seattle Fair. It is the feeling of the Advisory Committee that the method of expending the proposed budget will produce the greatest benefit in promoting tourism in Oregon and he recommended that the budget for $425,000 be approved. The Commission asked some questions concerning the details of the budget and, after some further discussion, approved the budget as presented.

County Federal Aid Secondary projects totaling $320,000 as requested by Gilliam, Klamath, and Multnomah Counties were presented by the Engineer. These projects, he stated, have been investigated and are eligible for construction. He also mentioned that a request had been received from Curry County for cancellation of a previously approved project in the amount of $72,000. Upon his favorable recommendation, the Commission approved the following projects, including the cancellation in Curry County, and authorized the Secretary to sign the agreements in behalf of the Commission when they are prepared.

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Gilliam	442	Rock Creek Bridge. Structure	$ 25,000	1963
Klamath	427	K.I.D. "A" Canal Bridge. Structure.	$ 45,000	1963
Multnomah	654	Marine Drive-N.E. Shaver Street. Grade, pave, & structure, 1.1 miles.	$ 250,000	1963
		Subtotal, Additional Projects.....	$ 320,000	
Previously Approved Project for Cancellation				
Curry	881	Langlois-Russell Bridge Section. Grade & surface	$ -72,000	
		TOTAL ADDITIONAL COUNTY FAS FUNDS	$ 248,000	

(Continued on following page.)

SUMMARY BY FISCAL YEARS	1963 (Estimated)	Total
Allocated Funds	$3.692,000	$ 3,692,000
Previously Approved	593,000	593,000
Unprogrammed Balance	$3,099,000	$ 3,099,000
Projects Proposed 10/18/61	248.000	248,000
Unprogrammed Balance	$2.851,000	$ 2,851,000

The Commission considered a request from George E. Berry, contractor on a project known as the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County, Contract No. 5924, for assignment of his contract. The Engineer explained that Mr. Berry proposes to assign this contract to Walter Goodat, dba Goodat Crane Service, and George E. Berry as joint venturers. The request has been investigated, the legal aspects explored and it appears that no harm will accrue to the State by the assignment. The Commission accepted his recommendation that the assignment be approved and authorized the Secretary to sign it in behalf of the Commission.

The Engineer reported that surveys have been completed for relocation or reconstruction of several portions of State highways. These surveys, he stated, have been given very careful engineering consideration in order to provide for the traveling public the best highway facility commensurate with the cost involved. Upon his favorable recommendation, the Commission approved the following highway location surveys, and thereupon adopted resolutions relative thereto marked Exhibits "J-1" and "J-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961":

(1) Cascade Gorge-Forest Boundary Section of Crater Lake Highway, Jackson County. (See Exhibit "J-2")

(2) Crawfordsville Bridge Section of Halsey-Sweet Home Highway, Linn County. (See Exhibit "J-1")

(3) Middle Bridge Road-Love Bridge Section of Baker-Homestead Highway, Baker County. (See Exhibit "J-1")

Attention was given to an agreement with the U.S. Corps of Engineers covering relocation of portions of the Columbia River Highway (Interstate 80N), the John Day Highway and the Heppner Highway, because of construction of the John Day Dam. The Engineer stated that approximately 16 miles of the Columbia River Highway is affected between Rufus and Arlington, about 2.8 miles near Heppner Junction, and 2.5 miles near Boardman. Revisions to the John Day Highway are necessary because of the relocation of the City of Arlington and it is also necessary to relocate approximately 3.5 miles of the Heppner Highway near Heppner Junction.

The Corps of Engineers, under public law, will assume the entire cost of the John Day and Heppner Highway relocations and the cost of two-lane construction on Interstate 80N, including four lanes through interchanges and on grades of three per cent or over. The agreement also provides that the State will design and construct all highway bridge projects and allows the State, if it wishes to do so, to construct the sections of the highway not contiguous with the Union Pacific Railroad and to perform all of the surfacing work. He outlined the cost of the project as follows:

U. S. Corps of Engineers	$24,930,000
Federal Aid (U.S. Bureau of Public Roads)	4,770,000
State of Oregon (Matching Funds)	475,000
TOTAL	$30,175,000

Upon his favorable recommendation, the Commission approved the agreement and signed it.

The Engineer presented for the Commission's consideration, requests from contractors for increases in the number of workdays within which to complete construction of contracts without assessment of liquidated damages. These requests, he stated, have been given careful consideration and his recommendations for granting or denying the requests have been made in compliance with the terms of each contract. The Commission took action on the requests as follows:

(1) Inter City Construction Co., Contract No. 5825, for bridge construction, roadwork and paving on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, requested an increase from 140 to 150 days within which to complete the contract without assessment of liquidated damages. After carefully reviewing the conditions and other facts in this instance, the Commission granted the request. A letter was presented from the Bureau of Public Roads concurring in the extension of time.

(2) Warren Northwest, Inc., Contract No. 5618, for paving and signing on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, requested an increase from 125 days to 135 days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension from 125 to 128 days which was the time required to complete the contract. A letter from the Bureau of Public Roads was presented concurring in the extension.

(3) Roy L. Houck Sons' Corporation, Contract No. 5834, for grading, paving, structures and signing, on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, requested an increase from 123 to 153 days within which to complete the contract without assessment of liquidated damages. After carefully considering all available information, the Commission denied the request.

(4) Robert Angell, Contract No. 5814, for grading and paving on the Douglas Avenue-South City Limits (Roseburg) Section of the Oakland-Shady Highway in Douglas County, requested an increase from 80 days to 95 days within which to complete the contract without assessment of liquidated damages. After carefully considering all available facts the Commission granted an increase of 8 days without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.

(5) Roy L. Houck Sons' Corporation, Contract No. 5478, for paving on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, requested an increase from 160 days to 190 days within which to complete the contract without assessment of liquidated damages. After carefully reviewing all available facts, the Commission approved an increase of 32 days without assessment of liquidated damages contingent upon concurrence by the Bureau of Public Roads.

(6) Warren Northwest, Inc., Contract No. 5838, for paving on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties, requested an increase from 70 days to 83 days within which to complete the contract without assessment of liquidated damages. After carefully considering all available information, the Commission approved an increase of 9 days without assessment of liquidated damages, subject to concurrence by the Bureau of Public Roads.

(7) Peter Kiewit Sons' Company, Contract No. 5385, for paving the S.W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, requested an increase from 120 days to 171 days within which to complete the contract without assessment of liquidated damages. After careful consideration of all available information, the Commission approved an extension of time from 120 days to 170 days without assessment of liquidated damages, provided the Bureau of Public Roads concurs.

(8) Roy L. Houck Sons' Corporation, Contract No. 5592, for paving on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, requested an increase from 125 days to 165 days within which to complete the contract without assessment of liquidated damages. After carefully considering all available information, the Commission approved an increase of 32 days without assessment of liquidated damages contingent, however, upon concurrence by the Bureau of Public Roads.

(9) Keystone Construction Co., Inc., Contract No. 5604, for grading on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, requested an increase from 200 days to 225 days within which to complete the contract without assessment of liquidated damages. After careful consideration of all available information, the Commission approved an extension of 64 days without assessment of liquidated damages dependent upon concurrence by the Bureau of Public Roads.

The Engineer reported that Contract Nos. 5530, 5568, 5715, 5754, 5768, 5787, 5791, 5813, 5824, 5850, 5857, 5858, 5896, 5901, 5904, 5909, 5910, 5911, 5913, 5914, 5915, 5918, 5920, 5922, 5928, 5938, and 5949 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Engineer reported that the Tigard Interchange-Harbor Drive Section of the Pacific Highway in Multnomah County is scheduled for opening this fall. To conform with Commission policy, he recommended that a 70 mile-per-hour speed zone be established on the Pacific Highway No. 1 between the south city limits of Portland (M.P. 5.77) and a point 0.28 mile south of S.W. Barbur Boulevard (M.P. 7.99) and that ramp speeds be established as follows:

S.W. Taylors Ferry Road Interchange:

25 miles per hour Northbound Off Ramp

Capitol Highway Interchange:

25 miles per hour Southbound Off Ramp

Tigard Interchange:

45 miles per hour Southbound Off Ramp
45 miles per hour Northbound Off Ramp

The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Engineer also reported that the Rogue River-Rock Point Section of the Pacific Highway No. 1 in Jackson County is now constructed to interstate standards, and to conform with the Commission's policy, he recommended that a 70 mile-per-hour speed zone be established on the Pacific Highway between the south city limits of Rogue River (M.P. 270.37) and the southerly end of Rock Point Interchange (M.P. 275.18), and that ramp speeds be established as follows:

(Continued on following page.)

Homestead on the Rogue Interchange:

25 miles per hour Southbound Off Ramp
45 miles per hour Northbound Off Ramp

Rock Point Interchange:

45 miles per hour Southbound Off Ramp
45 miles per hour Northbound Off Ramp

The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

Attention was given to a request made by Mr. Ernest D. Mosier, Sheriff of Wasco County, for a speed zone investigation on the Mosier-The Dalles Highway No. 29[illegible] in the community of Rowena. The Engineer stated that a speed check on this section disclosed that 85 per cent of the vehicles were traveling at, or below, the speed of 39 miles per hour. He recommended that a 40 mile-per-hour speed zone be established on the Mosier-The Dalles Highway between a point 100 feet west of the connection to the Rowena Interchange (M.P. 9.36) and 0.75 mile east of Rowena School (M.P. 10.41), except that the indicated speed during hours of school crossings shall be 20 miles per hour between M.P. 9.54 and M.P. 9.78. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto marked Exhibit "B-3", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

To correlate with action taken by the State Speed Control Board on the Halsey-Sweet Home Highway No. 212 in the City of Sweet Home in Linn County, the Engineer recommended that a 50 mile-per-hour speed zone be established on the Halsey-Sweet Home Highway between a point 0.45 mile west of Liberty Road (M.P. 20.18) and the west city limits of Sweet Home (M.P. 21.07). The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-4", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

Consideration was given to a request from Mr. Thomas King, of the Tollgate area, for the need of a speed zone in the vicinity of Tollgate on the Weston-Elgin Highway No. 330 in Umatilla County. The Engineer stated that a Traffic Engineering report disclosed that 85 per cent of the vehicles were traveling at, or below, the speed of 40.75 miles per hour on this section of the highway. He recommended that a 40 mile-per-hour speed zone be established on the Weston-Elgin Highway between a point 200 feet east of the road to Woodward Forest Camp (M.P. 19.41) and 300 feet east of the road to Tollgate Ranger Station (M.P. 19.95). The Commission accepted

his recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-5", which resolution by this reference, is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Engineer recommended the prohibition of shoulder parking in the community of Tigard on the westerly side of the Beaverton-Tualatin Highway No. 141 in Washington County, between M.P. 4.92 and M.P. 4.97. He explained that vehicles parked on this section interfere with the operation of a right-turn lane from north to west. The Commission approved the recommendation by adopting a resolution relative thereto marked Exhibit "C-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961"

The Engineer reported that the construction of the Albany-Santiam Interchange Section Project on the Santiam Highway No. 16, in and near the City of Albany, Linn County, has been completed. He stated the design provides for four lanes with shoulder parking eliminated. He recommended that parking be prohibited on the rural portion of the Santiam Highway No. 16, as follows:

On the southerly side of US20:

From the east city limits of Albany (M.P. 0.06) (Engineer's Station 70+63) to 130 feet east of the easterly right-of-way line of Chestnut Street (M.P. 0.80) (Engineer's Station 109+40).

On the northerly side of US20:

From the northeasterly city limits of Albany (Waverly Drive) (M.P. 0.45) (Engineer's Station 90+80) to 130 feet east of the easterly right-of-way line of Chestnut Street (M.P. 0.80) (Engineer's Station 109+40).

The Engineer stated that the Albany City Council has enacted an ordinance prohibiting parking on the portion of the Santiam Highway within the city limits of Albany. He recommended that the Commission concur in the City's action prohibiting parking on the Santiam Highway No. 16 as follows:

On the northerly side of US20:

From the junction with the Albany-Junction City Highway No. 58 (M.P. 0.00) (Engineer's Station 67+45) to the northeasterly city limits of Albany (Waverly Drive) (M.P. 0.45) (Engineer's Station 90+80).

On the southerly side of US20:

From the junction with the Albany-Junction City Highway No. 58 (M.P. 0.00) (Engineer's Station 66+65) to the east city limits of Albany (M.P. 0.06) (Engineer's Station 70+63).

The Commission approved his recommendations and thereupon adopted a resolution thereto marked Exhibit "C-2", which resolution by this reference, is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

Chairman McIver inquired about a hazardous intersection on the Beaverton-Beaverton Highway in the vicinity of Raleigh Hills. The Engineer stated that a traffic separation is needed which will cost considerable money because of many extensive improvements in the area. The Commission instructed the Engineer to study the matter to determine a feasible future plan for this intersection.

Authority for out-of-state travel for four State Highway employees was requested by the Engineer and approved by the Commission, as follows:

(1) C. H. Maison, Auditor, to attend Financial Management Conference of Bureau of Public Roads and State Highway Accounting personnel in San Francisco, California, on December 4-8, 1961, at an estimated cost of $180.

(2) G. S. Paxson, Assistant State Highway Engineer, to attend a meeting of Bridge Panel for the Road Tests in Illinois, in Chicago, on November 2 and 3, 1961. Expenses to be paid by Highway Research Board.

(3) Carl W. Jordan, Director of Travel Information Division, to attend annual convention of the American Convention and Travel Institute in San Jose, California, on December 3-6, 1961, at an estimated cost of $160.

(4) Confirmed attendance of Clayton Anderson, Recreation Director, at 43rd National Recreation Congress in Detroit, Michigan, on October 1-6, 1961, at an estimated cost of $370.

Commissioner Fridley asked when the Highway Research Board's AASHO test road report would be completed. The Engineer stated that on his recent trip to Chicago, the Highway Research Board indicated the report would not be completed until June or July of 1962.

The Engineer presented for approval a resolution covering abandonment to the adjoining property owner of a portion of the Deschutes River [illegible] the Wemple Highway in Deschutes County. He explained that [illegible] section has been replaced by new alignment leaving a short section of the highway outside of the present right-of-way limits which is of no further use for highway purposes. The Commission approved the abandonment by adopting a resolution pertaining thereto, marked Exhibit "G-1", which resolution by this reference, is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Commission considered another abandonment resolution covering the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County. The Engineer stated that the new section replaces a considerable length of the old highway which Lincoln County has agreed to take back as part of its highway system. Upon the Engineer's recommendation the Commission approved the abandonment by adopting a resolution relative thereto, marked Exhibit "G-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961".

The Engineer reported that agreements with Wheeler County and the City of Fossil have been reached covering the abandonment of portions of the John Day Highway on the Cummings Pass-Fossil Section in Wheeler County when the new section is completed and opened to the traveling public. He stated that Wheeler County has agreed to accept portions of the old John Day Highway that will no longer be in use due to the construction of the new section, and the City of Fossil has also agreed to accept portions of the old highway within its city limits. Upon the recommendation of the Engineer, the Commission approved the agreements and authorized the Secretary to sign them in behalf of the Commission.

The Commission approved the reappointment of Mr. Floyd Query as Secretary to the Commission for a four-year period beginning November 1, 1961 and thereupon adopted a resolution relative thereto, marked Exhibit "K", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of October 20, 1961"

The Commission confirmed approval of an indenture agreement with the Southern Pacific Company covering the Rogue River Park Grade Crossing, PUX 430, in Jackson County. The Engineer stated that prior approval was needed in order to allow the contractor to start work on this project.

Consideration was given to a crossing agreement with the Talent Irrigation District covering the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County. Upon favorable recommendation of the Engineer the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

An agreement with the Union Pacific Railroad Company covering The Dalles (East) Overcrossing, PUX 407, at the railroad tracks in Wasco County was considered. This agreement, the Engineer stated, is needed because of highway construction which crosses the railroad. He recommended that the agreement be approved. The Commission accepted his recommendation.

An agreement with Crown Zellerbach Corporation covering the relocation of the Columbia River Highway at Columbia City in Columbia County was presented by the Engineer. Upon his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission

A Throughway Agreement with Hood River County providing for closure of county roads and access provisions to the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County was presented by the Engineer. Briefly, he stated that the agreement is necessary in order to take care of county roads which intersect with the Interstate Highway, and he recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A request was considered from the Baker County Court to permit the county to occupy a radio station site in Baker County on property previously owned by Frank D. Baird and Emma Baird. The Engineer explained that the radio site is jointly occupied by the State Highway Department and by the Idaho Power Company under terms of a previous agreement. The property has since been sold to Wayne Morris and William R. Peyron. The proposed agreement, allowing Baker County to use the site, will not be detrimental to the interests of the State, and he recommended that the Commission approve a joint-use agreement. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission approved the Secretary's report on papers signed in behalf of the Commission during the period from September 11 through October 18, 1961

The next regular Commission meeting date was set for Friday, December 8, 1961 in the Conference Room of the State Highway Building in Salem. A tentative date of Friday, January 19, 1962, was set for the following meeting

The Commission considered an agreement with the Westport Diking District No. 15 on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties. This agreement, the Engineer explained, involves a highway crossing of the District's dike and reconstruction of the dike in connection with highway reconstruction. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission gave attention to a petition, submitted by 64 residents of the Powers area, requesting a survey and early improvement on the Powers Secondary Highway in the northerly portion of the City of Powers in Coos County. The petition also called attention to hazards to pedestrian travel, particularly school children, along the highway in North Powers. The Engineer stated that the Powers Secondary Highway needs improvement throughout practically its entire length, but at the present time funds for a major project are not available. He recommended that the petitioners be advised that it is not possible to finance highway improvement at this time but that an investigation would be made concerning the pedestrian problem as to whether some solution could be worked out. The Commission accepted the recommendation.

A request from the City of Albany for an "Air Easement" over property owned by the State Highway Department within the south approach zone of the Albany Municipal Airport runway was discussed. Upon inquiry by Chairman McIver, the Chief Counsel explained that the air over the Pacific Highway near the Albany Airport is owned by the Highway Department upwards a certain distance, and the easement is to allow legal traffic by planes over the highway. The Commission approved the easement.

Consideration was given to a letter from the Neah-Kah-Nie Community Club of Nehalem opposing the reopening of the seashore beach to automobile traffic in the City of Manzanita. The Engineer recalled that the Highway Commission on September 15, 1961 had adopted a resolution, at the request of the City of Manzanita, revoking a resolution which had previously closed the Manzanita Beach to vehicular traffic. The resolution adopted September 15 reopened the beach to vehicles under a 15 mile-per-hour restriction. He pointed out that the beach area outside of the city limits of Manzanita has been open to vehicular traffic all the time as these areas were not included in the Manzanita resolution. However, it appears the only access to the nearby beaches is in the City of Manzanita. An investigation, he stated, disclosed no evidence in favor of closing the beach to vehicles, and he recommended that the Neah-Kah-Nie Community Club be advised that the action taken by the Commission on September 15, at the request of the Manzanita City Council, in reopening the beach is in the best interests of the general public. The Commission accepted his recommendation.

The Commission again considered the Highway Department budget for the year 1962 and after some questioning by the members of the Commission, the budget was approved as presented.

Concerning the Travel Information Division budget which had been presented earlier in the day, Chairman McIver instructed the Engineer to send a letter to Mr. Robert Notson who had submitted the budget expressing thanks on behalf of the Commission to him and the other members of the Advisory Committee for the time and effort they had put forth in formulating the budget.

The Commission discussed with the Engineer bids received for highway construction projects on October 18. The Engineer indicated the low bidder on each project and the estimated amount of the contract and made his recommendation as to award, referral, or rejection of the bids. The Commission accepted the Engineer's recommendation on the awarding of the various contracts, as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON OCTOBER 18, 1961

"Powder River (Keating) Bridge in Baker County. The Commission elected to accept the low bid of Bechtel Bros., La Grande, in the sum of $[illegible],273.60 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of $27,000.00 is deposited by the County.

"Illumination installation on Willamette River Bridge at Oregon City in Clackamas County. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at $7,490.00.

"Grading, paving and rock production on the Westport-Clatskanie Section of the Columbia River Highway, west of Clatskanie in Clatsop and Columbia Counties. The Commission elected to accept the low bid of Kuckenberg Construction Company, Inc., Portland, in the sum of $1,818,074.10, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Stone base, oiling, and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway, about one mile southeasterly of Myrtle Point in Coos County. The Commission awarded the contract to the low bidder, Calkins Crushing Company and Burch Gravel Company, Oceanlake, at $239,409.49.

"Grading and paving on Commercial Street-Woolridge Street Section of the Cape Arago Highway in Empire in Coos County. The Commission elected to accept the low bid of Bay Pavers, Inc., North Bend, in the sum of $69,385.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Empire is received and the sum of $17,925.00 is deposited by the City.

"Grading, oiling, and structure on Myers Creek-Burnt Hill Section of the Oregon Coast Highway, about 16 miles north of Brookings in Curry County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., and Carl M. Halvorson, Inc., Portland, at $1,051,435.30.

"Main Street Bridge over Cow Creek at Riddle in Douglas County. The Commission referred all bids to Douglas County.

"Hood River UPRR Overcrossing, eastbound, on Columbia River Highway in Hood River County. The Commission awarded the contract to the low bidder, Pacific Concrete Company, Portland, at $288,033.00.

"Grading and structure on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in the vicinity of Ashland in Jackson County. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at $1,829,313.50.

"Radio and office building at Medford in Jackson County. The Commission awarded the contract to the low bidder, Rogue Valley Construction Company, Medford, at $18,456.00.

"Grading, paving and structure on U.P. Overcrossing-Madras Section of the Warm Springs Highway, north of Madras in Jefferson County. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at $203,078.00.

"U.S.R.S. Canal Bridge, U.S.R.S. Canal Section (at M.P. 25.71), on the Klamath Falls-Malin Highway, approximately one mile easterly of Malin in Klamath County. The Commission awarded the contract to the low bidder, Pacific Concrete Company, Portland, at $37,333.00.

"Mill Creek Bridge. 84' RCDG Bridge on County Road 307, approximately 3/4 mile north of Logsden in Lincoln County. The Commission referred the only bid received to Lincoln County.

"Oak Grove Rest Area, Pacific Highway, 10.7 miles north of Eugene in Linn County. The Commission awarded the contract to the low bidder, Meyer Construction Company, Silverton, at $28,121.46.

"Ontario Office Building in Malheur County. The Commission awarded the contract to the low bidder, David G. Dorsey, Caldwell, Idaho, at $74,049.00.

"Grading on Jackson Creek Section of the Netarts-Sand Lake Highway, near Cape Lookout State Park in Tillamook County. The Commission elected to accept the low bid of Linn-Lane Construction Company, Sweet Home, in the sum of $82,652.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of $19,500.00 is deposited by the County.

"Wallowa Lake State Park Boat Ramp, about 6 miles southeast of Joseph in Wallowa County. The Commission awarded the contract to the low bidder, White Bros. Construction Company, Inc., Walla Walla, Washington, at $17,806.00."

On the Jackson Creek Section Project in Tillamook County, the Engineer explained that the low bidder, Linn-Lane Construction Company, had an error in their bidding proposal; they had written under Item 19, "Class A Concrete", a unit amount of $10.00 per yard but had extended it at $60.00 per yard, thereby making their bid $99,359.00. The State, however, had used the $10.00 per yard unit figure in arriving at the low bid of $82,652. He felt that this company may refuse to accept award of the contract. Since there is only about a $2,000 difference between the low bid and the second low bid, the Commission authorized the Engineer to award the contract to the second low bidder, Buckley Bell, Roseburg, at $84,676.92 if the low bidder refuses to accept the award of the contract.

The Commission discussed with the Engineer problems and requests to be presented by delegations scheduled to appear before the Commission beginning at 1:30 p.m. No action was taken at this time pending the appearance of the delegations.

The Engineer stated that a request had been received from Spray Grange #940 requesting improvements to the Heppner-Spray Highway (ORE207). He pointed out that continuing projects have been sponsored by the

Commission south of Ruggs, the work being performed with Federal Forest [illegible] These funds, he stated, are quite limited, and he recommended that the Grange be advised that the Commission will give careful consideration to further improvements when funds of any nature are available. The Commission accepted the recommendation.

The Commission signed, or authorized the Secretary to sign, deeds, indentures, agreements and other papers, as follows:

"Indenture of Access" to the Laurel C. and Virginia Dennis property on the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County.

"Indenture of Access" to the Donald R. and Peggy M. Loving property on the 102nd Avenue-Sundial Road Section of the Columbia River Highway in Multnomah County.

"Grant of Access" to Frank T. and Margaret A. Willson to property on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

"Modification of Use of Access" to R. J. Tweedy on property on Rock Point-Gold Beach Section of Oregon Coast Highway in Curry County.

"Release of Access Restrictions" to restore to owners, Chester and Opal McCriff, access to S. W. 95th Avenue, located on Denny Road-Pacific Highway West Section of Beaverton-Tigard Highway in Washington County.

"Grant of Access" re-lifting of access restrictions to the relocated county road known as Russell Road which connects to and is a part of the Sanitary Flat Interchange on the North Santiam Highway east of Salem in Marion County.

"Agreement" with OWRR & N Company covering The Dalles (East) Overcrossing of the railroad tracks in Wasco County.

"Air Easement" with City of Albany granting air easement over State property located within the south approach zone of the Albany Municipal Airport main runway.

"Bargain & Sale Deed" to Marion Stafford Hansell and Mary Elizabeth Hansell; William H. Hansell and Joyce J. Hansell for a parcel of land on the Boardman-Stanfield Junction Section of the Old Oregon Trail Highway in Umatilla County

"Bargain & Sale Deed" to Calvin D. and Shirley F. Ott for a parcel of land on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County. (Authorized 9/15/61)

"Bargain & Sale Deed" to Michael A. and Mabel O. Scupien for a parcel of land on the Medford-Ashland Section of the Pacific Highway in Jackson County. (Authorized 9/15/61)

"Bargain & Sale Deed" to Anders C. and Katharine E. Christensen for a parcel of land on the Albany-Judkins Point Section of the Pacific Highway East in Linn County. (Authorized 7/28/61)

"Bargain & Sale Deed" to Thomas J. Parker and Associates, Inc. for a parcel of land on the Northbound Route in Ashland on the Pacific Highway in Jackson County. (Authorized 7/7/60)

"Bargain & Sale Deed" to John K. and Beatrice I. Frizzell for a parcel of land on the Mosier-The Dalles Section of the Columbia River Highway in Wasco County. (Authorized 9/15/61)

"Extension Rider" to OWRR & N Co. covering lease of storage sites for crushed rock at M.P. 25.38 and 27.8 on the John Day Highway in Gilliam County.

"Relinquishment of Title" to State Game Commission to a parcel of land on the Forest Boundary-Haines Section of the Haines-Anthony Highway in Union County. (Authorized 9/15/61)

"Release of Slope Easement" to the Shell Oil Company covering property on the Crooked River-Prineville Section of Ochoco Highway in Crook County.

"Easement" to the Bureau of Land Management granting an "Easement of Access" across a stockpile site at M.P. 37.21 on Siuslaw Highway in Lane County.

"Contract No. DA-45-164-CIVENG-61-103" covering relocation of Oregon Highway Facilities in connection with the John Day Lock and Dam Project on the Interstate Highway 80N.

"Minutes" for meeting of September 15, 1961.

"Petition" to exclude approximately 152 acres of land in Jackson County from the Medford Irrigation District.

"Agreement" with the Pacific Power and Light Company covering extension of electrical facilities to Koberg Beach Wayside in Hood River County.

"Cooperative Construction Agreement" with City of Bandon for improvement of the Ferry Creek-Michigan Avenue Section of Oregon Coast Highway, Coos County.

"Cooperative Construction Agreement" with the City of Empire covering improvement of Commercial Street-Woolridge Street Section of Cape Arago Highway in Coos County.

"Agreement" with Tillamook County covering construction of the Jackson Creek Section of FAS 617.

"Agreement" with Baker County covering construction of Powder River (Keating) Bridge on FAS 509.

"Agreement" with George E. Berry, for permission to assign his Contract No. 59-4, Tillamook River Bridge Section of Netarts Highway in Tillamook County to George E. Berry and Walter Goodat, dba Goodat Crane Service, Joint-Venture.

"Agreement" with Wheeler County covering abandonment of old sections of highways on the Cummings Pass-Fossil Section of the John Day Highway in Wheeler County.

"Agreement" with City of Fossil covering abandonment of old sections of highways on the Cummings Pass-Fossil Section of the John Day Highway and Shaniko-Fossil Secondary Highway in Wheeler County.

"Agreement" with the Talent Irrigation District covering North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

"Agreement" with Crown Zellerbach Corporation covering the relocation of the Columbia River Highway at Columbia City, Columbia County.

"Agreement" with Hood River County providing for closure of county roads or access to the Mitchell Point-Hood River Section of the Columbia River Highway, Hood River County.

"Agreement" with the Westport Diking District No. 15 covering reconstruction of a portion of the District's dike necessitated by construction of the Westport-Clatskanie Section of Columbia River Highway.

"Joint-Use Agreement" with Baker County Court, Idaho Power Company, Wayne Morris and William R. Peyron granting Baker County permission to occupy a portion of a radio station site used by State and Idaho Power Company in Section 31, Township 9, Range 41E, W.M. Baker County.

The meeting was recessed at 12:00 Noon to be reconvened in the same room at 1:20 p.m.

After lunch a delegation from Baker County came before the Commission to urge that improvements be made to the Anthony Lakes Road. The following people from Baker were present: Lloyd Rea, County Judge; Myron C. Brinton, Record-Courier newspaper; Dr. Donald Campbell, Baker City Council and Chairman of the Tourist & Recreation Committee, Baker Chamber of Commerce; Burt Vanderwall, Anthony Lakes Resort; Rives Waller, Vice President of the First National Bank; Kenneth Lockwood, Secretary of Baker Industrial Resources, and Manager-Owner of radio station; Vern [illegible], Manager of the Baker County Chamber of Commerce; Stewart Sullivan, Baker Branch of the U.S. National Bank of Portland; and Ira Staggs, President of the Baker County Chamber of Commerce. The Honorable Lloyd [illegible], acted as spokesman and introduced the members of the

delegation to the Commission. He requested the Commission to place the Anthony Lakes Road from Anthony Lakes to Granite on the Forest Highway System. He called attention to the fine scenic value in this area and its attraction to tourists for recreational use. However, the road beyond the forest boundary, he stated, is not in condition to withstand much traffic. He recalled that local people on their own initiative had started improvement of this road in 1939, and during the war a request had been made to the Commission that the road be designated as a Forest Highway. In conversations with members of the U.S. Bureau of Public Roads and the U.S. Forest Service, he stated that he had found no opposition from them. It was his opinion that the Anthony Lakes Road should qualify equally as well for a Forest Service Highway as the Ukiah-Starkey Secondary. He called attention to the fact that in the two-month period ending September, 1961, 6,000 cars, excluding log trucks, had used the highway. Improvement of this road with county funds, he stated, is not feasible as Baker County has only 17,000 people. It was also his feeling that the scenery and other attractions in the Anthony Lakes area make it of state-wide interest rather than local. He presented letters from the Pendleton Chamber of Commerce and La Grande Chamber of Commerce urging early improvement on the Anthony Lakes Road. Mr. Ira Staggs, President of the Baker County Chamber of Commerce, stated that Baker County is solidly in support of development of the highway. He mentioned a sequence of economic events in Baker County pointing out that in 1861 gold and agriculture were the principal sources of income. In the 1940's gold had dropped from the picture and agriculture and lumber were the principal items. A third element, he stated, is now entering the picture and that is the income derived from tourists. The Anthony Lakes, he stated, is a beautiful area and provides year-round sports activities. Mr. Byron Brinton emphasized the poor condition of the existing road. Forest Service officials have stated that they cannot adequately maintain the road in its present condition and have indicated, he continued, that the road should have high priority for improvement. He also mentioned the excellent natural facilities afforded for winter sports. He pointed out that it is not a difficult snow maintenance area because the owner of a private winter sports development at his own expense keeps the road open from the forest boundary, a distance of 4 miles. Anthony Lakes with its excellent snow, he felt should rival Sun Valley in Idaho as a winter resort if it is properly developed and accessible in the wintertime. Chairman McIver stated that the Commission would give the delegation's request every possible consideration.

A delegation from Yamhill and Washington Counties, headed by members of the Yamhill County Court, came before the Commission to urge improvement of the Tualatin Valley Highway (Oregon Route 47) from McMinnville north. The following persons were present: Charles M. Teegarden and Guy Shumway, Yamhill County Commissioners from McMinnville; George Irey, farmer, and George Zimmerman, seed and feed business, both from Yamhill; Clayton Nyberg, Washington County Commissioner, Hillsboro; Arnold N. Franks, Manager, Chamber of Commerce; Daniel C. Potter, City Manager; Richard Fendall and Earl Bryan, Chamber of Commerce; John S. Van Doren, President, Chamber of Commerce; Homer Wallatz, President of the Hwy. 99W Alternate Association; and Hugh McGilvra, Chamber of Commerce Road Committee and Hwy. 99W Alternate Association, all of Forest Grove. Yamhill

County Commissioner, Charles N. Teegarden, pointed out that the existing highway had been constructed nearly 40 years ago and although well-constructed for a road of that vintage, it is entirely too narrow and crooked for today's traffic. He asked that an early survey be made for improvement of the highway. Mr Hugh McGilvra recalled that portions of this highway north from McMinnville were among the first concrete paved roads in Oregon and the first contract between Forest Grove and Gaston had been let at $5,000 per mile. In one 6 mile section of the road between Forest Grove and Gaston, he stated that he had counted eighteen curves. People who travel the highway, he stated, appreciate improvements which have been made east of Forest Grove but improvements are badly needed to the south between Forest Grove and McMinnville. This road, he stated, is practically limited to local traffic because of restrictions imposed on truck traffic. He also pointed out that if properly improved, Route 47 could be used as an excellent alternate defense road in that it provides an almost direct route to the Longview Bridge across the Columbia River. He told of the increased traffic demands upon this highway, including use by employees traveling to and from the industrial area of Washington County, transportation of commodities and materials from the Tualatin and Willamette Valleys, and travel by parents and students to and from the colleges. He felt that improvement of this highway would increase the north and south flow of traffic through Washington and Yamhill Counties with resulting benefits to their economies. Mr. Clayton Nyberg stated that the Washington County Court had indicated to him that they were solidly in favor of early improvement to Route 47. Chairman McIver told the delegation that the Commission appreciates all of the information given to them and that serious consideration would be given to their request when funds are available.

Mr. Gordon G. Carlson, Attorney, Roseburg, Mr. and Mrs. J. W. MacDonald, and Mr. and Mrs. D. M. Webb, Yoncalla, appeared before the Commission concerning construction of the Rice Hill Interchange on the Pacific Highway in Douglas County. Also present was Mr. O. R. Anderson, Standard Oil Company representative. Mr. Carlson who acted as spokesman stated that the Webbs who are property owners, and the MacDonalds who operate a restaurant and service station in this area, favor the northerly diamond-type interchange, also known as the high level plan. He protested the proposed change in location of the interchange from the northerly diamond-type plan to a location utilizing an existing underpass and referred to as the low level plan. He read copies of letters which he felt indicated an engineering difference of opinion as to which is the best plan. It was also his feeling that a full cross section of public opinion in the area had not been secured. He presented a petition signed by 36 people who, he stated, favored the high level plan. The MacDonalds had hoped to reactivate their restaurant and service station business by-passed ten years ago if the high level plan is used. Two oil companies, he stated, are concerned in the location of the interchange; the Richfield Company favoring the low level plan and the Standard Oil Company, the high level plan. Mr. O. R. Anderson, Portland, property representative for Standard Oil Company, stated that from the plans he had seen it did not make much difference to his company which plan was used, but if he had to state a preference for one or the other, he would probably favor the northerly high level plan. Mr. Carlson stated that location of the interchange should not be determined on

popular vote or number of signatures or petitions nor by political influence, but that the interchange should be constructed which best serves the interests of the community which he felt would be the northerly high level plan. Mrs. MacDonald stated that she and her husband had purchased their restaurant and service station in 1948 and the highway had been moved away from them. They then located their business in a new area. If the highway is moved again, they will be unable to continue in business. Following departure of the delegation, the Commission discussed briefly the relative merits of the northerly high level plan and the low level plan utilizing the existing underpass. After careful consideration they accepted the Engineer's recommendation that the low level plan be used.

There being no further business to consider, the meeting was adjourned at 2:25 p.m., the members of the Commission to meet with the Governor at 2:30 p.m.

W C. Williams (deceased 11-30-61)
State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
November 15, 1961

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. W. C. Williams, State Highway Engineer, was excused because of illness.

The Honorable Howard C. Belton, State Treasurer; Mr. Gordon A. Barker, Deputy State Treasurer; Mr. Ralph Antico, Assistant to the Deputy State Treasurer, were also present in connection with the opening of bids for sale of highway bonds.

The Commission approved a portion of the Minutes of the October 20,1961 meeting pertaining to the Commission's action on that date concerning sale of $12,000,000 of highway bonds authorized by Chapter 345 of the 1961 Session Laws for a bridge across the Columbia River at Astoria and the sale of $8,000,000 of highway bonds authorized by Chapters 381 and 483 of the 1961 Session Laws for other highway improvement.

Chairman McIver announced that bids would be opened and read for the sale of both bond issues this morning and the Commission would announce its action as to award by 12:00 noon. Mr. Gordon A. Barker, Deputy State Treasurer, opened and read bids as follows:

$8,000,000, SERIES 1962 - A

	Total Interest Cost	Effective Interest Rate
The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	$1,179,040	2.679636%

	Total Interest Cost	Effective Interest Rate
Smith, Barney & Co. Halsey, Stuart & Co., Inc. C. J. Devine & Co. Continental Illinois National Bank & Trust Co. of Chicago Joint Managers, and Associates	$1,214,760	2.7608%
Bankers Trust Company First National City Bank Joint Managers, and Associates	$1,194,184	2.71405%
Harris Trust and Savings Bank The First National Bank of Oregon, Portland The Chase Manhattan Bank And Associates	$1,192,960	2.7112%

$12,000,000, SERIES 1962 - B

The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	$7,461,880.00	3.361207%
Harris Trust and Savings Bank The First National Bank of Oregon, Portland The Chase Manhattan Bank And Associates	$7,401,600.00	3.334%
Smith, Barney & Co. Halsey, Stuart & Co., Inc. C. J. Devine & Co. Continental Illinois National Bank & Trust Co. of Chicago Joint Managers, and Associates	$7,605,600.12	3.4259%
Bankers Trust Company First National City Bank Joint Managers, and Associates	$7,523,272.00	3.388861%

The Commission approved a portion of the Minutes of the meeting of October 20, 1961, pertaining to a lease of 15 acres of land from the U.S. Corps of Engineers for a maintenance site at The Dalles in Wasco County. Approval had been requested by the Corps of Engineers to confirm signing of the agreement by the Secretary to the Highway Commission.

The Right of Way Engineer presented for consideration options, pages 1 through 33, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

Chairman McIver inquired of the Right of Way Engineer concerning the status of right of way acquisition on highway construction projects in Portland and other sections within the State. He also inquired as to whether there had been any complaints from property owners who are required to move from their properties on the Minnesota Freeway Section in Portland. The Right of Way Engineer stated that no "hardship" cases had come to his attention as adequate time was being allowed property owners to secure new locations. In response to an inquiry made by Chairman McIver, the Deputy Highway Engineer explained the status of several highway projects including the Hood River Interchange on the Columbia River Highway.

A Bi-Party Permit of Entry with Portland General Electric Company, File No. 28591, concerning the Marquam Bridge Pier Project in Portland was presented by the Chief Counsel. He explained briefly that the Entry form is to allow the State Highway Department and its contractors to enter upon property of the Portland General Electric Company in order to construct footings and piers. The form has been signed by the Portland General Electric Company and he recommended that it be approved by the Commission. The Commission approved the Entry form.

The Chief Counsel requested, and the Commission granted, authority to condemn a parcel of property if it cannot be acquired by negotiation. The land in question, he stated, consists of 9.1 acres owned by Bessie Rhoades, File No. R-34011, on the Bummer Creek Section of the Alsea-Deadwood Highway in Benton County. Of the amount being acquired, 3.4 acres is needed for a channel change. The Commission in granting authority to condemn adopted a resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

Some minor changes in an agreement previously approved by the Commission with the U. S. Corps of Engineers concerning relocation of State highways because of construction of the John Day Dam was brought up by the Chief Counsel. The Engineer explained briefly that the GAO Division of the Federal Government had requested some changes concerning advance payments by the U. S. Engineers to the State. The changes requested will not be detrimental to the State and do not involve any reduction in funds paid to the State. He recommended that these changes be approved and that the Secretary be authorized to sign or initial them in behalf of the Commission. The Commission approved the recommendation and instructed the Chief Counsel and the Deputy Highway Engineer to examine carefully the changes proposed.

The Deputy Highway Engineer reported that he had made awards on four contracts which had been referred to him by the Commission with authority to award when certain conditions had been fulfilled. These conditions have been met. The Commission confirmed the award of the following contracts:

(1) Grading on Jackson Creek Section of Netarts-Sand Lake Highway, Tillamook County. Bids received October 18, 1961. Contract No. 5997 awarded October 25, 1961 to Linn-Lane Construction Company, Sweet Home, low bidder.

Linn-Lane Construction Company refused award of this contract. Contract No. 5997 awarded October 25, 1961 to second low bidder, Buckley Bell, Roseburg.

(2) Construction of Powder River (Keating Bridge in Baker County. Bids received October 18, 1961. Contract No. 5998 awarded October 25, 1961 to Bechtel Bros., LaGrande, low bidder.

(3) Grading, paving, and rock production on Westport-Clatskanie Section of Columbia River Highway, Clatsop and Columbia Counties. Bids received October 18, 1961. Contract No. 5999 awarded October 25, 1961 to Kuckenberg Construction Co., Inc., Portland, low bidder.

(4) Grading and paving the Commercial Street-Woolridge Street (Empire) Section of Cape Arago Highway in Coos County. Bids received October 18, 1961. Contract No. 6000 awarded October 26, 1961 to Bay Pavers, Inc., North Bend, low bidder.

Attention was given to a request made by Linn-Lane Construction Company that the Commission not accept their low bid made October 18, 1961 in the amount of $82,652 on the Jackson Creek section of the Netarts-Sand Lake Highway in Tillamook County. The Engineer explained that in the proposal the contractor used a unit item of $10.00 per cubic yard for Grade A concrete, Bid Item #19, whereas the extended figure indicated that the unit amount of $60.00 was probably intended. It was the contractors contention that he had intended to bid $60.00 per cubic yard of concrete but in copying the unit item from the worksheet to the bid proposal form, an error had been made and a figure of $10.00 had been placed in the unit amount. The Contractor had submitted his worksheet which tended to verify his claim that the error was made in transcribing. As there appeared no reasonable doubt that an honest mistake had been made, the Deputy Highway Engineer recommended that the proposal not be accepted and that the 5% bid bond submitted with the proposal be released. He also mentioned that the contract had been reawarded to Buckley Bell, second low bidder at $84,676.92 as previously authorized. The Commission accepted the recommendation.

The Commission considered requests from the City of Drain and the Drain Chamber of Commerce for improvement of the 6 mile section of the Umpqua Highway northerly and easterly from Drain in Douglas County. The Deputy Highway Engineer explained briefly that the section referred to is a portion of the old Pacific Highway which has been replaced by a new section to the east. The old section is inadequate and he estimated that it would cost approximately $1,500,000 to improve it to modern standards. However, no funds are available at the present time and he recommended that the people of Drain be so advised and that consideration would have to be given at a later time when funds are available. The Commission accepted the recommendation.

Attention was given to a report made by the Engineer concerning widening and straightening portions of the Medford-Provolt Highway westerly from the City of Jacksonville in Jackson County. The Deputy Highway Engineer stated that a study had been made and it was found that substantial improvements could be made by an equipment rental type project similar to projects performed on the Crater Lake Highway. He recommended an expenditure of $90,000 for this type of improvement which would include construction of a new structure across Jackson Creek in Jacksonville to eliminate a sharp curve. The Commission approved the project.

The Commission considered a request from Leonard B. Mullan, City Manager of Milwaukie, for installation of traffic signals at the intersection of McLoughlin Blvd. (Pacific Highway East) and River Road at Scotts Street in the City of Milwaukie. The Deputy Highway Engineer stated that a traffic engineering investigation had disclosed that signals are warranted because of heavy traffic and the accident record, and that a certain amount of channelization work should be performed. He recommended the installation of a fully actuated traffic signal at an estimated cost of $8,300, and channelization work in the amount of $2,000. The Commission approved the project provided the City of Milwaukie will pay one-half of the cost of the signal installation estimated at $4,150 and provide all future maintenance and power needs. The cost of the channelization work is to be borne entirely by the State. The Commission approved the project as recommended and authorized the Secretary to sign the agreement covering the project in behalf of the Commission.

The Commission considered a request made by the owners of the Big "C" Stores to provide left-turn channelization treatment at the access to their shopping center development on the westerly side of 82nd Avenue (Cascade Secondary Highway No. 160) north of SE Division Street. The Deputy Engineer stated that the development will create considerable traffic on 82nd Avenue, sufficient to warrant a channelizing left-turn installation. It is also advisable to provide left-turn channelization at the intersection of 82nd Street and Division Street. The Big "C" Stores have indicated that they will pay $13,000 of the total cost of the project estimated at $30,000. As the Portland City Limits in this area are coincident with the center line of 82nd Avenue, the City has indicated willingness to pay $4,250, leaving as the State's share the sum of $12,750. He recommended that the project be approved as outlined, and that a parking prohibition be placed on the easterly side of 82nd Avenue from the north City Limits, Mile Point 4.04 to SE Brooklyn Street, Mile Point 4.53. The Commission approved the project as recommended and authorized the Secretary to sign an agreement in behalf of the Commission. The Commission also adopted a resolution relative to the parking of vehicles, marked Exhibit "D-3", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

The Deputy Engineer presented a report concerning a program of work on city streets in cities having a population of less than 5,000 under the $250,000 special street fund appropriated by ORS Sec.805. He explained briefly that 73 applications had been received from various cities

and all had been carefully analyzed. He also pointed out that in the report is a tabulation showing projects which have considerable merit and may be considered in next year's allocations. It was his recommendation that the Commission approve projects in fifteen cities which takes up all of the funds available. The Commission approved special street fund projects as follows:

City	Division	Estimated Cost State	City	Total
Banks	I	$ 17,000	$ 3,000	$ 20,000
Brookings	III	20,000	3,200	23,200
Canyon City	V	13,000	--	13,000
Creswell	III	20,000	4,000	24,000
Gaston	I	14,800	2,700	17,500
Halsey	II	10,800	--	10,800
Lakeview	IV	20,000	25,000	45,000
Lostine	V	11,000	--	11,000
Lyons	II	19,000	--	19,000
Newberg	I	20,000	2,700	22,700
Paisley	IV	14,000	--	14,000
Pilot Rock	V	20,000	10,600	30,600
Sheridan	II	20,000	--	20,000
Spray	V	13,500	--	13,500
Wallowa	V	20,000	2,500	22,500
RECOMMENDED FOR APPROVAL (15 Cities)		$253,100	$ 53,700	$306,800

In discussing the various city projects, Commissioner Jackson inquired if all of the cities that request projects are advised as to what disposition is made of their requests. The Engineer replied that all of the cities are notified.

Attention was given to the installation of signals, widening, and paving at the railroad grade crossing of Southern Pacific Company's Springfield Branch on the Corvallis-Eastside Secondary Highway near Tallman. This portion of the highway, the Engineer stated, is one recently taken over from Linn County between the Pacific Highway and Lebanon. There is

considerable traffic across the railroad tracks and Southern Pacific Company has agreed to contribute fifty-percent of the cost of a railroad signal at this point. The State's share of the cost of the signal he estimated at $5,000. When such signals are installed it is the practice to widen the pavement to four lanes so that vehicles required to stop at railroad crossings can pull out. He estimated the cost of widening and paving at this location at $5,000 and recommended that authority be granted to proceed when an agreement has been reached with the railroad company and an order secured from the Public Utility Commissioner authorizing the signal installation. The Commission approved the project as presented.

The Engineer presented for the Commission's consideration requests from contractors for increases in the number of workdays within which to complete contracts without assessment of liquidated damages. These requests, he stated, have been given careful consideration and his recommendations for granting or denying the requests have been made in compliance with the terms of each contract. The Commission took action on the requests as follows:

(1) Smith Transfer, Contract No. 5918, for grading and paving on the "A" Street extension in the City of Toledo in Lincoln County requested an increase from sixty days to sixty-five days within which to complete the contract without assessment of liquidated damages. After carefully considering all available information, the Commission approved an increase from sixty days to sixty-four days which covered completion of the project without assessment of liquidated damages.

(2) White Brothers Construction Company, Contract No. 5828, for grading, paving, and structures on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Wallowa County requested an increase from 110 days to 155 days within which to complete the contract without assessment of liquidated damages. After carefully considering all available information, the Commission approved an extension of time of 18 days without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the extension.

The Engineer reported that contracts Nos. 5580, 5826, 5891, 5905, 5926, 5936, 5941, 5942, 5954, 5974 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

The Engineer reported that under authority previously granted by the Commission he had established a 35 mile-per-hour construction speed zone on the Rock Point-Seven Oaks Section of the Pacific Highway No. 1 between Mile Point 294.95 and Mile Point 302.02 in Jackson County, effective 8:00 a.m., November 13, 1961. This action, he stated, was taken for the safety of the traveling public while moving through the contract operation. The Commission confirmed the construction speed zone.

Because of changes in Mile Post locations and to establish a 20-mile-per-hour speed zone for a school the Engineer recommended that Speed Zone Resolution No. 4, adopted May 15, 1946, be rescinded and that a 40-mile-per-hour speed zone be established as follows:

(1) Freewater Highway No. 339, in Umatilla County, from the Washington State Line at M.P. 0.00 to the north city limits of Milton-Freewater, except that between a point 600 feet north of Ferndale Road and a point 600 feet south of Ferndale Road the designated speed shall be 20 MPH during the hours of school crossings. The Commission approved the revised speed zone and thereupon adopted a resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

The Deputy Engineer reported that an investigation had been made concerning traffic hazards at the junction of the Willamina-Salem Highway and the Independence Highway, west of Salem in Polk County. Left-turn channelization recently installed has made it necessary that shoulder parking be prohibited in the vicinity of this intersection. He recommended that shoulder parking be prohibited on the Willamina-Salem Highway from M.P. 20.47, Engineer Station 272+00, to M.P. 20.68, Engineer Station 261+00, on both sides of the Highway. (See Exhibit "D-1"). He also recommended that shoulder parking be prohibited on both sides of the Independence Highway from M.P. 0.00, Engineer Station 3+00, to M.P. 0.18, Engineer Station 12+50. (See Exhibit "D-2"). The Commission approved the shoulder parking recommendations and thereupon adopted resolutions relative thereto, marked "D-1" and "D-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

Out of State travel authorization was requested by the Deputy Highway Engineer and approved by the Commission as follows:

(1) Leonard I. Lindas, Chief Counsel, to Sacramento, California, October 27-30, 1961, for consultation with the Chief Counsel of the California Highway Department in connection with his duties as Chairman of the Legal Affairs Committee of AASHO, at an estimated cost of $110. The Commission confirmed prior telephonic approval for this trip.

(2) Forrest Cooper, Deputy State Highway Engineer; G. S. Paxson, Assistant State Highway Engineer; and L. I. Lindas, Chief Counsel, to attend the annual meeting of the Highway Research Board in Washington D. C. during the week of January 8, 1962, at an estimated cost of $380 for each person.

(3) J. Al Head, Assistant Traffic Engineer, to attend a meeting of the Technical Council of Institute of Traffic Engineers in Washington D. C., January 6-13, at an estimated cost of $335.

In discussing expenses incurred by Highway employees on out-of-State travel Chairman McIver inquired as to whether the expenses authorized under existing regulations are adequate. The Deputy Highway Engineer replied that the allowance of $7 for meals is not sufficient unless a person eats in restaurants not of the caliber of the hotels in which the various meetings are held. It was his estimate that an individual would lose $2 to $4 per day. The Chairman requested that some figures be prepared on this matter.

Chairman McIver inquired as to what action could be taken to acquire property on Barbur Boulevard in Portland which has been used by an itinerant fruit peddler. In discussing this matter it was pointed out that the peddler's oprations created a traffic hazard when cars wish to pull off and on to the highway. The Commission instructed that action be taken to acquire the property if possible or that steps be taken to bar access to it.

Chairman McIver also inquired as to when results of the AASHO-Illinois Road Test can be expected. The Deputy Highway Engineer replied that as near as he knew findings would not be made public until probably late in the Spring of 1962; however, the matter is to be discussed at the AASHO meeting in January. After considerable discussion Chairman McIver suggested that a resolution be sent to AASHO urging that the report be made soon, and that the report be reviewed by highway men in the various states.

Attention was given to a request from the Oregon State Board of Forestry to erect a fire danger sign on the northerly side of the Sunset Highway, Mile Point 47.63, near Manning in Washington County. This sign, the Deputy Engineer explained, is the standard fire danger indicator used at many other locations. The sign message and proposed location have been approved, and he recommended that a permit be granted for its installation and that the Secretary be authorized to sign the permit in behalf of the Commission. The Commission accepted the recommendation.

The Commission considered a throughway agreement with Multnomah County concerning reconstruction of S.W. Jefferson Road at its intersection with the Highlands Interchange-Stadium Freeway Section of the Sunset Highway. The Deputy Engineer commented briefly that the project had been approved by the Commission in its construction program adopted December 12, 1960, and the agreement is necessary in order to provide for connections or the closing

of county roads. He recommended that it be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

Consideration was given to a permit agreement in behalf of Ben F. Phillips of Cascadia, granting the right to use water from a spring located in Cascadia State Park, and the right to construct a pipe line from this source to his property in Linn County. This matter, the Deputy Engineer stated, was approved in rough form by the Commission at their meeting June 19 and 20, 1958. He recommended that the agreement be approved and that the Secretary be authorized to sign it in behalf of the Commission. The recommendation was accepted by the Commission.

A resolution was presented by the Deputy Engineer transferring a portion of the Haines-Anthony Secondary Highway to Baker County and extending the highway along a new route in and west of the town of Haines. The reconstruction of the Haines-Anthony Highway north and west of Haines has been completed. Under terms of an agreement previously entered into with Baker County, the County had agreed to take over the old portion of the highway when the new one is completed and open to travel. The newly constructed section follows the alignment of the Rock Creek County Road and the South Haines-Rock Creek County Road, and the resolution designates this new section as an extension to the Haines-Anthony Secondary Highway. Upon the Deputy Engineer's favorable recommendation the Commission adopted a resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

The Deputy Highway Engineer also presented three resolutions covering the abandonment of old sections of highway. He explained that the resolutions are follow-ups to agreements previously entered into with the county courts, which agreements provide for disposition of the old sections when the new sections are completed and opened for public travel. Upon his favorable recommendation, the Commission approved the following abandonment resolutions, marked Exhibits "F-1" through "F-3", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under ""Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

(1) Chandler Park Section of the Fremont Highway in Lake County. Four short sections of highway are abandoned to the abutting property owners. (See Exhibit "F-1")

(2) Cummings Pass-Fossil Section of the John Day Highway in Wheeler County. Three sections of highway are abandoned to Wheeler County. (See Exhibit "F-2")

(3) Namorf-Harper Section of the Central Oregon Highway in Malheur County. One section of the old highway in abandoned to Malheur County. (See Exhibit "F-3")

A throughway-abandonment agreement with Hood River County concerning the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County was presented by the Deputy Engineer. Briefly he explained that it is planned to receive bids for construction on new alignment of this section. Hood River County has agreed to take over the old section of the highway when the new one is completed. The agreement also contains provision for the closure of a county road intersecting the new highway construction. Based upon the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission considered an abandonment agreement with Douglas County concerning disposition of sections of the Elkton-Sutherlin Secondary Highway between Smith Bridge and Kellogg Bridge. Under the terms of the agreement the County is to take over and maintain two of these sections when the new section is completed and open to travel. Two other sections are to be retained by the State and maintained by the County. Upon his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Also considered was a resolution abandoning to Douglas County the two above mentioned section of the Elkton-Sutherlin Secondary Highway between Smith Bridge and Kellogg Bridge. The Deputy Engineer stated that construction of the new section has been completed and it is now open to public travel. The resolution is to complete transfer of the old sections to the county. Following his favorable recommendation the Commission adopted a resolution relative thereto, marked Exhibit "F-4", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of November 15, 1961".

Agreements with railroad companies were presented by the Deputy Engineer. These agreements, he stated, are needed in highway construction because of encroachments upon railroad property. He explained briefly the conditions involved in each of the agreements, and upon his favorable recommendation the Commission approved the following agreements:

(1) With Southern Pacific Company on Siuslaw River-Walton Section of Eugene-Mapleton Highway, Lane County.

(2) With Southern Pacific Company on Bay City-Garibaldi Section of Oregon Coast Highway, Tillamook County.

(3) Union Pacific Railroad Company on Athena-Blue Mountain Section of Oregon-Washington Highway, Umatilla County.

(4) Supplemental agreement with Southern Pacific Company covering overcrossing on Willamette River-Judkins Point Section of Pacific Highway, Lane County. (Original agreement signed August 3, 1959).

(5) Union Pacific Railroad Company covering storm sewer pipe line at Cascade Locks in Hood River County.

The installation of traffic signals in the City of Grants Pass at the intersections of 7th and "E" Streets, 6th and "E" Streets, and 7th and "F" Streets was considered by the Commission. The Deputy Engineer explained that as a part of the construction of a connection between the East Grants Pass Interchange on the Pacific Highway and the central business district of Grants Pass it is necessary to construct a one-way couplet on "E" and "F" Streets. Signals are required to insure proper operation of this couplet. Cost of installing the traffic signals at the three intersections, plus the necessary interconnection to the existing traffic signal system on 6th and 7th Streets, he estimated would be $14,000. The City of Grants Pass, he continued, has indicated its willingness to pay half the cost of the installation and to provide all future maintenance and power consumption needs. The Commission approved the installation following the favorable recommendation of the Deputy Engineer.

The Deputy Highway Engineer reported that contract No. 5110, awarded to Kuckenberg Construction Company for grading the Lowell Street-21st Avenue Unit of the Pacific Highway in Portland, had been completed in accordance with requirements of the contract, except for the submission of the report on materials and supplies used. Based upon the recommendation of the Deputy Engineer, the Commission agreed to accept this contract with the date of acceptance to coincide with the date that the materials report is received.

Concerning the new section of the Pacific Highway in south Portland, the Deputy Engineer stated that guard rail is being installed and the shoulders are being paved at this time. Weather conditions may delay completion of the work until 1962; however, it is planned to open the highway on a limited basis on December 1, 1961.

Chairman McIver commented that representatives of the lumber industry had inquired why the State could not use more lumber in the construction of guard rail. The Deputy Engineer stated that State and Federal highway standards are involved and on Federal-Aid projects the standards must be adhered to in order to secure Federal funds. He recalled that the State in the past had used a great amount of lumber in guard rail construction and it had been noted on a number of occasions that when the guard rail was struck by a vehicle there was a tendency for the rails to split, creating a hazard in addition to the impact. He mentioned that the aluminum manufacturers have developed a rail which they would like to have used. Also, a plastic rail made with fiber glass and resin has been developed. The manufacturers of some of these rails claim that painting is not required; however, he felt that this claim would need verification.

An inquiry was also made by Chairman McIver as to when the bridge across the Willamette River on the Pacific Highway at Eugene would be opened for traffic. The Deputy Engineer stated that it is planned to open the bridge in the early part of December.

At 11:20 a.m., Mr. Barker, Deputy State Treasurer, announced that the bidders" computations had been checked and found accurate and that the low bidder for the $8,000,000, Series 1962-A, was The First National Bank

of Chicago, Morgan Guaranty Trust Company of New York, Account Managers, and Associates; and the low bidder for the $12,000,000, Series 1962-B, was Harris Trust and Savings Bank, The First National Bank of Oregon, Portland; The Chase Manhattan Bank, and Associates. The Chief Counsel pointed out that the written opinion of the bond attorneys has not been received and that the awards to these successful bidders for the purchase of Oregon State Bond Series 1962-A and 1962-B should be made subject to the receipt of the written opinion of the bond attorneys, Shuler, Sayre, Winfree, and Rankin, as to the legality of said issues. In considering the award for sale of the bonds, the Commission also considered conditions imposed by the legislature on the expenditure of that portion of Series 1962-A as authorized by Chapter 483, laws of 1961. It was their finding that the needs for improvement of the State Highway System were most immediate on that section of The Dalles-California Highway between Eightmile and Tygh Valley in Wasco County and that area of Wasco County is an area of depressed economic conditions.

The meeting was recessed at 11:30 a.m. At 12:00 noon the meeting was reconvened by Chairman McIver. A motion was made by Chairman McIver, seconded by Commissioner Fridley, and made unanimous by Commissioner Jackson that the bid of the First National Bank of Chicago and Associates for the 1962-A bonds in the amount of $8,000,000 be accepted at their bid of 2.679636% effective interest rate. A motion was made by Chairman McIver, seconded by Commissioner Jackson, and made unanimous by Commissioner Fridley that the bid of Harris Trust and Savings Bank and Associates for the 1962-B bonds in the amount of $12,000,000 be accepted at their bid of 3.334% effective interest rate. The acceptance of both bids was made contingent upon receipt of the written opinion of the bond attorneys as to legality of the bond issues. The Commission also instructed that the unsuccessful bidders' deposit checks be returned.

The Commission considered the use of additional floor space for the State Highway booth in the "Century 21" Exposition in Seattle, Washington, during 1962. Commissioner Jackson stated that he felt more space should be acquired to better advertise Oregon. After some discussion the Commission authorized the purchase of 900 square feet of floor space at a cost of $11,025 in lieu of 550 square feet costing $6,750

The Commission discussed with the Deputy Engineer plans for widening and straightening on the Coos Bay-Roseburg Highway (Route 42). The Deputy Engineer stated that because the highway is located in a rather narrow canyon in which there is also a river, it is not feasible to widen the highway at many locations because of the closeness of the river and rock cliffs; in other words, a project such as performed on the Warner Secondary Highway (Winnemucca-to-the-Sea) would probably not be feasible.

The Commission signed or authorized the Secretary to sign the following agreements, deeds, and other papers:

"Lease" with Juliet E. Hull for a borrow area on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

"Permit of Entry" with Portland General Electric Company granting State to enter upon their property in connection with construction of Marquam Bridge on the East Bank Freeway Section of the Pacific Highway in Multnomah County.

"Lease of Stockpile Site" covering leasing from U. S. Bureau of Reclamation 0.9 acre tract of land located approx. 2 miles south of Nyssa, Malheur County, for stockpile site for the Owyhee Project. (Approved 4-14-61)

"Agreement with Union Pacific Company re U-Xing, O-Xing and G-Xing on the Athena-Blue Mountain Section of the Oregon-Washington Highway in Umatilla County. (Agenda Item 4-j-3)

"Agreement" with Union Pacific Railroad Co. covering the installation of a storm sewer at Cascade Locks in Hood River County. (Agenda Item 4-j-5)

"Agreement" with Linn County covering the joint use of the Saddle Butte quarry site on the Albany-Judkins Point Section of the Pacific Highway in Linn County. (Authorized 10-20-61)

"Agreement" with the Southern Pacific Company covering the Siuslaw River-Walton Section of the Eugene-Mapleton Highway in the vicinity of Globe. Lane County. (Agenda Item 4-j-1)

"Agreement" with Southern Pacific Company covering the Bay City-Garibaldi Section of the Oregon Coast Highway, Tillamook County.

"Supplemental Agreement" with Southern Pacific Company covering over-crossing on Willamette River-Judkins Point Section of Pacific Highway in Lane County. (Agenda Item 4-j-4)

"Permit" to Oregon State Board of Forestry for permission to erect a fire danger sign on state highway right of way on northerly side of Sunset Highway at M.P. 47.63 near Manning Oregon. (Agenda Item 4-d)

"Throughway Agreement" with Multnomah County concerning reconstruction of S. W. Jefferson Road at its intersection with Highlands Interchange-Stadium Freeway Section of Sunset Highway and closure at other points. (Agenda Item 4-e)

"Permit Agreement" to Ben F. Phillips, Cascadia, to use a spring located in Cascadia State Park and right to construct a pipe line from this source to his property. (Agenda Item 4-f)

"Throughway and Abandonment Agreement" with Hood River County covering the Fikes Corner-Whiskey Creek Section of Mt. Hood Highway in Hood River County. (Agenda Item 4-i-1)

"Abandonment Agreement" with Douglas County covering the Smith Bridge-Kellogg Bridge Section of Elkton-Sutherlin Highway in Douglas County. (Agenda Item 4-i-2)

There being no further business to consider, Chairman McIver declared the meeting adjourned at 12:30 p.m.

Deputy State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
November 30, 1961

The Oregon State Highway Commission, Mr. M. K. McIver, Chairman; Mr. K. H. Fridley, Commissioner; Mr. Glenn L. Jackson, Commissioner; held a special telephone meeting at 9:00 a.m. with Mr. Forrest Cooper, Deputy State Highway Engineer.

The Commission by unanimous action, appointed Mr. Forrest Cooper as Acting State Highway Engineer, following the death early this morning of Mr. W. C. Williams, State Highway Engineer. The Commission also appointed Mr. R. L. Porter as Assistant State Highway Engineer.

Acting State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
December 2, 1961
9:30 A.M.

The Oregon State Highway Commission held a special meeting to consider such matters as must be taken care of because of the death on November 30, 1961, of Mr. W. C. Williams, State Highway Engineer. Present at this meeting were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, Acting State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
Victor L. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
Walter Wright, Right of Way Engineer
F. B. Crandall, Traffic Engineer
R. B. Sipprell, Director of Permits
Dennis Clarke, Assistant Director Travel Information Division
Floyd Query, Secretary

The Commission confirmed its telephonic action of November 30, appointing Mr. Forrest Cooper as Acting State Highway Engineer and Mr. R. L. Porter as Assistant State Highway Engineer.

Chairman McIver stated that the Commission does not wish to take any formal action or make any public announcement concerning the appointment of a State Highway Engineer until after Mr. Williams' funeral. He also stated that action on the appointment of another Assistant State Highway Engineer would be deferred, probably until the Commission meeting on December 8, 1961.

At the request of the Secretary, the Commission approved an excerpt from the Minutes of November 15, 1961 pertaining to the sale of Highway bonds. This action was taken so that a copy of the Minute entry could be sent to the State Treasurer to expedite sale of the bonds.

The meeting was declared adjourned at 9:50 a.m. by Chairman McIver. The members of the Commission and its staff went to the Capitol Building to meet with the Legislative Highway Interim Committee.

Acting State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

Salem, Oregon
December 8, 1961

The Oregon State Highway Commission met in regular session at 9:30 a.m., in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, Acting State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Construction Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

Mr. C. H. Maison, Auditor, and Mr. Carl W. Jordan, Director of Travel Information, were excused because of other duties. Mr. G. S. Paxson, Assistant State Highway Engineer, was excused as he was recuperating from an automobile accident.

The Commission approved the Minutes of October 20, 1961.

Chairman McIver stated that because of the death of Mr. W. C. Williams, State Highway Engineer, on November 30, 1961, the State Highway Commission must appoint a successor. This matter he continued, has been carefully considered by the Commission and they have proposed the following action:

1. That Forrest Cooper be appointed as State Highway Engineer. (See Exhibit "B-1")

2. That G. S. Paxson be appointed Deputy State Highway Engineer. (See Exhibit "B-4")

3. That R. L. Porter be confirmed as Assistant State Highway Engineer. (See Exhibit "B-2)

4. That Tom Edwards be appointed as Assistant State Highway Engineer, a newly created position. (See Exhibit "B-3")

5. That P. M. Stephenson be retained in the position he now holds as Assistant State Highway Engineer.

The appointments were approved unanimously by the Commission.

Upon the request of Chairman McIver, the Secretary administered the Oath of Office to each of the new appointees; Mr. Cooper, Mr. Porter, and Mr. Edwards. (During the evening of the same day the Secretary administered the Oath of Office to Mr. G. S. Paxson as Deputy State Highway Engineer at his home.) Mr. Cooper as State Highway Engineer, was appointed for a four year term effective November 30, 1961. In making these appointments the Commission adopted resolutions pertaining thereto, marked Exhibit "B-1" through Exhibit "B-4", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

Chairman McIver commented that the Highway Department has been fortunate in having had the services of two outstanding leaders in the Chief Executive position, Mr. W. C. Williams and Mr. R. H. Baldock, and it is the feeling of the Commission that the high standard of service established in the past will be maintained in the future. The Commission, he stated, is very proud of its staff.

The new State Highway Engineer thanked the Commission for their confidence in him.

The Right of Way Engineer presented for consideration options, pages 1 through 43, secured for acquisition of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

The Property Manager's report covering sales of miscellaneous properties and changes in rental status since the last Commission meeting was presented by the Right of Way Engineer. He commented that miscellaneous sales during this period amounted to $39,559.25, rental receipts for October, 1961 were $6,052.31 and for November, 1961 receipts were $4,666.23. The Commission accepted the report.

"Indentures of Access" were presented by the Right of Way Engineer on several properties adjoining state highways. The proposed changes in points of access, he stated, are for the benefit of the property owners and for the protection of the traveling public. In no case is additional access being provided, simply a change of location. Upon his favorable recommendation, the Commission approved the following "Indentures of Access":

1. Wood and Strayer property, File No. 30847, on the New Era-Canby Section of Pacific Highway East, Clackamas County.

2. Polk County property, File No. R-20556, on Rickreall-Orr Corner Section of Pacific Highway West, Polk County.

3. Echo Resort, Inc., property, File No. 19930, on Hinsdale Slough-Luder Creek Section of Umpqua Highway, Douglas County.

4. Koch property, File No. 31640, on Sugarloaf Mountain-McMullen Creek Section of Coos Bay-Roseburg Highway, Coos County.

5. Otto property, File No. 25919, on Hinsdale Slough-Luder Creek Section of Umpqua Highway, Douglas County.

6. Shepeard property, File R-26749, on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

7. Osborn property, File R-26742, on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

8. Hinsdale property, File 20605, on Hinsdale Slough-Luder Creek Section of Umpqua Highway, Douglas County.

9. Esau property, File R-20561, on Rickreall-Orr Corner Section of Pacific Highway West, Polk County.

Consideration was given to a "Grant of Access" to Mr. and Mrs. James Lazzeroni to provide access from the remaining Lazzeroni property to relocated Grand Avenue on the Grand Avenue Section of the Pacific Highway East in Multnomah County. The Right of Way Engineer explained that in the original transaction access had been denied between the parcel taken for right of way and the remaining Lazzeroni property. It had been intended to deny access between the owners' remaining property and the high level structure, which is to carry northbound traffic on the Pacific Highway East. There was no intent to deny access between the owners' remaining property and reconstructed Grand Avenue, which is at ground level. Upon his favorable recommendation, the Commission approved the "Grant of Access".

A recommendation was made by the Right of Way Engineer to offer at public sale several parcels of excess highway properties. The need of these properties for highway purposes has been cleared through the Engineering Division, and access provisions as proposed are consistent with departmental policy as practiced in the vicinity of each parcel. The recommended minimum sale price for each, he state, is based on appraised value or on an offer which exceeds appraised value. Upon his favorable recommendation, the Commission authorized public sales of the following parcels of real property and thereupon adopted resolutions relative thereto, marked Exhibits "C-1" through "C-6", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

1. 1.06 acres, File 21542, on Euchre Creek-Greggs Creeks Section of Oregon Coast Highway, Curry County, for not less than $4,000 and without access to the reconstructed Oregon Coast Highway. (See Exhibit "C-1")

2. 8.8 acres, File 25674, on Albany-Judkins Point Section of Pacific Highway, Linn County. This property is to be sold for not less than $1,750, without access to the Pacific Freeway and with an advertising sign restriction. (See Exhibit "C-2")

3. 993 square feet of land, File 1141, in City of Florence, on Florence-Glenada Section of Oregon Coast Highway, Lane County, for not less than $1,000. No access or sign restrictions are to be imposed in this sale. (See Exhibit "C-3")

4. 1.5 acres of land and a permanent easement of access comprising 0.05 acres, File 20941, on Willamette River, Hayesville Section of Pacific Highway, Marion County, for not less than $7,200. This property is to be sold without access to the Pacific Highway and subject to an advertising sign restriction. (See Exhibit "C-4")

5. 0.09 acre, File 5697, on Cottage Grove Section of Goshen-Divide Secondary Highway (formerly Pacific Highway), Lane County, for not less than $2,000 with provision for two points of access, 30 feet in width, and unrestricted as to use. (See Exhibit "C-5")

6. Fragments from three ownerships aggregating one acre of area, Files 28899, 28900 and 28901, on Seven Oaks-Ashland Section of Pacific Highway, Jackson County, for not less than $250. This property is to be sold without access to the Pacific Freeway and subject to an advertising sign restriction.

7. 2 acres, File 17368, on Salem By-Pass Section of Pacific Highway, Marion County, for not less than $2,000, which amount includes $500 for relocation of the right of way fence by State forces. This property is to be sold without access to the Pacific Highway and with an advertising sign restriction. (See Exhibit "C-6")

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, marked Exhibits "G-1" through "G-20", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation", dated December 8, 1961, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers").

A written report of cases tried in court was presented by the Chief Counsel. He commented briefly on some of the verdicts returned by juries, mentioning specifically the case of Northwestern Ice and Cold Storage Company, Inc., in which the verdict awarded was in the amount of $54,000, or $2,500 less than the State's offer of $56,500. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3459 Orval Glenn Butler, et al	Crook	Paulina	Post-Paulina	$ 1,690 plus $ 984.50 (for rebuilding flume)	$15,000 (plus attorney fees)	$ 2,300
L-3466 Northwestern Ice & Cold Storage Company, Inc.	Multnomah	Pacific	East Bank Freeway	$56,500	$254,000	$54,000
L-3677 Martin Heitkamp, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$30,250	$ 40,000	$36,000
L-3688 Harvey Peterson, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$ 6,130	$ 11,500	$ 9,000
L-3700 Earnest G. Childreth, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$ 2,300	$ 4,700	Non-suit None
L-3736 Dorothy Butler, et vir.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$ 2,000	$ 10,000 (Answer)	Non-suit None
L-3742 Isami Tsubota, et ux	Sherman	Sherman	Biggs-Thornberry	$ 1,860	$ 9,500	$ 3,000
L-3748 Bruce Kelly, et al	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	$ 1,310	$ 5,500	$ 2,250

Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3749 Karl J. Granquist, et al	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	$ 180	None Stated	$ 180
L-3806 James P. Rusow, et ux	Coos	Cape Arago	North Bend	$ 400	$ 900	$ 600
L-3828 Stella Kershaw, et al	Umatilla	Oregon-Washington	Athena-Blue Mountain	$ 6,400	$ 9,288.75	$ 6,760

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3472 State of Oregon	Joan Elaine Dyson	Multnomah	To recover damages to State vehicle resulting from automobile accident.	$ 183.91	$183.91
L-3443 Transport Service	State of Oregon, Bob Hebener, Sand Hill Gravel Co., et al	Marion	Enforce payment of funds due on State Contract to assignee of contractor.	Set aside assignment of funds due on rock purchase and enjoin payment.	Service on State of Oregon quashed.
L-3450 A. M. Cronin III and Susan Cronin	State of Oregon	Multnomah	Inverse Condemnation Plaintiff alleges damages to his house, swimming pool, tennis courts, and other improvements by reason of slides and earth movement caused by construction of Highlands Interchange (Zoo) Section of the Sunset Highway.	$100,000	Nothing - Dismissed on stipulation of parties.

(For further details concerning the cases tried, see the Chief Counsel's letters of December 1 and December 7, 1961, entitled "Report of Cases Tried", and "Supplemental Report of Cases Tried", in the General Files, Salem).

December 8, 1961

Also presented by the Chief Counsel was a written report of condemnation cases which have been settled out of court. He explained briefly factors involved in some of the settlements. The Commission accepted the report which summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3324 Bernie B. Moore, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$ 5,818	$ 7,000
L-3543 International Church, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$35,500	$35,500
L-3649 H. J. Maury, et ux	Clatsop	Oregon Coast	Smith Point-Camp Rilea	(no letter of offer)	$ 25
L-3699 George E. Nerton, et al	Jackson	Pacific	Seven Oaks-Neil Creek	$23,300	$29,000
	(For record only. Approved NOA at the 10/20/61, Commission Meeting.)				
L-3792 E. L. Clark, et ux	Coos	Cape Arago	North Bend	$ 420	$ 650
L-3793 Ross E. Costello, et al	Coos	Cape Arago	North Bend	$ 220	$ 383.60 (includes $8.60 costs)
L-3800 E. Earl Dudley, et al	Umatilla	Oregon-Washington	Athena-Blue Mountain	$ 7,350	$ 9,040
	(State appraisal of $8,800 received after offer made.)				
L-3845 Kenneth Hyatt, et al	Curry	Oregon Coast	Myers Creek-Brookings	$ 1,210	$ 1,207
L-3860 Nora M. Becker, et al	Multnomah	Pacific	North Portland Harbor - North Russell Street	$80,000	$85,000
L-3864 J. Lewis Wallace, et al	Lane	Siuslaw	Florence-Cushman	$ 435	$ 435
L-3869 Mike Burya, et ux	Josephine	Redwood	"E" and "F" Street Connection	$ 2,900 (State to fence)	$ 3,020 (including $120.00 for fencing)

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3878 George J. Aha, et al	Multnomah	Pacific	North Portland Harbor - North Russell Street	$ 3,000	$ 3,000
L-3592 Frank J. Cullen, et al	Jackson	Pacific	Seven Oaks-Neil Creek (Later appraisal of $12,500 without special benefits.)	$ 8,065	$12,500
L-3618 Mary Rice, et al	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 6,000	$ 6,100
L-3619 Mary Rice, et al	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 2,450 (includes well and water system) $ 1,260 (excluding well and water system)	$ 1,500 (including well and water sy
R-33614 Mary Rice, et al	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 1,200	$ 1,200
L-3839 Athena Pea Growers Association	Umatilla	Oregon-Washington	Athena-Blue Mountain Station	$ 1,565	$ 2,000
L-3840 Frank Patella, et al	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$15,500	$17,000
L-3866 William R. Rose, et ux	Lane	Siuslaw	Florence-Cushman	$ 350	$ 350
L-3875 JoAnn Jantze, et al	Polk	Willamina-Salem	Bonneville Station-Patterson Ave.	$12,750	$13,250
L-3492 Lyle R. Ostrander, et al	Wheeler	John Day	Cummings Pass-Fossil	$ 1,730 (for 4.5 acres)	$ 3,000 (for 9.31 acres)
L-3514 Cunningham Sheep Co.	Umatilla	Old Oregon Trail	Deadmans Pass-Meacham	$ 95	$ 250

December 8, 1961

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3600 J. A. Huckaby, et al	Douglas	Pacific	Rice Hill-North Oakland	$ 515	$ 4,600
(Owner to provide access road at estimated cost of $3,884.)					
L-3690 Bert B. Lowry, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$ 100	$ 325
L-3883 Jack S. Saltzman, et ux	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	$38,000	$40,500
L-3903 Bernard M. Clark, Jr., et al	Multnomah	Pacific	North Portland Harbor-North Russell Street	$16,900 (partial taking - $17,100 entire taking)	$17,100 (partial taking)
R-30542 A. J. Cook and Margaret A. Cook, et al	Wasco	Columbia River	The Dalles By-Pass	$ 3,300	$ 3,625
R-33593 Henry H. Harder, et ux	Polk	Kings Valley	Polk Station-Dallas	$ 1,055	$ 1,250

Concerning settlement of the Frank J. Cullen case, the Chief Counsel explained that the substantial increase over the offer of $8,065 was brought about because of the necessity of revising appraisals due to zoning in the area. The revised appraisal indicated that the settlement should be $12,500.

(For further details, see the Chief Counsel's letters, dated December 1 and December 7, 1961, entitled "Report of Cases Settled" and "Supplemental Report of Cases Settled", in the General Files, Salem).

The Chief Counsel stated that the trial involving alleged slide damage at the Portland Zoo on the Sunset Highway Multnomah County, has been set up to March 19, 1962. The City of Portland, he stated, had previously offered to settle the case on the basis of the State paying 60 percent of the alleged damages and the City paying 40 percent, but has now offered to settle on the basis of 50-50.

Confirmation of offers made to property owners prior to institution of condemnation proceedings was requested by the Chief Counsel. The offers as

presented, he stated, have been approved orally by one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

BIGGS-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32691 - Susie A. Tom, et al. 20,575 square feet for right of way pruposes. Offer of $25,500 approved by Mr. Fridley, November 23, 1961.

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-29507 - Moskee Investment Co., et al. 3,200 square feet for right of way purposes. Offer of $2,300 approved by Mr. McIver, October 24, 1961

R-29514 - M. J Raschko, et ux. 2,500 square feet for right of way purposes. Offer of $1,300 approved by Mr. McIver, October 24, 1961.

R-32561 - Glover J. Johnson, et al. 0.1 acre for right of way purposes. Offer of $4,500 approved by Mr. McIver, December 4, 1961.

R-32563 - John Piper, et al. 1,480 square feet for right of way purposes. Offer of $1,200 approved by Mr. McIver, December 5, 1961.

R-32564 - Frank Finney, et al. 1,830 square feet for right of way purposes. Offer of $675 approved by Mr. McIver, November 29, 1961.

R-32572 - Orval E. Shryder, et ux. 1.88 acres for right of way purposes. Offer of $10,125 approved by Mr. McIver, October 27, 1961.

R-32573 - T. T Crozer, et al. Parcel No. 1: 1.3 acres for right of way purposes; and Parcel No. 2: 0.35 acre for right of way purposes. Offer of $2,230 approved by Mr. McIver, November 29, 1961.

BRIDGE-FRENCHIE CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-33431 - Warren A. Cribbins, et al. Parcel No. 1: 1.35 acres for right of way purposes; and Parcel No. 2: 1.6 acres for right of way purposes. Offer of $15,000 approved by Mr. Jackson, December 1, 1961.

BUMMER CREEK SECTION OF THE ALSEA-DEADWOOD HIGHWAY

R-34011 - Bessie Davis Rhoades, et al. Parcel No. 1: 0.91 acre for permanent easement; and Parcel No. 2: 0.34 acre for permanent easement. Offer of $65 approved by Mr. Jackson, November 17, 1961.

BUTLER CANYON-WHITE RIVER SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-33520 - Joseph Wilson Dodd, et al. Parcel No. 1: 27.2 acres for right of way purposes; Parcel No. 2: 4.1 acres for permanent easement; and Parcel No. 3: 0.25 acre for permanent easement. Offer of $22,213 approved by Mr. Fridley, November 14, 1961.

BUTLER CANYON-WHITE RIVER SECTION OF THE DALLES-CALIFORNIA HIGHWAY - Cont.

R-33521 - William Cody, et al. Parcel No. 1: 3.23 acres for right of way purposes; and Parcel No. 2: 0.9 acre for permanent easement. Offer of $1,140 approved by Mr. Fridley, October 24, 1961.

R-33523 - Paul R. Vogt, et ux. Parcel No. 1: 13.5 acres for right of way purposes; and Parcel No. 2: 0.32 acre for permit of entry. Offer of $1,300 approved by Mr. Fridley, November 3, 1961.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-29833 - Lloyd R. Weisensee, et al. 26,000 square feet for right of way purposes. Offer of $42,500 approved by Mr. McIver, November 15, 1961.

"E" STREET AND "F" STREET CONNECTION SECTION OF THE REDWOOD HIGHWAY

R-31442 - Robert D. Copeland, et al. 9,740 square feet for right of way purposes. Offer of $4,100 approved by Mr. Jackson, November 7, 1961.

R-32637 - Andrew Morgan, et al. 1.0 acre for right of way purposes. Offer of $3,650 approved by Mr. Jackson, October 24, 1961.

FERRY STREET BRIDGE-MOHAWK ROAD SECTION AND THE MOHAWK ROAD-MC KENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30677 - J. C. Clark, et al. 1.55 acres for right of way purposes. Offer of $6,430 approved by Mr. McIver, November 29, 1961.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY

R-33454 - Richard E. Hutson, et al. 0.5 acre for right of way purposes. Offer of $725 approved by Mr. Fridley, October 25, 1961.

FIRST AVENUE-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-33423 - Lucille E. Bavaro, et al. 4.08 acres for right of way purposes. Offer of $23,400 approved by Mr. McIver, November 30, 1961.

HILLSDALE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY WEST

R-31830 - Dr. G. R. Farnsworth, et al. 0.21 acre for right of way purposes. Offer of $2,200 approved by Mr. McIver, November 15, 1961.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-32245 - Assembly of God of Bay City, et al. 8,000 square feet for right of way purposes. Offer of $6,575 approved by Mr. McIver, November 28, 1961. On December 5, 1961, an offer of $7,000 was approved by Mr. McIver. This revised amount is due to an additional appraisal.

HUNTER CREEK-MYERS CREEK SECTION OF THE OREGON COAST HIGHWAY

R-32522 - Oleta A. Walker, et vir. 8.3 acres for slide control and haul road. Offer of $7,225 approved by Mr. Jackson, October 25, 1961.

KLAMATH FALLS, WEST SIDE BY-PASS SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-33914 - Evelene C. Bradford, et al. Parcel No. 1: 8,497 square feet for right of way purposes; and Parcel No. 2: 5,835 square feet for right of way purposes. Offer of $2,250 approved by Mr. Jackson, November 9, 1961.

R-33915 - Delmar E. Hand, et al. 6,807 square feet for right of way purposes. Offer of $1,075 approved by Mr. Fridley, November 2, 1961.

R-33917 - Arvern G. Bebout, et ux. Parcel No. 1: 2,992 square feet for right of way purposes; and Parcel No. 2: 166 square feet for right of way purposes. Offer of $525 approved by Mr. Fridley, November 2, 1961.

R-33918 - Ellenor Yeomans, et vir. 3,235 square feet for right of way purposes. Offer of $575 approved by Mr. Fridley, November 2, 1961.

R-33919 - Harold M. Rush, et al. 10,125 square feet for right of way purposes. Offer of $34,200 approved by Mr. Jackson, November 9, 1961.

POLK STATION-DALLAS SECTION OF THE KINGS VALLEY HIGHWAY

R-33569 - Henry W. Ediger, et al. 0.16 acre for right of way purposes. Offer of $485 approved by Mr. McIver, November 28, 1961.

R-33574 - Ernest Villwock, et al. 3.2 acres for right of way purposes. Offer of $2,650 approved by Mr. McIver, November 28, 1961.

R-33593 - Henry H. Harder, et ux. 12,500 square feet for right of way purposes. Offer of $1,055 approved by Mr. McIver, November 29, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-30254 - Bernard M. Levinson, et al. 2,041 square feet for right of way purposes. Offer of $3,500 approved by Mr. McIver, October 30, 1961.

R-31868 - Freddie Lee Williams, et al. 2,875 square feet for right of way purposes. Offer of $4,800 approved by Mr. McIver, November 15, 1961.

R-32164 - Bernard M. Clark, Jr., et al. 3,811 square feet for right of way purposes. Offer of $16,900 approved by Mr. McIver, October 27, 1961.

R-32184 - Phil D. Brinkman, et al. 2,561 square feet for right of way purposes. Offer of $6,490 approved by Mr. McIver, November 30, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY - Cont.

R-32185 - Fredricka B. Neseth, et vir. 105 square feet for right of way purposes. Offer of $500 approved by Mr. McIver, November 16, 1961.

R-32928 - Newell B. Souders, et al. 4,250 square feet for right of way purposes. Offer of $6,925 approved by Mr. McIver, November 15, 1961.

R-32959 - Jessie Forkner, et al. 118 square feet for right of way purposes. Offer of $850 approved by Mr. McIver, November 15, 1961.

R-33836 - Ruby Guyot, et al. Parcel No. 1: 3,063 square feet for right of way purposes; and Parcel No. 2: 1,937 square feet for excess taking. Offer of $1,050 approved by Mr. McIver, November 30, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31678 - Rade Braich, et ux. Parcel No. 1: 835 square feet for right of way purposes; and Parcel No. 2: 837 square feet for permanent easement. Offer of $6,450 approved by Mr. McIver, December 1, 1961.

R-31691 - John Marinelli, et al. 6,200 square feet for right of way purposes. Offer of $20,000 approved by Mr. McIver, October 18, 1961.

R-31697 - Jesse W. Hall, et ux. 5,000 square feet for right of way purposes. Offer of $3,750 approved by Mr. McIver, October 24, 1961.

R-31725 - L. N. Landels, et al. 250 square feet for permanent easement. Offer of $260 approved by Mr. McIver, November 30, 1961.

R-31732 - Ralph Hannan, et ux. 27,000 square feet for right of way purposes. Offer of $6,000 approved by Mr. McIver, November 30, 1961.

R-33316 - Alfred Emil Press, et al. 100 square feet for permanent easement. Offer of $125 approved by Mr. McIver, November 28, 1961.

VIENTO-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31757 - Albert W. Peters, et ux. 4.46 acres for right of way purposes. Offer of $1,800 approved by Mr. McIver, November 8, 1961. On November 22, 1961, an amount of $2,465 was approved by Mr. McIver. This revised amount is due to a new appraisal.

R-31759 - James A. Lovell, et ux. 0.35 acre for right of way purposes. Offer of $350 approved by Mr. McIver, October 25, 1961.

R-31762 - Neighbors of Woodcraft. 8.75 acres for right of way purposes. Offer of $22,375 approved by Mr. McIver, October 25, 1961.

R-32061 - Leland B. Gunderson, et al. 0.58 acre for right of way purposes. Offer of $3,200 approved by Mr. McIver, November 8, 1961.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33531 - D. M. Chandler, et al. 1.2 acres for right of way purposes. Offer of $1,080 approved by Mr. Jackson, December 7, 1961.

SOUTH NEWPORT STATE PARK

R-24337 - Lillian Kettner, et al. 5,000 square feet for park purposes. Offer of $100 approved by Mr. Jackson, December 7, 1961.

Proposed railroad grade crossings which have been before the Public Utility Commissioner and in which the State Highway Commission has been a party were presented by the Chief Counsel. His report which was accepted by the Commission is summarized as follows:

PUX 346: McAndrew Street Grade Crossing, Southern Pacific Company, City of Medford, Jackson County. This is a city street over which the Commissi has no jurisdiction. The order allowed the crossing.

PUX 425: U.S. Army Corps of Engineer's Rufus Grade Crossing, Union Pacific Railroad Company, Sherman County. This matter arose upon application of the Corps of Engineer to construct a temporary grade crossing during the building of the John Day Dam. The Highway Commission has no jurisdiction over the access road. The order allowed the crossing.

PUX 439: "F" Street Grade Crossing, Southern Pacific Company, City of Springfield, Lane County. This is a city street over which the Commission has no jurisdiction. The order allowed the crossing.

PUX 441: Van Horn Overcrossing, Mt. Hood Railroad Company, Mt. Hood Highway, Hood River County. This involves construction of an overcrossing over the Railroad Company's right of way in relocation of the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway. The order allowed the overcros

PUX 442: Whiskey Creek Undercrossing, Mt. Hood Railroad Company, Mt. Hood Highway, Hood River County. Involved is the construction of an under crossing under the right of way of the Mt. Hood Railroad Company in relocation of the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway. The order allowed the undercrossing.

PUX 444: Twin Alder Creek Overcrossings, Union Pacific Railroad Company, Old Oregon Trail Highway, Baker County. This involves construction of two structures over the right of way of Union Pacific Railroad Company on the North Unit of the Hill Creek-Nelson Section of the Old Oregon Trail Highwa The order allowed the overcrossing structures.

PUX 445: N. E. 185th Drive Undercrossing, Union Pacific Railroad Company, Multnomah County. This is a county road over which the Highway Commission has no jurisdiction. The order allowed the alteration of the undercrossing structure.

PUX 446: Industrial Spur Track Crossing, Union Pacific Railroad Company, John Day Highway, Gilliam County. The involves application of the Railroad Company to construct an industrial spur track across the John Day Highway, near Arlington. This Highway Commission filed an answer stating that it had no objection to the crossing provided no costs were assessed against the Commission. The order was issued in conformity with the answer and allowed the crossing.

The Chief Counsel presented a list of claims which have been abandoned as to further attempts to collect. He stated that after careful investigation it is deemed advisable to abandon attempts to collect the claims because of unknown addresses, small amount of the claim, lack of evidence to prove liability, lack of legal liability, and death of a defendant. The Commission approved abandonment of the following claims:

CAO No.	Name	Amount of Claim
61-35	Fred Green	$113.55
59-56	Eugene Wright	81.89
59-310	Clestine Friedlander	179.03
59-277	Alice Wright	45.29
60-13	Jerry Davis	77.44
59-165	Jack Holmes	268.15
59-15	A. A. Georgian	563.52
57-128	John Reid	51.04
60-62	Walter Meyer	75.00
60-273	Albert Rylands	59.92
60-58	Delora Dominighini	96.31
61-102	Benjamin Lamb	151.37
60-356	Ned Matthews	26.93
60-184	Dennis Hollenbeck	560.38
60-118	Zelda Modimer	25.46
60-180	Ohmlac Paint Company	30.77
60-60	Richard Lakey	72.88
58-211	Harold Barnett	121.20
61-55	Palmer Walsh	74.00

A compromise settlement of a claim for missing personal property was presented by the Chief Counsel. This case, he stated, involves property which was apparently stolen from the Richard Henry and Sadie Feves 54 unit apartment house on the Russell Street-Curry Street Section of the Pacific Highway in Portland while the property was in the State's possession and before the State moved it into storage. He explained that the State had agreed to store this property until the Supreme Court decided whether such property was considered as trade fixtures and had to be purchased by the State or if it was the owners' personal property. The Supreme Court decided in favor of the State -- that the property is personal. The property owner had originally demanded the sum of $1,000 for these missing items, but after considerable negotiation agreed to accept the sum of $250. Upon his favorable recommendation, the Commission approved the settlement for $250.

A proposed change in right of way appraisal procedure was presented by the Chief Counsel. The Bureau of Public Roads has requested information as to how appraisals are made. Procedure in the past, he stated, has been to use one staff appraiser on property that has a value of less than $10,000, an additional fee appraiser if the value of the property is between $10,000 and $20,000, and two fee appraisers are used if the value of the property is over $20,000. It has also been the practice to use one fee appraisal regardless of the value of the property if it is to go into condemnation and trial. The Bureau of Public Roads requires only one appraisal, either staff or fee, if the value of the property is less than $25,000, and two appraisals, either staff or fee, if the value of the property is over $25,000. Because of the great number of properties being acquired the cost of fee appraisals amounts to a considerable sum, and also fee appraisals are not always made as quickly as desired, thus cutting down on the lead-time in which to get a project under contract. He pointed out that during the past few years a competent staff of appraisers employed by the Highway Department has been trained and seventeen employees are now in training. It was his opinion that the Highway Department could save $20,000 to $25,000 per year if staff appraisers were used in lieu of fee appraisers, but fee appraisers should be used in those cases where negotiations are faltering or in cases involving intricate or specialized types of property. Commissioner Jackson inquired as to what procedure would be followed if the owners refused to accept staff appraisals. The Chief Counsel replied that fee appraisers should be used in such cases. Chairman McIver commented that in the eyes of the public he felt it would be better for the Department to get fee appraisals if they could be secured for the same cost as staff appraisals. Commissioner Jackson said that it appeared that the key to the problem would be the extent of supervision exercised over staff appraisers. The State will have to be careful that it is not accused of using strong-arm methods in dealing with landowners. He warned that if the staff appraisers do not do a good job the public would complain. The Chief Counsel commented that in court cases in the past few months as good or better verdicts had been secured using staff appraisers than those cases involving fee appraisers. He also pointed out that fee appraisers are not always available for appearance in court.

The Chief Counsel also requested that the Commission authorize payment of $150 each for approximately 20 appraisers to attend a two week MAI course for Appraisal "I" at Portland State College in Portland in February, 1962. This course, he stated, is designed for intensive training. In response to Chairman McIver's question if it is customary for the State to pay all of the cost of this schooling, the Chief Counsel answered that it has been the practice for the State of Oregon to pay this cost, and he believed it would be to the State's advantage to do so. Chairman McIver inquired if many men are lost to other employment after they have been trained. The Right of Way Engineer replied that he could recall two who had taken employment elsewhere, one in California and the other with the Bureau of Public Roads, for considerably more money than they were paid by the State of Oregon. The Commission approved the revised appraisal procedure as presented by the Chief Counsel, and also approved training expenditures for appraisers in February, 1962.

Two petitions were presented by the Chief Counsel to exclude highway land from irrigation districts. He explained briefly that state highways which pass through the irrigation districts do not use water for irrigation purposes and the petitions are to exclude them from irrigation district assessments. Commissioner Jackson asked if the districts involved are agreeable to the exclusion. The Chief Counsel stated that in these two instances he did not know. However, an irrigation district in the Klamath Falls area had objected previously. Commissioner Fridley inquired if the exclusion of highway property increases costs to the irrigation districts. The Chief Counsel replied that he felt the irrigation districts would not suffer if there was other land which could be irrigated. Concerning the Burnt River Irrigation District, Commissioner Fridley indicated that investigation should be made as to whether there are other lands available for irrigation which would affect the decision on the line through Durkee Valley. He also inquired as to the feasibility of constructing a section of the Old Oregon Trail near Durkee by going through Nelson Point so as to miss as much irrigated land as possible. Mr. Tom Edwards replied that the highway could be constructed on this line but it would cost approximately $600,000 more. In the location of this highway, he stated, consideration was given to the use of the land particularly pertaining to range rights. The Commission approved and authorized the Secretary to sign petitions to exclude land from (1) the Medford Irrigation District, consisting of 4 parcels containing 12.7 acres in Jackson County; (2) the Rogue River Irrigation District, consisting of 8 parcels containing 22.32 acres in Jackson County.

Consideration was given to a proposed easement to the International Paper Company to construct and maintain a dam on 0.10 acre of land on the Oregon Coast Highway to impound waters of Lake Tahkenitch in Douglas County. The Chief Counsel stated that construction of the proposed dam had been checked by the Engineering Division and no harm would be done to the State. Chairman McIver inquired as to why the property should not be sold outright if it is of no further value for highway use. The Engineer stated that it would be advantageous for the State to retain the rights to the property as it may be needed at a future time for highway widening. The Commission approved the easement.

Resignation of Leo V. Nuttman as Staff Attorney was reported by the Chief Counsel who requested authority to secure a replacement at the proper classification and salary range. The Commission authorized a replacement for Mr. Nuttman as requested.

The Commission considered a revocable license agreement by which the U. S. Coast Guard allows the State Highway Department to use a portion of the Cape Meares Lighthouse Reservation in Tillamook County for park purposes. The Engineer exhibited a map of the property which adjoins existing property used for park purposes and features a large and unusually branched spruce tree. The principal use of the area would be for picnic purposes. In cooperation with the County, he stated, it is planned to install picnic facilities, improve the entrance road, and construct a small parking area. Following his favorable recommendation, the Commission approved the agreement.

Attention was given to to a request made by the Lane County Parks and Recreation Department for State assistance in construction of acceleration and deceleration lanes and a parking area at the proposed Linslaw County Park on the Siuslaw River adjacent to the Mapleton-Eugene Highway (Route "F"), Lane County. This location, the Engineer stated, is approximately nine miles easterly from the town of Mapleton and will be used for picnic facilities. He pointed out that this is a County park and the County will maintain the area; however, one of the aims of the safety rest program is to construct at least one development on each highway from the Valley to the Coast. This area is located so as to serve this purpose. He estimated the cost of constructing a deceleration lane and a 26-car parking area at $3,350. The proposal has been approved by the Park and Recreation Advisory Committee, and he recommended that it be approved by the Commission. The Commission approved the project as presented and authorized the Secretary to sign an agreement pertaining thereto if one is necessary.

A revision in the area proposed for the "Bullards Beach State Park" just westerly of the new Oregon Coast Highway between Davis Slough and Bandon in Coos County was discussed. The Engineer exhibited a map showing areas owned by the Bundy Estate, by Christine Evans, and by the Bureau of Land Management. In 1959 when development of this park had been considered, the area consisted of approximately 1,400 acres. Negotiations since 1959 have eliminated from early acquisition plans those developed properties immediately west of the bridge. A careful study of the area by the Planning Division has produced a proposed development which will provide camping, day use, parking, and access to the beach. The total acreage, he estimated at 1,174 acres, 715 acres being from the Bureau of Land Management and the balance privately owned. The State Parks and Recreation Advisory Committee has unanimously recommended acquisition. As the proposed taking deviates from that originally approved, the Engineer recommended that the revision be approved and that authority be granted to acquire the properties listed as follows:

Owner	Acreage	Highest Appraisal	Asking Price
Christine Evans	89	$33,000	$ 33,500, plus life-time estate in house and 7 acres
Pearl Bundy Estate	365	43,750	46,500
Bureau of Land Mgmt.	715		1,790
		TOTAL	$ 81,790

The Commission accepted the recommendation.

The meeting was recessed at 10:30 a.m. and reconvened at 10:45 a.m.

Mr. Norman Wood, representing the Bureau of Public Roads; Mr. Ward Gano, Regional Engineer of the U. S. Forest Service; and Mr. Vance Blackwell, Assistant Regional Engineer of the U. S. Forest Service, all from Portland,

were present concerning a proposed Forest Highway Program for the fiscal year 1963. The Engineer described briefly the projects under consideration. Commissioner Fridley inquired as to how projects are evaluated -- that is, what criteria is used to determine priority of the projects. The Engineer explained briefly that the projects are determined on a three-way basis, considering the desires of the U. S. Forest Service, the U. S. Bureau of Public Roads and the State Highway Commission. The volume of traffic on the roads has a bearing in determining the priority of projects and also use of the roads to haul timber from Forest Service lands. It was Commissioner Fridley's feeling that unimproved forest roads should be improved before tearing up forest roads which are now paved. People who live along these roads, he felt, should be given the advantage of paved roads wherever possible. He also expressed the opinion that some of the Forest Service roads which have a low traffic volume need not be constructed to as high standard as is normally required. He thought that the idea of getting the people in Oregon out of the mud should be considered in evaluating the relative merits of both state and forest projects. In response to an inquiry made by Commissioner Jackson, the Engineer stated that allocations for the Lake of the Woods Highway cover paving of sections now being graded. After some further discussion, the Commission approved the following proposed highway forest program:

Unprogrammed Balance from previous years	0
Fiscal Year 1963 allotment available for programming	$4,346,848
Less FY-1963 funds programmed by administrative action to cover overruns	-146,848
Adjusted funds available for programming:	$4,200,000

Project No.	Route Name & Location	Type Work	Length (Miles)	Forest Highway Funds
WITHDRAW THE FOLLOWING PROJECTS:				
7-G5	Siuslaw Highway	Grade-Surf.	2.5	190,000
35-E4,H3	John Day-Burns	Gr., Surf., Br. Bit. Pav.	8.0	395,000
	Adjusted total funds available for programming			$4,785,000
SUBSTITUTE FOLLOWING PROJECTS:				
7-1(1)	Siuslaw Highway 1.0 Florence-No.Fk. Bridge 1.7 No.Fk. Bridge-Easterly (State Rt. 36)	Gr.-Base-Bit. Surf.	2.7	325,000
35-3(1)	John Day-Burns Highway Project 35-E3, Southerly (US-95 6.7 Mi. S. Junct. State Rt. 26 Southerly)	Grade-Base-Bit. Surf.	8.0	550,000
NEW PROJECTS:				
3-1(2)	Oregon Coast Highway Neskowin-Otis Junction (US-101)	Bit. Pave.-Guard Rail	7.7	425,000

Proposed Forest Highway Program - Cont.

Project No.	Route Name & Location	Type Work	Length (Miles)	Forest Highway Funds
NEW PROJECTS - Cont.				
17-1(2)	Crater Lake Highway Cascade Gorge-Prospect R.S. (State Rt. 62)	Grade-Struct.	6.8	650,000
22-1(1)	McKenzie Highway Blue River-Easterly (State Rt. 126)	Right of Way	15.0	150,000
22-1(2)	McKenzie Highway Blue River-Easterly (State Rt. 126)	Grade-Drain	8.0	600,000
23-2(1)	Santiam Highway Sheep Creek Section (US-20)	Grade-Base BST-Structures	0.8	550,000
32-1(1)	Heppner-Spray Highway Morrow Co. Line-Rock Springs (State Rt. 207)	Grade-Base-Bit. Surf.	2.3	250,000
46-1(1)	Cascade Lakes Highway Junct. State Rt. 230 to CLNP Boundary	Grade-Base-Pave	4.8	450,000
46-3(1)	Cascade Lakes Highway Crane Prairie Res. Section (20 Mi. N. junct. State Rt. 58-Northerly)	Base-BST	7.6	250,000
47-2(1)	North Umpqua Highway Boulder Cr.-Clearwater (Douglas County Cooperator matching funds of $200,000 for total estimate of $400,000)	Base-Pave	5.4	200,000
Lump Fund Surveys Routes 1,2,3,5,6,7,8,11,16, 17,18,23,24,25,26,30,32,34, 35,39,43,45,46,47,48,49,51, 53,55				150,000
				$4,550,000
	Unprogrammed Balance	$235,000		

December 8, 1961

The Engineer reported that as previously instructed by the Commission, he had awarded a contract subject to him to award such certain conditions had been fulfilled. These conditions have now been satisfied. The Commission confirmed the award of the following contract:

(1) Oiling the Snowshoe Camp-Star Creek Section of Prairie-Logdell Road, Grant County. Bids received May [illegible], 1961. Contract No. 6041 awarded October [illegible], 1961, to Robert Olson Construction Company, Inc., Pendleton, low bidder.

The Engineer reported that surveys covering construction of two sections of state highways have been completed. In making these surveys, careful engineering consideration was given to insure that the most adequate facility to the traveling public is obtained for the cost of the project. On his favorable recommendation, the Commission authorized the following surveys by adopting a resolution, Minute Exhibit "H" and a resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

(1) Myrtle Point Section of Coos Bay-Roseburg Highway, Coos County. (See Exhibit "I")

(2) North Unit, Rickreall Bridge-Tyee Bridge Section of Eastside-Sutherlin Highway, Douglas County. (See Exhibit "J")

Increases in contract project authorizations, as presented by the Engineer and approved by the Commission on the following contracts:

(1) Contract No. 5761, for grading and surfacing the Aims-Canby Section of Pacific Highway East, Clackamas County. An increase of $61,562 or 7.5 percent of the authorization was approved. Major causes of the overrun were unanticipated utility work by the City of Canby, changes in specifications to increase the oil to pavement and an engineering error on the plans which lasted about six weeks.

(2) Contract No. 5849, an increase in the amount of $[illegible] or [illegible] percent was approved for grading, paving, two bridges and signing on the Multnomah County Line-East Cascade Locks Section of Columbia River Highway, Hood River County. A change in the East Cascade Locks interchange was the principal cause of the overrun.

(3) Contract No. 5836, an increase in the amount of $28,899.82 or 12.4 percent was approved. Principal reason for the overrun, the Engineer explained, was that the original estimate of quantities for curbs, crushed base rock and asphalt concrete was inadequate.

Attention was given to a request made by the Traffic Engineer of the City of Eugene for installation of traffic signals at the intersection of Railroad Boulevard and Van Buren on the Junction City-Eugene Highway in the city of Eugene. The Engineer reported that an investigation disclosed that the conditions which were found at this intersection warranted the installation of traffic signals. It was his recommendation that a fully actuated traffic signal be installed at an estimated cost of $11,000, provided the city of Eugene will pay one-half the cost of the installation and furnish all future maintenance and power needs. The Commission approved the installation and authorized the Secretary to sign an agreement pertaining to the signal installation.

The Commission considered an agreement with the cities of Oregon City and West Linn concerning illumination on the roadway of the Oswego Highway at the Oregon City arch over the Willamette River. The Engineer explained that the State for many years has been maintaining the installation. The wiring is now being replaced at an estimated cost to the State of $10,700 and Oregon City and West Linn have agreed to maintain and operate the roadway lighting system. The State is to rewire and maintain the navigation lights on the bridge over the Willamette River and the two cities are to furnish power for the navigation lights from their street lighting circuit. Following his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

A petition from residents of Clackamas County, submitted by Clackamas County Board of Commissioners, for installation of traffic signals at the intersection of Cascade Highway and Sunnyside Road, south of Portland was considered. An investigation by the Traffic Engineering Division indicated that traffic signals are warranted, and because of the traffic patterns fully actuated signals should be installed. Cost of the signals was estimated at $10,000 and the Engineer recommended that they be installed. The Commission approved the installation.

A proposal was considered from the American Association of State Highway Officials that the States pledge 5 percent of their Highway planning survey funds to finance a program of research activities under the National Academy of Sciences. Oregon's share under this arrangement, the Engineer stated, would be approximately $40,825. These research projects will be undertaken either by the Highway Research Board or under contract with some research organization or university. He explained that AASHO has submitted a ballot to each state to vote yes or no on the proposal. If 36 of the states vote yes, the action is binding on all 50 states. After the fund is established the research projects will be selected and these in turn will require approval by 2[illegible] of the participating states on an individual project basis. Provision has been made that the program may be postponed until the 1963 fiscal year in

lieu of 1962 as called for on the ballot. The Bureau of Public Roads strongly recommends this research program. The Engineer explained further that one of the research projects planned would correlate the results of the road test conducted in Illinois so as to make them applicable to all the states. Chairman McIver commented that if the states have to wait as long for the results from this research project as they have had to wait for the results of the Illinois Road Test, the results would not be of much value. It was his thought that AASHO should be required to show some tangible results before additional money is granted. Commissioner Jackson also voiced dissatisfaction with the slowness in reporting the results of the Illinois Road Test with the observation that the test road "elephant" should produce something more than a "pea seed" for results. Commissioner Fridley inquired if the research projects are to be staffed with practical engineers. The Engineer stated that he had made contact with administrators of four western states, and Washington, Idaho and California favored the project; however, Colorado had not yet made up its mind. After some further discussion the Commission approved participation in the program and the six items for the first year's research.

The Engineer presented a cooperative construction agreement with the City of Medford covering widening and reconstruction of South Riverside Avenue between Ninth Street and the junction with South Central Avenue. This project, he stated, is on the existing route of the Pacific Highway. Among other things, the agreement provides that the State will pay 75% of the actual cost of the project, excepting new sidewalks and traffic signal revision. The City is to pay the other 25%. Traffic signal revision is to be shared 50% by the State and 50% by the City. The City also is to provide for all maintenance and power needs to operate the signals. Upon the favorable recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The establishment of a 35-mile-per-hour construction speed zone on the Sherman Highway in Sherman County was reported by the Engineer. This speed zone, he stated, was established between M.P. 0.38 and M.P. 1.93 at 8 a.m., November 27, 1961 for the protection of the traveling public through construction operations. The Commission confirmed the construction speed zone.

The Engineer requested authority to call for bids for either a Federal-aid Primary or a Federal-aid Urban roadside improvement project at the 26th Avenue Interchange Section of the Pacific Highway (Baldock Freeway), Portland. Most of the other roadside improvement work, he added, is under contract, but this particular spot has been declared by the Bureau of Public Roads as ineligible for interstate funds. Upon his favorable recommendation, the Commission approved the project, which is estimated to cost $7,800.

Consideration was given to a request made by Wasco County-Dalles [illegible] Commission that the State convey to them an area in the westerly section of The Dalles adjacent to the existing Highway Maintenance Headquarters. This area, the Engineer stated, was acquired without cost from the City of The Dalles and from Dr. Fred Thompson. Originally it was intended that the area be used as a wayside rest area, but this need no longer exists. The

Museum Commission wishes to use the property as a site for a memorial honoring the Lewis and Clark Expedition and also as a site for preserving the old county courthouse. He recommended that the area be deeded to the Museum Commission without charge and subject to the usual public use restrictions. The Commission accepted the recommendation.

A request from McNutt and Sons, Inc. for an extension of time within which to complete Contract No. 5710, for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Highway, Baker County, from 95 workdays to 147 workdays without assessment of liquidated damages was considered. The Engineer stated that the request had been carefully considered and under the terms of the contract it was found that the contractor should be granted an extension of workdays from 95 to 119 without assessment of liquidated damages, and he so recommended. The Bureau of Public Roads' approval, he stated, is not required on this project. The Commission approved the extension of time as recommended.

The Engineer reported that Contract Nos. 5489, 5503, 5596, 5743, 5798, 5814, 5819, 5835, 5838, 5852, 5884, 5917, 5934, 5981 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

The Commission considered requests, totaling $593,000, from Clackamas, Deschutes, Jackson, Linn, Marion and Tillamook Counties for approval of county federal-aid secondary projects. These projects, the Engineer stated, have been checked and approved. Following his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign the necessary agreements in behalf of the Commission.

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fun
Clackamas	731	Ross Bridge. Structure.	$ 33,000	1963
	812	Monitor Bridge. Structure.	27,000	1963
Deschutes	691	Hamby Road. Oiling, 2.6 miles.	16,000	1963
	899	George McAllister Road. Oiling, 6.7 miles.	42,000	1963
Jackson	274	Midway-Central Point Interchange and Taylor Road-Ross Lane. 3.3 miles, grade, surface, and pave.	210,000	1962
Linn	212	Grant Street Bridge. Grade, pave, and structure. Supplementary funds (Tab. 61-b)	136,000	1963

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Marion	731	Ross Bridge. Structure.	$ 32,000	1963
	812	Monitor Bridge. Structure.	28,000	1963
Tillamook	617	Cape Lookout Summit-Jackson Creek Grading, 2.0 miles.	69,000	1963
		TOTAL ADDITIONAL COUNTY FAS FUNDS...	$ 593,000	

SUMMARY BY FISCAL YEARS	1962	1963	Total
Allocated Funds	$3,497,000	$3,690,000	$7,187,000
Previously Approved, Corrected to Date	3,287,000	859,000	4,146,000
Unprogrammed Balance	$ 210,000	$2,831,000	$3,041,000
Projects Proposed 12/8/61	210,000	383,000	593,000
Unprogrammed Balance	$	$2,448,000	$2,448,000

Attention was given to a tabulation showing a final 25 percent allocation of 1963 federal-aid secondary funds to the individual counties. This allocation, the Engineer explained, represents the final allocation, 75 percent of which was approved by the Commission at its meeting on September 15, 1961, because the final population figures were not available at that time. The allocation has been computed in accord with the formula developed by the Association of Oregon Counties, using the official 1960 census and the 1961 county road mileage. The Commission approved the following allocations:

County	75% Allocation Federal Funds APPROVED 9/15/61	Final 25% Allocation Federal Funds	Total 1963 Federal Funds	Total 1963 FAS Funds Rounded to Thousands
Baker	$ 27,020	$ 8,763	$ 35,783	$ 60,000
Benton	33,741	11,031	44,772	75,000
Clackamas	110,680	36,365	147,045	245,000
Clatsop	29,440	9,629	39,069	65,000
Columbia*	38,412	5,925	44,337	74,000
Coos	60,612	19,898	80,510	134,000
Crook	26,382	8,582	34,964	58,000
Curry	27,169	8,881	36,050	60,000
Deschutes	29,984	9,756	39,740	66,000
Douglas	77,121	25,311	102,432	171,000
Gilliam	19,063	6,172	25,235	42,000
Grant	23,342	8,068	31,410	52,000
Harney	26,857	8,714	35,571	59,000
Hood River	26,680	8,709	35,389	59,000
Jackson	59,993	19,650	79,643	133,000
Jefferson	24,108	7,843	31,951	53,000

County	75% Allocation Federal Funds APPROVED 9/15/61	Final 25% Allocation Federal Funds	Total 1963 Federal Funds	Total 1963 FAS Funds Rounded to Thousands
Josephine	$ 34,831	$ 11,386	$ 46,217	$ 77,000
Klamath	49,136	16,085	65,221	109,000
Lake	26,246	8,515	34,761	58,000
Lane	114,441	37,609	152,050	253,000
Lincoln	33,800	11,052	44,852	75,000
Linn	61,557	20,165	81,722	136,000
Malheur	49,075	15,970	65,045	108,000
Marion	96,543	31,713	128,256	214,000
Morrow	25,780	8,353	34,133	57,000
Multnomah	166,242	54,750	220,992	368,000
Polk	37,588	12,295	49,883	83,000
Sherman	18,394	5,954	24,348	41,000
Tillamook	33,151	10,854	44,005	73,000
Umatilla	54,490	17,793	72,283	120,000
Union	26,019	8,467	34,486	57,000
Wallowa	24,654	8,017	32,671	55,000
Wasco	28,343	9,225	37,568	63,000
Washington	92,393	30,354	122,747	205,000
Wheeler	16,745	5,454	22,199	37,000
Yamhill	42,902	14,042	56,944	95,000
	$1,672,934	$541,350	$2,214,284	$3,690,000

SUMMARY, ENTIRE STATE, FISCAL YEAR 1963 COUNTY FAS FUNDS:

Federal Funds (50% of Oregon's Apportionment of $4,496,007)	$2,248,004
Less Planning Survey Funds	33,720
	$2,214,284
Net Total Federal Funds for Construction	$2,214,284
Plus Estimated Required Match Money - - - - State Funds)	738,095
- - - -County Funds)	738,095
TOTAL COUNTY FAS FUND	$3,690,474

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with state and county funds estimated to be approximately 20% each.

*Columbia County apportionment adjusted due to City of St. Helens' special count indicating a population of 5,022.

The Engineer reported that traffic engineering investigations had disclosed the need for establishing speed zones or rescinding existing speed zones because of new highway construction and to make changes compatible with speed zones established by the State Speed Control Board within cities. Follow

his favorable recommendation, the Commission approved the establishment of the following speed zones and thereupon adopted resolutions relative thereto, marked Exhibits "F-1" through "F-4", which resolutions by this reference are made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961":

(1) Pacific Highway

70 MPH between M.P. 251.53 and M.P. 261.47, at the north city limits of Grants Pass.
70 MPH between M.P. 261.62 and M.P. 261.69.
70 MPH between M.P. 261.76 and M.P. 269.61, at the west city limits of Rogue River.

This action rescinds Speed Zone Resolution No. 324, dated August 18, 1960. (See Exhibit "F-1").

(2) Sunset Highway:

45 MPH from the junction with the Oregon Coast Highway to M.P. 0.10.
60 MPH between 0.10 and M.P. 19.28.
50 MPH between M.P. 19.28 and M.P. 19.66.
60 MPH between M.P. 19.66 and M.P. 68.02, near Cedar Hills Boulevard.
55 MPH between M.P. 68.02 and M.P. 72.14, at the southwest city limits of Portland.

This action rescinds Speed Zone Resolution No. 355, adopted September 15, 1961. (See Exhibit "F-2").

(3) The Dalles-California Highway:

35 MPH between the south city limits of Klamath Falls and a point 0.20 mile south of the south city limits of Klamath Falls.
This action is to correlate with the establishment of a speed zone within the City of Klamath Falls by the State Speed Control Board.

(See Exhibit "F-3").

(4) Mosier-The Dalles Highway:

45 MPH between the connection from the Columbia River Highway and the west city limits of The Dalles.
This action is to correlate with establishment of a speed zone within the City of The Dalles by the State Speed Control Board.

(See Exhibit "F-4").

In connection with the opening of the Pacific Highway into Harbor Drive, Portland, the Engineer stated that an additional traffic load will be placed on the Clay-Market Couplet. In order to provide increased traffic capacity the City of Portland has taken action to prohibit parking on the Clay-Market Couplet during peak hour periods. As this is a state highway, the Engineer recommended that the Commission take concurring action to prohibit parking on both sides of S. W. Clay Street between S. W. 12th and S. W. Front Avenue between the hours of 7:00 a.m. and 8:30 a.m., and between 4:00 p.m. and 6:00 p.m.; and that parking be prohibited on both sides of S. W. Market Street between S. W. 12th and S. W. Front Avenue between the hours of 4:00 p.m. and 6:00 p.m. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

Since the opening of this section of the Pacific Highway on December 1, 1961, the Engineer stated that a traffic count indicated that about 22,000 vehicles daily use the new Freeway Section into and out of Portland, and that about 31,000 vehicles daily are still using Barbur Boulevard.

Commissioner Fridley inquired if there had been any further developments concerning the Ash Street Ramp on Harbor Drive, Portland. The Engineer replied that nothing has come up concerning this project recently.

The Engineer recalled that the Highway Commission on July 7, 1960, had approved a survey for the Stadium Freeway Route in Portland (Interstate Route No. 405). This route, however, was not made a part of either the primary or secondary state highway systems. To keep the records in order, he recommended, and the Commission approved, that the Stadium Freeway be added to the state primary system and designated as State Highway No. 61. The Commission adopted a resolutuion pertaining to this matter, marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

An abandonment and highway designation resolution was presented by the Engineer, abandoning to Hood River County certain replaced sections of the Polallie Creek-Parkdale Road Section of the Mt. Hood Highway and and extending the Hood River Secondary Highway. The newly constructed section, he stated, has been completed and is open to public travel. To comply with the terms of an agreement previously entered into with the county, he recommended that the Commission adopt a resolution formally abandoning the old sections to the County and designating as an extension of the Hood River Highway No. 281 a 1.79 miles section of the old Mt. Hood Highway, beginning at the junction with the existing Hood River Highway and extending northeast along the old route of the Mt. Hood Highway to the junction with the Tollgate County Road in the community of Mt. Hood. The Commission adopted a resolution encompassing these actions, marked Exhibit "D", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of December 8, 1961".

Out-of-state travel expenses for Highway personnel were recommended by the Engineer and approved by the Commission, as follows:

(1) Victor D. Wolfe, Administrative Assistant, to attend the annual national meeting of the Better Highways Information Foundation in Kansas City, Missouri, on January 15 - 17, 1962, at an estimated cost of $240.

(2) Ralph B. Sipprell, Director of Permits, and legislative liason of the Highway Legislative Interim Committee, to attend the meeting of the Council of State Governments in Las Vegas, Nevada, on December 8-9, 1961, at an estimated cost of $190. This action is to confirm approval given by Commissioner Jackson on November 16, 1961.

(3) R. C. Blensly, Planning Survey Engineer, to attend the Highway Research Board Meeting in Washington, D. C., on January 6 - 13, 1962. The cost of this trip is to be paid by the Highway Research Board.

An amendment to Bulletin No. 24, "Oregon Manual on Uniform Traffic Control Devices for Streets and Highways", was presented by the Engineer. He explained that the revised 1961 National Manual on Uniform Traffic Control Devices stipulates specific color, yellow or white, for traffic lines and pavement markings. To conform with the new National Manual, it is necessary that the Oregon Manual as adopted by the Highway Commission on March 28, 1957, be amended. The amendments, he continued, state where white and yellow colors shall be used in marking highways, and also curb markings. Based upon his favorable recommendation, the Commission approved the amendment to the Oregon Manual. (For additional details, see the Engineer's letter to the Commission, dated November 22, 1961, concerning highway markings, filed in the General Files, Salem).

The Commission confirmed approval given earlier on an Extension Rider with the Union Pacific Railroad Company extending an agreement to December 15, 1961, which gives the State the right to drill test holes on Railroad Company right of way in Portland.

Consideration was given to an agreement with Oregon State University extending to December 31, 1962, an existing agreement covering soil testing. Extension of this agreement, the Engineer stated, was requested by the Bureau of Public Roads as a part of the Highway Planning Survey. In view of the request of the Bureau of Public Roads and the fact that the Highway Department does derive benefit from the information gathered, he recommended that the agreement be extended for one year, at an estimated cost of $5,600. The Commission approved the agreement extension and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with the Grants Pass Irrigation District in connection with construction of the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County.

Briefly, the Engineer explained that the agreement provides that the State will protect the District's facilities during construction and will maintain their facilities within the right of way. The Commission accepted his recommendation that the agreement be approved and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Mr. & Mrs. Edward Seufert whereby the Seuferts agree to furnish water to the new maintenance headquarters and allow the State to connect its sewer system to their sewer line which passes through the new State Highway Maintenance Headquarters site in The Dalles. The agreement provides that water is to be furnished at a cost comparable to rates now in effect by the Chenowith Water District. These rates, the Engineer stated, are somewhat less than those charged by the The Dalles at the present quarters. He recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered finance agreements with Benton County and with Klamath County covering construction projects on county FAS routes. These projects, the Engineer stated, have been authorized previously by the Commission and presentation of the agreements is for the purpose of securing Commission authority for the Secretary to sign them. The Commission approved the following agreements and authorized the Secretary to sign them in their behalf:

(1) With Benton County for construction of the Long Tom River (Bundy) Bridge on FAS 578. Project approved by the Commission on November 3, 1960.

(2) With Klamath County covering construction of the Little Deschutes River Bridge on County FAS 842. Project approved by the Commission on May 26, 1961.

The Commission approved the Secretary's report of papers signed in behalf of the Commission during the period October 16 through December 1, 1961.

The next regular Commission meeting date was confirmed for January 19, 1962 in the Conference Room of the State Highway Building, Salem. A tentative date for the following meeting was set for March 2, 1962. Commissioner Fridley stated that he would be present at the opening of bids in Salem on January 17, 1962.

The Engineer presented two throughway agreements covering projects previously authorized by the Commission. These agreements, he stated, are with counties and cities and provide for the closure of county roads and city streets, and other matters in connection with highway construction. Upon his favorable recommendation, the Commission approved the following agreements and authorized the Secretary to sign them in behalf of the Commission:

(1) With Klamath County and the City of Klamath Falls, providing for the closure and relocation of El Dorado Boulevard on The Dalles-California Highway in the City of Klamath Falls and Klamath County.

(2) With the City of Hood River, providing for removal of utilities, reconstruction of Second Street Interchange, construction of a frontage road, and closure of an unnamed street in the City of Hood River.

Attention was given to a "Clear Zone Easement" for the passage of aircraft from and to the Hermiston Airport over the Umatilla-Stanfield Highway in Umatilla County. The Chief Counsel explained briefly that as the air space over the highway for a certain distance is deemed to be under the control of the State, the easement has been granted to allow aircraft to land and take off over the highway. He recommended that the easement be approved. The Commission approved the easement.

The Commission considered adoption of a policy established by the American Association of State Highway Officials regarding highway signing on Interstate routes. The Engineer explained that some sections of the Interstate routes are on new alignment while other sections follow the alignment of an existing highway. As there are now completed and open to traffic about 110 miles of Interstate Route 5 from Portland to Eugene, the AASHO policy of signing can be placed in effect. Briefly, he stated that this policy provides that the Interstate markings are not to replace those of the U. S. system on those sections where the Interstate system in constructed over an exisiting U. S. numbered route, in which case both the U. S. and the Interstate system shields and route numbers shall be used. On sections of the Interstate which do not follow an existing route, only the Interstate marking is to be shown. To implement this, he recommended that the following action be taken:

(1) Sign all the Pacific Highway from where it leaves Harbor Drive to Judkins Point as the route of I-5.

(2) Re-establish U. S. 99W over the Pacific Highway West from its junction with the Pacific Highway East, north of Portland via Interstate Avenue, Harbor Drive, Barbur Boulevard, Newberg, McMinnville, and Corvallis to Junction City.

(3) Re-establish U. S. 99E from its intersection of U. S. 99W north of Portland via Union Avenue, McLoughlin Boulevard, Oregon City, Salem (through the city), and Albany to its junction with U. S. 99W at Junction City.

(4) Extend U. S. 99 northerly from Judkins Point through the city of Eugene to Junction City.

(5) From North Grants Pass to Gold Hill, the Pacific Freeway would be signed I-5.

(6) From North Grants Pass via Grants Pass and the Rogue River Highway (present routing of U. S. 99) would remain signed U. S. 99.

Concerning the Old Oregon Trail (U. S. 30) (I-80N) he recommended that the same general policy be followed. These changes, he stated, have been discussed with city and county officials, Chamber of Commerce representatives, and others west of the Cascade Mountains, and have been favorably received. In response to an inquiry by Chairman McIver as to whether it were possible to use the Interstate shield on both the finished and unfinished portions of the Interstate highways so as not to confuse the public, the Engineer replied that this could be done now that large portions of the Interstate system have been completed, but that it would be a matter of policy. The Commission approved the policy on signing as presented.

Consideration was also given to an agreement with the Talent Irrigation District covering revision of irrigation structures and facilities on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission also considered an agreement with Gold Hill Irrigation District covering revision of facilities of the District in construction of the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County. The Commission accepted the Engineer's recommendation that the agreement be approved and authorized the Secretary to sign it in their behalf.

The Engineer presented for the Commission's consideration bids received on December 6, 1961, for highway construction. He pointed out the number of bids received on each project, the amount of each low bid, the Engineer's estimate for each job, and made his recommendations as to award, rejection, or other disposal of the bids received. The Engineer called attention to a typographical error on the John Day River Bridge and Grading Project on Columbia River Highway in Gilliam and Sherman Counties in which the Roman numeral "C" had been omitted from the bid proposal on Item No. 28. The bid read "single yard stations" instead of "hundred yard stations." The Engineer recommended that the award of this contract be based on the understanding that the low bidder will consent to a correction of the typographical error in bid Item 28 in the proposal. The Commission accepted the Engineer's recommendation concerning the error in the proposal mentioned above and thereupon made awards of contracts as follows and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON DECEMBER 6, 1961

"Long Tom River (Bundy) Bridge, on Martins Lake Road in Benton County. The Commission elects to accept the low bid of George W. Millett, Jr., Eugene, in the sum of $42,169.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of $9,500.00 is deposited by the County.

"John Day River Bridge and Grading on Columbia River Highway in Gilliam and Sherman Counties. The Commission elects to accept the low bid of Pacific Concrete Co., Otis P. Jordan, Jr., and C. V. Glidden, Portland,

in the sum of $2,433,333.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of Bureau of Public Roads and Corps of Engineers is received, and also with the understanding that the low bidder will consent to a correction of a typographical error in bid item 28 as contained in the proposal.

"Construction of undercrossing structures and bridge on 12th Street-N. Ashland Interchange Section of the Pacific Highway in Jackson County. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at $562,802.50.

"Rogue River Bridge Area Park Facilities in Jackson County. The Commission awarded the contract to the low bidder, John E. Westgaard and Merle C. Howard, Ashland, at $53,492.95.

"Grading and paving Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in vicinity of Grants Pass, Josephine County. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $340,434.90.

"Grading, paving, structure and signing on N. Klamath Falls Interchange Section of The Dalles-California Highway in vicinity of Klamath Falls, Klamath County. The Commission awarded the contract to the low bidder, Asphalt Paving Co., Kizer Equipment Co. and Ray Kizer Construction Co., Klamath Falls, at $474,676.35.

"Little Deschutes River Bridge on Odell Butte-Crescent County Road in Klamath County. The Commission elects to accept the bid of Hamilton & Thoms, Inc., Eugene, in the sum of $18,565.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of $4,000.00 is deposited by the County.

"Crushed materials in stockpiles on Silver Lake-Hunter Hill Section of the Fremont Highway in Lake County. The Commission awarded the contract to the low bidder, L. V. Anderson, Oakridge, at $32,640.00.

"Butte Creek Bridge on Lebanon-Brownsville Road in Linn County. The Commission elects to accept the bid of George W. Millett, Jr., Eugene, in the sum of $14,474.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of $3,300.00 is deposited by the County.

"Marquam Bridge Piers on Pacific Highway in Portland, Multnomah County. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at $1,776,486.00.

"Baldock Freeway Maintenance Building in Multnomah County. The Commission awarded the contract to the low bidder, Meyer Construction Co., Silverton, at $26,982.00.

"Grading, paving and signing on Athena-Blue Mountain Station Section of the Oregon-Washington Highway and the Weston Section of Oregon-Washington Highway in Umatilla County. The Commission awarded the contract to the low bidder, Crick & Sons, Yardley, Washington, at $1,153,792.75.

"Grading, paving and two structures on Tygh Valley Section of The Dalles-California Highway in Wasco County. The Commission awarded the contract to the low bidder, R. E. Hall Construction Co., Pendleton, at $530,538.00.

The meeting was recessed for lunch at 12:15 p.m. and reconvened at 1:25 p.m. with the same persons persent and participating.

The Commission signed or authorized the Secretary to sign in their behalf the following agreements, deeds, and other papers:

"Space Agreement" between the State Highway Commission and the Century 21 Exposition, Inc. covering space to be granted to the State Highway Commission at the Century Exposition in Seattle in 1962.

"Indenture of Access" to the Hazel Wood and E.P. Strayer property on the New Era Canby Section of the Pacific Highway East, Clackamas County.

"Indenture of Access" to Polk County to property on the Rickreall-Orr Corner Section of the Pacific Highway West.

"Indenture of Access" to Echo Resort, Inc. property on Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

"Indenture of Access" to the John E. and Nell C. Koch property on Sugarloaf Mountain-McMullen Creek Section of Coos Bay Roseburg Highway in Coos County.

"Indenture of Access" to the Orville L. Otto property on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

"Indenture of Access" to the Bert K. Shepeard and Marie A. Shepeard property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the Max Osborn and Jeannetta Osborn property on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Indenture of Access" to the O. H. Hinsdale and Jane F. Hinsdale property on Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

"Indenture of Access" to the George K. Esau and Katherine Esau property on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County.

"Grant of Access" to James Lazzeroni granting access from the remaining Lazzeroni property to relocated Grand Avenue on Pacific Highway East, Multnomah County.

"Easement" to International Paper Company to construct and maintain a dam on 0.10 acre of proprty no longer needed for highway purposes to impound waters of Lake Tahkenitch.

"Revocable License" prepared by the U. S. Coast Guard to use a portion of the Cape Mears Lighthouse Reservation, Tillamook County by the State of Oregon for state park purposes.

"Clear Zone Easement" to the State Board of Aeronautics for the passage of aircraft from the Hermiston Airport over the Umatilla-Stanfield Highway, Umatilla County.

"Bargain & Sale Deed" to Weyerhaeuser Company for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway in Coos County.

"Bargain & Sale Deed" to St. Clare's Church for a parcel of land on the Harbor Drive-Barbur Blvd. Section of the Pacific Highway in Multnomah County.

"Bargain & Sale Deed" to The Western Conference Association of Seventh Day Adventists for a parcel of land on S.W. Hamilton Street Slavin Road Section of the Pacific Highway West in Multnomah County.

"Bargain & Sale Deed" to James F. Teed and Mary Luella Teed for a parcel of land on the Stockpile Site Section of the Silver Creek Falls Highway in Marion County.

"Bargain & Sale Deed" to Paul E. Doty and Grace E. Doty for a parcel of land on the Barbur Blvd.-Marion County Line Section of Pacific Highway in Washington County.

"Bargain & Sale Deed" to Ray A. Dysert for a parcel of land on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Jackson and Giles Motor Parts for a parcel of land on the North Roseburg-Winchester Section of the old Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Vira Corp. for property on the Albany-Judkins Point Section of Pacific Highway in Lane County.

"Bargain & Sale Deed" to J. Eugene Popma and Lorraine R. Popma for a parcel of land on the 39th Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County.

"Quitclaim Deed" to Warren M. Korstad, et ux for 0.09 of an acre on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Bargain & Sale Deed" to Scott A. Wheatley and Marguerite A. Wheatley for a parcel of land on the Salem-Stout Creek Section of the North Santiam Highway, in Marion County.

"Quitclaim Deed" conveying .05 acre of vacated town of Rufus street property to William M. Huck.

"Ground Lease" from Robert E. Powrie and Imogene Powrie for property on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County.

"Easement Agreement" with Southern Pacific Railroad Company relative to the Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County.

"Bargain & Sale Deed" to Georgia-Pacific Research, Inc. for a parcel of land on the Bergen Ranch-Barnes Road Section of the Sunset Highway in Washington County.

"Agreement" with Medford Corporation and State covering the reinforcement of the Pacific Highway where our logging truck road will cross and the design and supervision for the traffic signals required by P.U.C. Order No. 37634.

"Agreement" with Talent Irrigation District covering revision and reconstruction of the irrigation structures and facilities on North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

"Agreement" with Grants Pass Irrigation District in connection with construction of Grants Pass-East Grants Pass Interchange Section of Redwood Highway in Josephine County.

"Agreement" with Oregon State University extending to December 31, 1962 the present agreement covering soil testing for the Bureau of Public Roads.

"Agreement" with Edward Seufert wherein the Seuferts agree to furnish water and permit the State to connect its sewer system to their sewer line which passes through the State's property for the State's proposed The Dalles maintenance headquarters.

"Agreement" with Benton County covering construction of Long Tom River (Bundy) Bridge on FAS 578.

"Agreement" with Klamath County covering construction of Little Deschutes River Bridge on FAS 842.

"Throughway Agreement" with Klamath County and the City of Klamath Falls providing for closure and relocation of El Dorado Boulevard on the The Dalles-California Highway in the City of Klamath Falls and Klamath County.

"Throughway Agreement" with City of Hood River providing for removal of utilities, reconstruction of 2nd Street Interchange, construction of frontage road and closure of an unnamed street in Hood River.

"Agreement" with Gold Hill Irrigation District covering revision of certain facilities of the District on Rock Point-Seven Oaks Section of Pacific Highway in Jackson County.

"Petition" to Exclude Land from Medford Irrigation District four parcels consisting of 12.70 acres.

"Petition" to Exclude Land from Rogue River Irrigation District, eight parcels consisting of 22.32 acres.

"Cooperative Construction Agreement" with the City of Medford covering improvement of South Riverside Avenue between 9th Street and the junction with South Central Avenue.

"Agreement" with Cities of Oregon City and West Linn concerning illumination on the roadway of the Oregon City arch over the Willamette River on Oswego Highway.

The Engineer reported that the reorganization of maintenance sections in Division 3 will eliminate the section at Capitol Hill, approximately 24 miles south of Canyonville. The Capitol Hill crew has been moved to Canyonville to consolidate with the crew at that location. The frame barn headquarters site, which is now being rented, is not adequate for maintenance equipment and a new site is needed. He recommended that the Commission approve acquisition of 4.34 acres in Canyonville at a cost of $7,500 for property plus $2,471.34 for an unpaid sewer assessment. This site, he stated, is partially developed, is suitable for maintenance use, and will fill the needs for the headquarters site in this area for sometime to come. The Commission approved acquisition of the maintenance building site.

An Agreement with Medford Corporation providing for reinforcement of the old Pacific Highway North of Medford where a logging truck road will cross it was presented by the Engineer. The private logging road, he stated, is to replace an existing private railroad. The agreement also provides for the installation of flashing traffic signals by the Medford Corporation as required by the Public Utility Commissioner. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

In connection with operations of the State Speed Control Board the Engineer stated that in the past the Commission had designated Mr. W. C. Williams, State Highway Engineer, as the Commission's representative on the Speed Control Board. If it is the wish of the Commission to continue this practice, he suggested that he be designated as the Commission's representative and that Mr. F. B. Crandall, Traffic Engineer, be designated as an alternate representative. The Commission appointed the Engineer as their representative to the State Speed Control Board and Mr. F. B. Crandall as an alternate representative.

An easement agreement with Southern Pacific Company, File 33505, was presented by the Engineer. Briefly, he commented that the agreement is necessary in connection with highway construction of the Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County. The Commission accepted his recommendation that the agreement be approved.

An agreement with the Century 21 Exposition in Seattle, Washington, was presented by the Engineer. He recalled that the Commission had previously authorized the renting of a larger area to advertise the State of Oregon and the agreement has been written to provide the additional space which now amounts to 900 square feet. The cost of leasing this space is $9,810 for the duration of the exposition extending from April 21, 1962 to October 21, 1962, plus the sum of $1,350 for utilities, janitorial, security and other services. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The matter of presenting information to the public was brought up by the Engineer who recommended that a highway department public information service be established under the direction of the Highway Engineer. (Later in the day this matter was again discussed and following the advice of the Chief Counsel that such procedure would be legal, the Commission authorized the Engineer to select a person, firm, or corporation to handle the information service, and to contact the Commission by telephone for confirmation.)

Mr. Norris E. Johnson, Manager, and Mr. Ted Rakoski, Transportation Chairman, Astoria Chamber of Commerce, appeared before the Highway Commission concerning ferry service at Astoria and improvement of the Lower Columbia River Highway. Mr. Johnson, who acted as spokesman, expressed the feeling of loss and sorrow that Astoria people felt because of the death of Mr. W. C. Williams, State Highway Engineer. Concerning the operation of the Astoria ferry, he asked that arrangements be made, if possible, to keep the M. R. Chessman Ferry in service the year round. The Astoria area, he commented, has been hard hit economically by the closure of the Naval Base at Tongue Point. The Clatsop County Court has made formal application to purchase this Naval Base as the site for an industrial park to be developed by private enterprise. If this becomes a reality, it will be necessary to improve the Columbia River Highway to the Tongue Point area. He called attention to the fact that the existing Columbia River Highway from Astoria to Svenson, approximately 14 miles, and a one and one-half mile section between Brownsmead and Gnat Creek are very narrow, crooked and winding. He requested that consideration be given to early improvement of these two sections to bring them up to standard. Mr. Rakoski pointed out that the narrow, crooked section of the Columbia River Highway east of Astoria limits the length of vehicles which can use it. It was his feeling that a better highway would materially aid the economy of this section of the State. His truck company is a heavy user of the ferry and he also requested that the Chessman Ferry be kept in service during the entire year. Chairman McIver thanked the delegation for appearing before the Commission and stated that their requests would be given careful consideration.

A delegation representing organizations in and near Sutherlin came before the Commission to urge early completion of the Elkton-Sutherlin Secondary Highway, ORE 35. The following persons were present: Henry Beckley, Kellogg Grange, Lion's Club, School Board, Elkton; Harry Sprague, Chamber of Commerce, and George Stubbert, Lion's Club, Sutherlin; and Elmer Metzger, Douglas County Commissioner, Roseburg. Mr. Beckley, who acted as spokesman, thanked the Commission for work which has been done on this highway and asked that the

schedule for completion be advanced because of the collapse of the Kellogg Bridge and that the remaining section of the highway be graded to correspond with the replacement of the bridge. Mr. Metzger, Douglas County Commissioner, commented that he appreciated the presentation of facts which had been made before them recently by a highway employee concerning the lack of funds and the reasons therefor. It was his opinion that the Commission should be complimented for their efforts rather than criticized. The North Umpqua Road will be finished in 1963 and they would like to see ORE 225 finished at the same time. Upon the request of Chairman McIver, the Engineer outlined to the delegation work that has been done on the Elkton-Sutherlin Secondary Highway and work that remains to be done. Briefly, he stated that $900,000 a year is the entire amount of money available in Division 3 for improvement of secondary highways. The Commission, he explained, had $675,000 in the budget which was intended to be used for construction below Yellow Creek; however, the Kellogg Bridge collapse necessitated a revision in those plans. The Commission has now ordered that the bridge be replaced and the remaining money be used to construct as much highway as possible, principally on the southerly end of the bridge. He pointed out that there still remains a four-mile section which has not yet been placed in a construction program. Chairman McIver thanked the delegation for coming in.

Members of the Malheur County Court and a representative of the Owyhee Irrigation Project appeared before the Commission concerning highway projects in Malheur County. The following persons were present: Earl Flock, County Commissioner, Ontario; Jacob Fisher, County Commissioner, Nyssa; Ellis White, County Judge, Ontario; and Paul House, Manager, Owyhee Irrigation Project, Ontario. Mr. Flock acted as spokesman and urged the Commission to designate as a state highway the Sucker Creek County Road from a point west of Homedale, Idaho, southerly to a junction with the I.O.N. Highway (U.S. 95) near Malloy Ranch. The alternate road, he stated, covers a longer route and is located almost entirely in Idaho. The Sucker Creek Road, if improved, would provide about a 12 mile savings to haulers of livestock and land products, would save the border livestock inspection fee, and would be about 1,000 feet lower than the present route. He also mentioned that people in Weiser and Homedale, Idaho, favor the Sucker Creek route. Judge White called attention to the extra gas tax revenue which would accrue to the State of Oregon if the approximately 2,500 trucks which use the existing route in Idaho were to travel the Sucker Creek Road in Oregon. Concerning the bridge over the Snake River at Ontario, he stated that there is a considerable problem involved here in the hauling of produce, and he asked that the Commission give consideration to construction of a new bridge. Mr. Fisher mentioned the heavy volume of traffic on route 201 between Ontario and Nyssa, particularly the large volume of farm trucks which impede the flow of faster traffic. He urged that the highway be widened to four lanes. Chairman McIver thanked the delegation for appearing before the Commission.

The Morrow County Court and others appeared before the Commission to ask construction of the Willow Creek Cutoff from the Heppner Highway northeasterly to Arlington, and improvements to the Heppner-Spray Highway. The following persons were present: Oscar Peterson, County Judge, Heppner; Frank Weatherford, State Representative, Arlington; Milton Biegel, Morrow County Commissioner, Irrigon; Harold Hartfield, Chairman, and Harry Madison,

Member, Highway Committe of Arlington Chamber of Commerce; William Romine, President, Arlington Chamber of Commerce; Jack Harford, Mayor, Arlington; Dick Wilkinson, Rancher, Heppner; and Rupert Kennedy, Oregon Planning & Development, The Dalles. County Judge Peterson commented that he and many others in Eastern Oregon will greatly miss Mr. W. C. Williams. He urged the Commission to reconstruct the northerly end of the Heppner Highway (ORE 74) by way of Four Mile Canyon northerly and westerly to Arlington. Such a route, he stated, would shorten the distance from U. S. 30 at Arlington to Heppner by about 12 miles and would be of great benefit to the economy of the area. To facilitate traveling into the interior of Morrow County he requested consideration of the reconstruction of ORE 74 to Heppner. He also urged the Commission to take what action they could to secure additional improvements on the Heppner-Spray Highway in the Umatilla National Forest. Mr. Biegel recalled that the early constructed route of the Heppner Highway had followed the old cattle trails and is still located on the same alignment. Construction on better grade and alignment, he felt, would be of great benefit to the County. Mr. Wilkinson urged improvement through Four Mile Canyon in order to provide better access to hospital facilities and to shorten the haul time for transporting cattle. He also urged that work be performed on the road leading directly west from Ukiah toward Heppner. Mr. Hartfield thanked the Commission for work that has been performed on the John Day Highway, and pointed out that similar work on the Heppner Highway would provide equal benefits. He invited the Commission and the Engineers to a dinner as guests of the Arlington Chamber of Commerce. Mr. Kennedy complimented the Commission and its staff on having one of the finest highway systems in the nation. He called attention to the potentially fine industrial site along Lower Willow Creek and stated that the area has considerable resources to accommodate a large population increase. Mr. Weatherford stressed the importance of improved highways to the economy of the County as well as the State. Commissioner Fridley called attention to the fact that earlier in the day the Highway Commission had approved a forest highway program for the coming year which included an amount of $250,000 for improvement of the Heppner-Spray Highway.

Attention was given to a request made by Oregon City officials that the State consent to annexation to the City of a portion of the Cascade Highway included within rights of way acquired from Tri-City Bowl, Ernest Josi, Carl Josi, A. E. Menary, and Millikan and Servan. This request, the Chief Counsel stated, has been investigated and is not detrimental to the interests of the Highway Department. Upon his favorable recommendation, the Commission approved the annexation and authorized the Secretary to sign a consent form in behalf of the Commission.

The Chief Counsel reported that the Legislative Counsel had requested him to ask the Commission for consent to repeal at the 1963 Legislative Session that section of the Oregon Laws which pertains to the issuance of gold bearing bonds. Upon the Chief Counsel's favorable recommendation, the Commission granted such consent.

The Commission considered a compromise settlement of a damage claim which the Highway Department has against Earl Shaffer's Insurance Company for auto damage to a highway guard rail facility. The Chief Counsel pointed out

that $907.16 had been claimed originally, and an offer of settlement in the amount of $500 had been refused. Mr. Shaffer's insurance representative has now offered to settle for $600. As it would cost $300 or more to try the case in court, it was the Chief Counsel's recommendation, approved by the Commission, that the offer of $600 be accepted.

Chairman McIver commented that this would probably be the last Highway Commission meeting held during 1961. It has been a good year for construction and other highway operations, and he congratulated the members of the Commission's staff and other employees of the Highway Department for performing an excellent job. He also extended best wishes for the coming year.

Chairman McIver announced that following an exhaustive study, the Commission had selected the firm of Haskins & Sells to conduct a fiscal procedures and management study of the State Highway Department. The study is to evaluate the organization and administration of the department, its fiscal procedures and records, plant utilization and specialized services within the department. The Commission authorized the Secretary to sign an agreement with Haskins & Sells in behalf of the Commission.

The meeting was recessed at 2:30 p.m. and reconvened at 2:40 p.m. in the Engineer's Office with the following present:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, State Highway Engineer
L. I. Lindas, Chief Counsel
Floyd Query, Secretary

The Commission authorized the Engineer to select an agency and enter into an agreement to complete the Parks Study Report which is now being prepared. The Commission also authorized the Secretary to sign the agreement in their behalf when it is prepared.

Upon being advised that such a procedure would be legal, the Commission authorized the Engineer to select a person, firm or corporation to handle the public information service, and to contact the Commission by telephone for confirmation.

The meeting was adjourned by Chairman McIver at 2:50 p.m.

33315

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

December 8, 1961

Salem, Oregon
January 19, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Forrest Cooper, State Highway Engineer
G. S Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark Astrup, State Parks Superintendent
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

(Commissioner Glenn L. Jackson was not present. Later it was learned that he was unable to be present because of a heavy snowstorm in southern Oregon).

The Commission approved the minutes of the regular meeting held November 15, 1961, the telephonic meeting held November 30, 1961, the special meeting held December 2, 1961, and the regular meeting held December 8, 1961.

The Engineer introduced Mr. Harold L. Coltman and Mr. Robert Scherer, representing Haskins & Sell, the firm recently employed to conduct an administrative and fiscal study of the Highway Department. Mr. Rodney Land, who is acting as liason officer between the State Highway Department and Haskins & Sell, was also introduced. Chairman McIver inquired as to what progress had been made. The Engineer replied that in the two weeks Mr. Coltman and Mr. Scherer have been in Salem they have spent most of their time in orientation with the various division heads in the Highway Department to get an outline of its functions. Mr. Coltman stated that beginning on the following week they plan to start studying reports, methods, procedures used, and fiscal controls exercised in the various divisions.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the

properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, marked "Condemnation Resolutions Nos. 1530 through 1550", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties see the Chief Counsel's 'Recommendations for Condemnation", dated January 19, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers").

A written report was presented by the Chief Counsel showing results obtained in cases which have been tried in court. He commented briefly on some of the cases and observed that the verdicts being rendered in Curry County have not changed in pattern. Specifically, he mentioned the case of Joe Zumpfe in which the State's highest appraisal was $4,000 and in which the court awarded a verdict of $10,360. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3767 Claude L. Finley, et al	Wasco	Columbia River	The Dalles-Big Eddy	$17,750.	$23,780.	$20,725.
L-3645 Earl D. Jamison, et al	Clackamas	Cascade Secondary	Lake Road-Oregon City	$ 4,400.	$15,000.	$ 6,500.
L-3647 Jane Doe Brown, et al	Clatsop	Oregon Coast	Smith Point-Camp Rilea	$ 50.	None	$ 50.
L-3791 Pearl Tracy, et al	Grant	John Day-Burns	Canyon City-Seneca	$ 660.	$ 7,250.	$ 1,250.
L-3789 E. W. Cresap, et al	Grant	John Day-Burns	Canyon City-Seneca	$ 1,130.	$10,000.	$ 3,000.
L-3747 Joseph E. DeMarsh, et al	Grant	John Day-Burns	Canyon City-Seneca	$ 2,065.	$25,000. (Answer)	$ 3,150.
L-3785 Sunny-Cal Ranch Corp., et al	Jackson	Pacific	Rock Creek-Seven Oaks	$ 75.	$ 75.	$ 75.
L-3796 Sunny-Cal Ranch Corp., et al.	Jackson	Pacific	Rock Creek Seven Oaks	$ 110.	$ 110.	$ 110.

Report of Condemnation Cases Tried - Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3721 Gordon Brown, et al	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	$ 5,100.	$18,000.	$ 5,000.
L-3848 Joe Zumpfe, et ux	Curry	Oregon Coast	Myers Creek-Brookings	$ 3,950.	$13,000.	$10,360.
L-3827 Ada L. Heller, et al	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	$ 5,200.	$ 5,200.	$ 5,200.
L-3820 M. A. Ring, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$22,550.	$30,000.	$25,800. (tried before court without a jury)
L-3838 M. A. Ring, et ux	Jackson	Pacific	Seven Oaks-Neil Creek	$ 5,600.	$ 7,500.	$ 6,750.
L-3774 Robert M. Nixon, et ux	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	$ 2,500.	$ 6,450.	$ 2,500.
L-3734 E. R. Smart, et al	Wasco	Columbia River	The Dalles By-Pass	$23,450.	$35,000.	$26,500.

(For further details concerning cases tried, see the Chief Counsel's letter dated January 12, 1962, and a letter dated January 18, 1962, in the General Files, Salem).

The Chief Counsel also submitted a written report of condemnation cases which have been settled out of court. Upon his favorable recommendation, the Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3678 David H. Holmes, et al	Jackson	Pacific	Seven Oaks-Neil Creek (Insubstantial increase in view of reappraisal at $20,750, previous trial record and fact that $550 interest due on amount over that deposited in court.)	$15,900.	$20,000.

Report of Condemnation Cases Settled - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3808 Clifford Salmi, et al	Columbia	Columbia River	Westport-Clatskanie	$ 2,500.	$ 3,100.
L-3826 Oregon Mutual Savings Bank, et al	Deschutes	The Dalles-California	Swalley Canal-East Franklin Avenue	$ 225.	$ 600.
		(Higher appraisal of $891 based upon previously unconsidered market data received subsequent to offe			
L-3889 Hannah E. Hawkins, et al	Lane	Pacific	Judkins Point-Goshen	$ 5,190.	$ 5,190.
L-3906 Freddie Lee Williams, et ux	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 4,800.	$ 4,800.
L-3552 Francis E. Griffin, et al	Harney	Frenchglen	Wright's Point-The Narrows	$ 160. (for deed to 10.6 acres)	$ 150. (for use o property, material and damag
R-32245 Assembly of God of Bay City, et al	Tillamook	Oregon Coast	Hobsonville-Bay City	$ 6,575. amended to $ 7,000.	$ 7,000.
L-3465 Lloyd Corporation Ltd., et al	Multnomah	Pacific	East Bank Freeway	$80,000.	$95,000.
		(See following remarks)			
L-3691 H. George Gettmann, et al	Umatilla	Hermiston	Hermiston-Hinkle	$ 5,850.	$ 8,500.
		(Value of $8,500 indicated by review appraisal.)			
L-3846 Clayton L. Long, et al	Curry	Oregon Coast	Myers Creek-Brookings	$ 8,000.	$10,000.
L-3847 Helen G. Younce, et al	Curry	Oregon Coast	Myers Creek-Brookings	$ 800.	$ 1,000.
L-3908 Susie A. Tom, et al	Sherman	Columbia River	Biggs-Rufus	$25,500.	$25,500.
R-32637 Andrew Morgan, et al	Josephine	Redwood	"E" and "F" Street Connection	$ 3,650.	$ 3,650.

Report of Condemnation Cases Settled - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3865 Jean M. Shelley, et ux	Lane	Siuslaw	Florence-Cushman	$ 100.	$ 250.
L-3782 Randolph C. Bowden, et ux	Multnomah	Columbia River	Sauvies Island-St. Johns Bridge	$ 7,580.	$ 7,580.
R-32220 Crown Zellerbach Corp.	Tillamook	Oregon Coast	Hobsonville-Bay City (Settlement includes 19 acres not included in appraisal of $150.)	$ 150. (6.6 acres)	$ 1,331.68
L-3682 Norman and Lucille Glascock, et ux	Jackson	Pacific	Seven Oaks-Neil Creek (Review appraisal showed gravel deposits and appraisal increased to $9,625.)	$ 8,250.	$10,750.
L-3881 Marlin D. Karnes, et al	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	$ 1,450.	$ 2,000.
L-3900 M. J. Raschko, et ux	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	$ 1,300.	$ 1,750.

Concerning settlement of the Lloyd Corporation property in Multnomah County, File L-3465, the Chief Counsel explained that the State's offer of $80,000 was based on appraisals made in 1958 and since that time property values in the area have increased. The appraisals have been reviewed and a settlement of $95,000 has been reached, which amount is within the revised appraisal value.

(For further details concerning cases settled, see the Chief Counsel's letter of January 12, 1962, entitled "Report of Cases Settled", and his letter of January 18, 1962, entitled "Supplemental Report of Cases Settled", in the General Files, Salem).

The Commission considered the Chief Counsel's report on offers made to property owners prior to the commencement of condemnation proceedings. These offers, the Chief Counsel stated, are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-26168 - R. L. Elfstrom, et al. 3.0 acres for right of way purposes. Offer of $46,750 approved by Mr. McIver, January 3, 1962.

R-29505 - Nellie E. Hulst, et vir. 9,500 square feet for right of way purposes. Offer of $2,250 approved by Mr. McIver, January 15, 1962.

R-32568 - Pete Harms, et ux. Parcel No. 1: 0.43 acre for right of way purposes; and Parcel No. 2: 0.32 acre for right of way purposes. Offer of $7,600 approved by Mr. McIver, January 12, 1962.

R-32569 - Clarence Moffenbier, et al. Parcel No. 1: 0.63 acre for right of way purposes; and Parcel No. 2: 0.32 acre for right of way purposes. Offer of $9,650 approved by Mr. McIver, December 27, 1961.

R-32798 - Central Paving Co., et al. 0.17 acre for right of way purposes. Offer of $885 approved by Mr. McIver, December 26, 1961.

R-32570 - Donald Trussell, et ux. Parcel No. 1: 0.83 acre for right of way purposes; and Parcel No. 2: 0.32 acre for right of way purposes. Offer of $19,000 approved by Mr. McIver, January 18, 1962.

R-32574 - Harold Elbert, et ux. Parcel No. 1: 4.13 acre for right of way purposes; Parcel No. 2: 0.8 acre for right of way purposes; Parcel No. 3: 0.07 acre for right of way purposes; and Parcel No. 4: 0.44 acre for temporary easement. Offer of $12,150.00 approved by Mr. McIver, January 17, 1962.

R-32575 - Ruth Taylor, et al. Parcel No. 1: 2.23 acres for right of way purposes; Parcel No. 2: 0.18 acre for permanent easement; Parcel No. 3: 0.05 acre for permanent easement; and Parcel No. 4: 0.18 acre for temporary easement. Offer of $22,000 approved by Mr. McIver, January 17, 1962.

R-33465 - Donald Trussell, et ux. 5.12 acres for material source. Offer of $11,800 approved by Mr. McIver, January 17, 1962.

BRIDGE-FRENCHIE CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-33472 - Everette C. Webber, et al. 1.7 acres for right of way purposes. Offer of $6,720 approved by Mr. Jackson, January 15, 1962.

R-33474 - Carl Edward Radloff, et ux. 1.1 acres for right of way purposes. Offer of $875 approved by Mr. Jackson, January 15, 1962.

R-33475 - William King, et al. 1.5 acres for right of way purposes. Offer of $2,270 approved by Mr. Jackson, January 17, 1962.

R-33998 - Harry C. Kalbus, et al. 0.3 acre for right of way purposes. Offer of $200 approved by Mr. Jackson, January 10, 1962.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33541 - Darwin Bevens, et al. 0.06 acre for right of way purposes. Offer of $6,650 approved by Mr. Jackson, December 27, 1961.

R-33542 - Arthur Harry Goode, et al. 0.07 acre for right of way purposes. Offer of $3,360 approved by Mr. Jackson, December 27, 1961.

R-33543 - Marian Nye Bean Bossler, et al. 3.7 acres for right of way purposes. Offer of $6,150 approved by Mr. Jackson, January 15, 1962.

R-33545 - Richard Lowry, et ux. 2.0 acres for right of way purposes. Offer of $1,550 approved by Mr. Jackson, December 21, 1961.

R-33548 - David Neville, et al. 2.5 acres for right of way purposes. Offer of $1,875 approved by Mr. Jackson, December 28, 1961.

R-33549 - F. W. Simmons, et al. 2.2 acres for right of way purposes. Offer of $1,650 approved by Mr. Jackson, December 28, 1961.

R-33551 - George R. Wayman, et ux. 1.5 acres for right of way purposes. Offer of $750 approved by Mr. Jackson, January 3, 1962.

R-33554 - Howard A. Bishop, et ux. 0.8 acre for right of way purposes. Offer of $850 approved by Mr. Jackson, December 28, 1961.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY

R-33436 - C. F. Allegre, et ux. 3.4 acres for right of way purposes. Offer of $2,900 approved by Mr. Fridley, December 21, 1961.

R-33444 - Effie E. Shoemaker, et al. 0.85 acre for right of way purposes. Offer of $2,700 approved by Mr. Fridley, December 26, 1961.

R-33445 - Arthur Clare Bickford, et al. 1,500 square feet for right of way purposes. Offer of $600 approved by Mr. Fridley, December 26, 1961.

R-33447 - Howard L. Shoemaker, et al. 1.11 acres for right of way purposes. Offer of $4,525 approved by Mr. Fridley, December 21, 1961.

R-33448 - A. Clare Bickford, et al. 300 square feet for right of way purposes. Offer of $100 approved by Mr. Fridley, December 26, 1961.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY - Cont.

R-33456 - Grace A. Paasch, et al. 3.5 acres (net) for right of way purposes. Offer of $1,900 approved by Mr. Fridley, December 21, 1961.

R-33457 - Howard L. Shoemaker, et al. 3.0 acres for right of way purposes. Offer of $5,250 approved by Mr. Fridley, December 26, 1961.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32387 - J. M. Harder Appliances, Inc., et al. 10,000 square feet for right of way purposes. Offer of $160,000 approved by Mr. McIver, December 14, 1961.

HARPER JUNCTION-BURRELL RANCH UNIT, JUNTURA-VALE SECTION OF THE CENTRAL OREGON HIGHWAY

R-32811 - Thomas J. Davis, et al. 6.25 acres for right of way purposes. Offer of $175 approved by Mr. Fridley, December 21, 1961.

R-32812 - John O. Vines, et al. 0.47 acre for right of way purposes. Offer of $75 approved by Mr. Fridley, December 21, 1961.

NORTH UNIT, KELLOGG BRIDGE-TYEE BRIDGE SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

R-34145 - C. Eldon Fisher, et al. 19.5 acres for right of way purposes. Offer of $4,550 approved by Mr. Jackson, January 18, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-29795 - Estate of E. H. Sivyer. 5,000 square feet for right of way purposes. Offer of $14,750 approved by Mr. McIver, December 22, 1961. On June 9, 1961, an amount of $13,500 was approved by Mr. McIver. This revised amount is due to a new appraisal review.

R-30307 - Dorothy Butler, et al. 8,500 square feet for right of way purposes. Offer of $2,000 approved by Mr. McIver, December 13, 1961.

R-31866 - Tenet Mortgage Co., et al. 2,680 square feet for right of way purposes. Offer of $4,350 approved by Mr. McIver, December 28, 1961.

R-31903 - Engineering Development Corporation, et al. 8,242 square feet for right of way purposes. Offer of $52,265 approved by Mr. McIver, January 11, 1962.

R-31910 - Arthur F. Holmberg, et al. 3,333 square feet for right of way purposes. Offer of $8,800 approved by Mr. McIver, December 28, 1961.

R-31913 - Wauna Land Company, et al. 4,758 square feet for right of way purposes. Offer of $7,500 approved by Mr. McIver, December 21, 1961.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY - Cont.

R-31918 - J. E. Hanset, et al. 7,185 square feet for right of way purposes. Offer of $27,500 approved by Mr. McIver, December 19, 1961.

R-31996 - Homer McKenzie, et al. 1,000 square feet for right of way purposes. Offer of $2,060 approved by Mr. McIver, January 10, 1962.

R-32499 - Laura S. Ernest, et al. Parcel No. 1: 7.9 acres for right of way purposes; Parcel No. 2: 1,200 square feet for permanent easement; and Parcel No. 3: 400 square feet for temporary easement. Offer of $46,400 approved by Mr. McIver, January 3, 1962.

R-32500 - Benedetta Chiosi, et al. Parcel No. 1: 3.71 acres for right of way purposes; and Parcel No. 2: 2.46 acres for right of way purposes. Offer of $36,500 approved by Mr. McIver, January 3, 1962.

R-32943 - Mary J. Williamson, et al. 12,252 square feet for right of way purposes. Offer of $10,000 approved by Mr. McIver, January 9, 1962.

R-32955 - Ivan L. Sletta, et ux. 4,000 square feet for right of way purposes. Offer of $9,800 approved by Mr. McIver, December 26, 1961.

R-33271 - Clamance Flack, et al. 2,971 square feet for right of way purposes. Offer of $5,680 approved by Mr. McIver, December 14, 1961.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31681 - John Illias, et al. Parcel No. 1: 1,200 square feet for right of way purposes; and Parcel No. 2: 1,550 square feet for permanent easement. Offer of $6,600 approved by Mr. McIver, January 10, 1962.

R-32582 - Richmond Tank Car and Mfg. Company of Oregon. Parcel No. 1: 12,500 square feet for right of way purposes; and Parcel No. 2: 12,800 square feet for right of way purposes. Offer of $5,900 approved by Mr. McIver, December 26, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-30554 - Richard F. Brace, et ux. Parcel No. 1: 0.18 acre for right of way purposes; and Parcel No. 2: 229 square feet for permanent easement. Offer of $21,230 approved by Mr. Fridley, December 18, 1961.

R-30556 - Mid-Columbia Terminal, et al. 3.25 acres for right of way purposes. Offer of $6,650 approved by Mr. Fridley, December 22, 1961.

R-32302 - The United States National Bank of Portland, Oregon, et al. Acquisition of access. Offer of $8,200 approved by Mr. Fridley, December 29, 1961.

R-32404 - The Dalles Cooperative Growers, et al. 0.08 acre for right of way purposes. Offer of $500 approved by Mr. Fridley, December 28, 1961.

THE DALLES BY-PASS SECTION OF THE COLUMBIA RIVER HIGHWAY - Cont.

R-32414 - Dalles City, et al. 0.39 acre for right of way purposes. Offer of $780 approved by Mr. Fridley, December 21, 1961.

R-33186 - Fred G. Mauser, et al. Parcel No. 1: 294 square feet for permanent easement; and Parcel No. 2: 0.19 acre for permanent easement. Offer of $4,675 approved by Mr. Fridley, December 19, 1961.

A written report was presented by the Chief Counsel concerning orders received from the Public Utilities Commissioner on highway and railroad crossing matters in which the State Highway Commission has been a party. The Commission accepted the report, which is summarized as follows:

PUX 234: Regulating speed of trains of the Southern Pacific Company within the City of Medford. The State Highway Commission had no jurisdiction in this instance.

PUX 321: Weyerhaeuser private road crossings in Lane County. The order was dismissed on grounds that the Public Utilities Commissioner had no jurisdiction in the matter.

PUX 423: U. S. Army Engineer Crossings in and near the City of Arlington, involving the Condon Branch of the Union Pacific Railroad Company, on the Columbia River Highway in Gilliam County. This matter involves relocation of certain crossings because of the construction of the John Day Dam and provides for an overcrossing of the Columbia River Highway over the relocated Condon Branch railroad; an overcrossing of the Columbia River Highway with a temporary tract connection to the Condon Branch; a permanent grade crossing of the relocated track of the Condon Branch with the east ramp of the Columbia River Highway; and a permanent crossing at grade of the John Day Highway. The order issued was in accordance with the Highway Commission's answer and the testimony presented.

PUX 424: U. S. Army Engineer Undercrossing, Union Pacific Railroad, near Rufus. The Highway Commission has no jurisdiction in this instance.

PUX 440: Klamath Falls West Side By-pass Interchange Grade Crossing, Great Northern Railway Company, The Dalles-California Highway, Klamath County. The Highway Commission made application to construct a crossing at grade with a spur track of the railroad and a leg of the highway interchange. The order was issued in accordance with the petition.

PUX 448: Crown Zellerbach Truck Road Crossing of Saddle Mt. State Park Road, Clatsop County. The order as issued allowed Crown Zellerbach to construct a crossing for oversized vehicles across the park road.

A list of claims against others was presented by the Chief Counsel in which he proposed that efforts to collect be abandoned. He explained that his office is cleaning up its file on claims and for a number

of reasons it is not feasible to continue efforts to collect some of these claims. Among the reasons, he mentioned lack of insurance coverage; inability to pay because of unemployment and bankruptcy; lack of evidence; unknown whereabouts; confinement in prison; in the Armed Forces, and death. The Commission approved abandonment of the following claims:

CAO No.	Name	Amount of Claim
57-185	Arthur A. Fetter	$215.92
58-135	Jim Phillips	151.00
58-2620	Herbert W. Clark	958.31
61-43	Jerry Badger	87.90
61-186	Charlene Ann Berman	77.87
60-8	David Allen, Jr.	58.41
60-117	Richard Franklin, Jr.	93.44
59-226	Marvin E. Woods	79.55
58-236	F. C. Hathaway	1,365.00
L-1948	W. J. DeLorne	152.18
59-155	Robert J. Morgan	425.91
59-217	Leonard M. Hasty	51.58
59-326	Laverne B. McCaskill	16.29
60-168	Kenneth Croswell	83.41
57-62	Dale R. Hall	88.34
61-100	Norbert C. Pfefferle	143.85
57-174	Charles R. King	99.89
58-29	Frank H. Engant	147.18
61-146	Unknown	Est. 125.00
61-51=	Charles Parks	48.00
60-225	Mr. C. B. Mitchell	30.00
61-97	Nickolas Cortez	51.60
61-90	Stanley E. Holladay	84.29
60-80	Gene Matt	117.94

Upon the request of the Chief Counsel the Commission authorized him to commence legal action to recover on nine damage claims, as follows:

CAO No.	Name	Amount of Claim
61-198	Mary Murisey	$195.44
57-81	Mr. Gordon Linton	196.55
58-95	Mr. L. W. Harger	315.86
59-163	Mr. Frank Ephram	217.43
61-47	Mr. Larry Ayde	274.95
61-234	Mrs. Mary E. Teal	2,573.59
59-2	Mr. Allan T. Alsleven	138.15
60-348	Mr. George B. Davis	111.85
59-161	Mr. Garmond Hodge and Elmer C. Hodge	29.11

A quarterly report of damage claims collected from October 1 through December 31, 1961, was presented by the Chief Counsel. Payments during this period amounted to $6,412.50, and nineteen claims had been abandoned in a total amount of $2,639.06.

The Chief Counsel presented a brief report on three lawsuits which had been filed against the Highway Commission, summarized as follows:

1. Morrison-Knudsen Company, Inc., Contract No. 5243 for grading on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, in the amount of $142,946.29. This suit involves a controversy concerning the wasting of excess excavation materials. The contractor contends that he should have been permitted to waste the excavation as a first operation. The State contends that the wasting of materials should be subsequent to the exact determination of fill requirements in the vicinity.

2. Rex C. Ayers, Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road in Tillamook County, in the sum of $32,320 on the first count, and $5,904.54 on the second count. The contractor alleges that he was damaged on the first count because the county was slow in acquiring right of way. Damage on the second count, he alleges, is because the final estimate quantities are incorrect. This was a project which the State performed for the County, and under terms of the agreement with the County, if the contractor prevails, the County will be liable. The action is being brought against the State because the State let the contract.

3. Roy Farella's lawsuit in the amount of $10,000 is for damages that he claims were caused by backwater because of a highway culvert stoppage.

Proper action, the Chief Counsel stated, is being taken to protect the interests of the State.

Regarding the lawsuits filed by these two contractors, particularly by Morrison-Knudsen Company against the State, Chairman McIver inquired if the specifications in the contract concerning disposal of excavated material are explicit enough, and if the specifications might be improved. The Chief Counsel stated that in his opinion the specifications are clear in this matter, but the question raised by the contractor is one of interpretation of the specifications. The Engineer stated that it is the Department's interpretation that the specifications in Contract No. 5243 allow the State to determine when excavated material is to be wasted. It is planned in the near future for representatives of the Legal and Right of Way Division and the Engineering Division to review the entire field of highway specifications to eliminate as many areas of uncertainty as possible.

The Chief Counsel reported that Mr. W. A. Mansfield, Staff Attorney, and Mr. Leo Nuttman, Staff Attorney, had resigned. He also reported that since the retirement of Mr. J. W. DeSouza, his position has not been officially filled. He requested, and the Commission granted, authority to hire two attorneys at salaries commensurate with their experience and ability. He also

requested confirmation of the following personnel changes resulting from Mr. Nuttman's resignation: Jack Sollis to fill the position left by Mr. Nuttman and to be given a one-step increase in monthly salary from $550 to $575; Joseph Hershberger, who has completed his six-months probationary period, to be given an increase from $550 to $575 per month; and John Irvin to be employed at a salary of $575 per month to fill the vacancy created by the elevation of Jack Sollis to Mr. Nuttman's position. All these changes, he reported, have the approval of the Attorney General and are to be effective January 2, 1962. The Commission confirmed the changes as requested.

Chairman McIver inquired as to the backlog of cases pending in court. The Chief Counsel replied that 223 cases are now docketed to be heard, a year ago 245 cases were pending and 3 years ago 375 cases were pending.

Settlement of a real property dispute with S. W. and Minnie Champ on the Mill City-Gates Section of the North Santiam Highway, Marion County, was presented by the Chief Counsel. He pointed out that in previous transactions, the County had not cleared the original title. This action will clear the title and for the sum of $250 the Champs have agreed to release all their claims, including any claim to adjoining railroad right of way, and execute a quitclaim deed to existing right of way. The Commission approved the settlement.

Attention was given to a request made by R. E. and Leelia L. Goad to consent to the annexation to the City of Pendleton of a portion of Old Oregon Trail Highway and a portion of the Oregon-Washington Highway adjacent to their property. The Chief Counsel stated that an investigation indicated that such action would not be detrimental to the Highway Department, and he recommended that it be approved and that the Secretary be authorized to sign the consent to annexation form. The Commission approved the transaction as presented.

The Chief Counsel stated that the Humble Oil Company, the Gulf Company and the Superior Oil Company have made applications to lease properties owned by the State Highway Department in connection with their drilling operations for oil. He explained that the application of Humble Oil Company involves 620 acres and Gulf's application is for 1,520 acres and that a portion of these lands include the interstate highway system. There are some legal complications in that the Humble and Gulf leases encroach upon each other as far as State Highway property is concerned. No action was taken at this time as the lease forms have not been completed.

Chairman McIver inquired as to the legal implications of identical bids which have been submitted for the purchase of asphalt. The Chief Counsel replied that bids for asphalt, as well as other products, are handled by the Department of Finance and Administration. Identical bids, however, do not mean that the bids are wrong unless there is evidence of collusion.

The Right of Way Engineer presented for consideration options, pages 1 through 63, secured for acquistion of real property that is needed for State Highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

At the suggestion of the Right of Way Engineer, the Commission approved the option to Floyd L. and Rose A. Smith, File No. 33869, on the Bellows Street-Madrone Street (Roseburg) Section of the Roseburg-Melrose-Umpqua County Road, Douglas County, in the amount of $18,960, subject to the approval of the Bureau of Public Roads.

The Property Manager's report covering sales of miscellaneous properties and changes in rental status was presented by the Right of Way Engineer and accepted by the Commission. He pointed out that for the year 1961 receipts from rental buildings, equipment, lands, timber and miscellaneous items had totaled $692,695.07. Miscellaneous sales since the last Commission meeting totaled $5,915.50, and rental receipts for the month of December totaled $4,910.42.

Attention was given to a "Relinquishment of Title" form transferring to Wasco County an 80-foot strip of land for public road purposes. The Right of Way Engineer explained that the land is located westerly from the National Guard Armory on the south side of the Columbia River Highway near the East The Dalles Interchange. The County plans to extend Myrtle Street northerly to the frontage road on the southerly side of the Columbia River Highway, and in so doing will cross a tract of land acquired by the State in 1953 as excess property. It is planned to offer the excess parcel for sale when the Interstate Highway is completed in that area, and construction of the county road will tend to enhance its value. Following his favorable recommendation, the Commission approved the "Relinquishment of Title".

A "Grant of Easement" to P. J. Stone on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County was presented by the Right of Way Engineer. When the property had been acquired in 1952 for a material source, he explained that no provision was made for the owner to cross the material source to get to his remaining property. There was no intent to do this and the "Grant of Easement" confirms his right to cross the material source. The Commission approved the easement.

The Commission considered an easement form which would grant Walter A. Greutter, Ethel M. Miller and Vernard Herman Heuker the right to use and maintain a domestic water line on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. The Right of Way Engineer outlined that the three owners prior to the highway completion had easements covering the location of three separate water lines. Under the construction contract a single water line was provided and the owners were connected to this line. The "Easement and Release of Easement" form

provides that the owners release the original easement and grants to the owners a new easement to the revised set up. The Commission approved the transaction.

Public sale of three properties no longer needed for highway purposes was recommended by the Right of Way Engineer. Access provisions as proposed are consistent with departmental policy as practiced in the vicinity of each parcel. The recommended minimum sale price is based on appraised value or on an offer which exceeds appraised value. Following his favorable recommendation, the Commission authorized public sale of the following parcels of real property and thereupon adopted resolutions relative thereto, marked Exhibits "E-1" and "E-2", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

1. 1,625 square feet of land, File Nos. 28758 and 28759, on the Lake Road-Oregon City Section of Cascade Highway, Clackamas County, for not less than $100 and without access to Cascade Highway.

2. 26.5 acres, File No. 18930, on the Oakland Junction-Deady Section of Pacific Highway, Douglas County, for not less than $1,500, subject to an oil lease held by Oil Developers, Inc. of Roseburg. No access is to be permitted to the Pacific Highway and an advertising sign restriction is to be imposed. The purchaser will be required to fence the right of way line. (See Exhibit "E-1")

3. 3,280 square feet of land, File No. 5095, on the Bunker Hill Section of the Oregon Coast Highway, Coos County, for not less than $1,625, subject to an easement for a 12-inch concrete drain pipe and without access to the Oregon Coast Highway. (See Exhibit "E-2")

Direct sale of properties no longer needed for highway purposes was recommended by the Right of Way Engineer. He stated that the proposed amount of each sale is based on appraised value and is a fair price for the property. The properties to be sold, he continued, do not lend themselves to public sale because of peculiarities of location or because they are surrounded by privately owned properties. The Commission approved the following direct sales:

1. 800 square feet of land, File Nos. 9519 and 9520, on the North Bend-Marshfield Section of the Oregon Coast Highway, Coos County, to Weyerhaeuser Company for the sum of $600. No access restrictions are to be imposed.

2. 0.11 acre, File No. 19542, on the County Farm-Ashland Section of the Pacific Highway in Jackson County, to the Assembly of God Church for $300. No access is to be permitted to the Pacific Highway.

3. 2,500 square feet, File No. 21683, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, to Mr. E. Piluso for the sum of $750. The sale will be subject to a sewer easement to the City of Portland and also subject to an advertising sign restriction. Access is to be restricted to the city street.

The Commission considered transfer of 9,292 square feet of land to Clackamas County on the Jennings Lodge Section of the Pacific Highway East in Clackamas County. The Right of Way Engineer commented that the land, which is no longer required for highway purposes, was secured from the County with the restriction that it be used for park and beautification purposes only. The transfer provided for reversion to the County if used for any other purpose. He recommended that the property be transferred to the County for the sum of $1. The Commission approved the transfer.

Sale of a house in Arlington to the U. S. Corps of Engineers was presented by the Right of Way Engineer. This property he said, is located on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County and comes within the terms of an agreement recently executed with the Corps of Engineers concerning reconstruction of the Columbia River Highway in this area. The Corps of Engineers has determined that the house must be acquired for their first scheduled unit of relocation in the City of Arlington. They have offered to pay $7,820, which amount has been verified as a true value for the property. On his favorable recommendation, the Commission accepted the offer of the Corps of Engineers and authorized the Secretary to sign an option form tendered by the Engineers. The Commission also approved a "Bargain and Sale Deed" conveying this property to the Corps of Engineers.

Two "Indentures of Access" were presented by the Right of Way Engineer. In neither case he stated, is additional access being provided, but the change in location and use is being made for the benefit of the property owners and the safety of the traveling public. The Commission approved the following indentures.

1. Vernon D. Hall and Cora E. Hall property, File Nos. 20568 and 20569, on the Deception Creek-Oakridge Section of the Willamette Highway in Lane County. Width of access points is being increased from 25 feet to 32 feet. The location change and removal of the use restriction is to become effective when the owner has performed certain construction items.

2. Coos County property, File No. 26093, on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County. The indenture provides for changes of location in two points of access restricted to production and transportation of timber products.

Extension of an agreement with Crown Zellerbach Corporation for the use of several quarry properties in Clatsop and Columbia Counties was brought up by the Right of Way Engineer. He explained that a previous 10-year agreement had expired in October 1961. Crown Zellerbach has requested renewal of the agreement which provides for joint use of quarry sites owned by the State and Crown Zellerbach. The Engineering Division, he stated, has indicated that it would be in the best interests of the department to renew the agreement for a period of 10 years, beginning October 15, 1961, and he so recommended. The Commission approved the agreement.

A "Trust Agreement" with Bonneville Power Administration pertaining to their facilities on the Judkins Point-Goshen Section of the Pacific Highway in Lane County was presented by the Right of Way Engineer. Briefly, he explained that a slide had damaged the Bonneville power line and the cost of restoration has been estimated at $14,200. Bonneville Power has requested this sum be placed in a trust fund for accomplishment of the necessary work of relocation and restoration. The Commission accepted his recommendation that the agreement be approved.

Consideration was given to a revised "Air Easement" over the Albany-Judkins Point Section of Pacific Highway in Linn County which was presented by the Right of Way Engineer. He pointed out that the "Air Easement" is to correct errors which were incorporated in the original easement granted by the Commission on October 21, 1961. The Commission approved the revised easement.

Attention was given to requests made by the Lane County Court, the Oregon Federation of Garden Clubs, and others that the State acquire and develop an area now owned by the State Game Commission at the Leaburg Fish Hatchery on the McKenzie River and adjoining the McKenzie Highway. The Engineer stated that the Game Commission has abandoned the fish hatchery, and in response to the requests, a study of the site was made by the Parks Division. The site consists of not more than 13.5 acres useable for park development, and he estimated attendance for the year 1975 would be approximately 62,500 people. He pointed out that in order to use the area for park purposes it would be necessary to relocate the existing highway as the present highway lies along the river bank. Cost of developing the park, including right of way, highway realignment, and cost of the Game Commission property, he estimated at $252,000. The Highway Department and the U. S. Bureau of Public Roads are now studying relocation of the McKenzie Highway between Blue River and the McKenzie Bridge. In view of the high cost of development of the park and the limited area available, he recommended that the request be denied and that consideration be given to establishment of a park area when realignment of the highway between Blue River and McKenzie Bridge has been made. The Commission accepted the recommendation.

The Commission also considered a request from the U. S. Bureau of Land Management for a road easement across a portion of Silver Creek Falls State Park, Marion County. The request has been investigated, the Engineer stated, and the easement, if granted, will not be detrimental to the state park. Upon his favorable recommendation, the Commission approved the easement.

Attention was given to the proposed employment of an architect to develop plans for a museum building at Champoeg State Park. The Engineer recalled that on April 16, 1959 the Commission had approved an agreement with the National Park Service covering a study of Champoeg State Park. The latest progress report on this study indicates that a final report will probably be made in February of 1962. He recommended that action be deferred pending receipt of the final report from the National Park Service. The Commission accepted the recommendation.

The development of an area adjacent to the Oregon Coast Highway at the Douglas-Coos County line adjoining Eel Lake, for state park purposes was discussed. The Engineer reported that the Parks Superintendent in August 1952 had submitted a report concerning development of this area, but no action was taken because of the large amount of floating and submerged logs in the lake. The State Game Commission, as owners of the property, have completed a reasonable clean up of the debris and the lake is developing into an excellent fishing resource. After studying the needs for state park areas along the Oregon Coast, it was his opinion that this location would be good for a state park. The State Parks and Recreation Advisory Committee have also expressed a similar opinion. The Game Commission is willing to convey title to 720 acres of this land to the Highway Commission without charge, restricting the area to park purposes and reserving the right to use the outlet for fish traps, weirs, or other fish management facilities or activities. The Game Commission has also agreed to convey by easement the right to develop trails or other recreational use on the remaining lands as well as such uses as are compatible with the Game Commission's primary interest of production and propagation of fish and game. If the area is adopted as a state park, he added, it is proposed to construct boat landing and picnic area facilities and other day use area facilities at estimated cost of $33,000, and when the need arises, overnight camping facilities can be established. He also stated that the State Park and Recreation Advisory Committee at its meeting on August 28 and 29, 1961 had recommended that the Eel Lake development be called the "William M. Tugman State Park". He recommended that the Commission approve establishment of a state park at Eel Lake and development in cooperation with the Game Commission and that the park be named "William M. Tugman State Park". In response to Chairman McIver's inquiry if a park development at Eel Lake will be a source of trouble to Clear Lake from which drinking water is taken for the cities of Empire, Coos Bay and Reedsport, the Engineer replied in the negative. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Commission also considered establishment of a state park on the Nestucca Spit south of Pacific City in Tillamook County. The Engineer reported that a study has been made of this area which is bordered on the east by the Nestucca River and on the west by the Pacific Ocean. The 450 plus acre area has excellent recreational potential and possible highway location use. The area consists of approximately 240 acres in private ownership, 117 acres owned by the State Land Board, and 97 acres owned by the U. S. Forest Service and the Bureau of Land Management. The State Parks and Recreation Advisory Committee has unanimously recommended that this area be acquired for park use. He estimated that the 450 plus acres could be acquired for $20,000. Funds for the purchase are available in the State Parks Budget. If acquired as a state park, development, he stated, would probably be: (1) stabilization of the sand dunes; (2) installation of picnic and daytime use facilities, including boat launching ramps on the bay side, and (3) installation of overnight camping facilities. The Commission approved his recommendation that the area be acquired as a state park.

As instructed by the Commission at an earlier date, the Engineer reported that he had secured the consulting services of Mr. Lee Eoson of El Cerrito, California, to complete the final report on the State-wide Parks Study. Mr. Eoson has been retained at a monthly salary of $1,250, plus expenses of $25 per day plus his transportation to and from Salem. He estimated that Mr. Edson's services would be needed for a period not to exceed three months at a total estimated cost of $6,000. This arrangement, he added, had been discussed with Commissioner Jackson who had given his approval. The Commission confirmed the employment of Mr. Edson to complete the State-wide Parks Study.

The acquisition of Fort Rock near the town of Fort Rock in Lake County for park purposes was considered. The Engineer related that Fort Rock is a unique geographical formation noted as a landmark located approximately seven miles easterly from the Fremont Highway. This is one of the sites investigated for park use under the present State-wide non-urban study. One hundred sixty acres, which includes most of the Fort Rock formation, was recently transferred from the Bureau of Land Management to Lake County. A small portion of the formation is owned by Mr. R. A. Long, a rancher, who has indicated his willingness to trade for a like area from the Bureau of Land Management. The Lake County Court and the Lake County Chamber of Commerce have urged that this area be taken over for park use. It is believed that the area can be obtained without cost. If the Fort Rock area is added to the park system, development plans, the Engineer continued, would consist of improving the road a short distance from the Fort Rock County Road to the monument, building of a parking area, installation of pit latrines, placing of signs, etc., at an estimated cost of $4,000. He recommended that negotiations be authorized to acquire the land. The Commission granted the authority.

The Engineer reported that he had made awards of contracts which had been referred to him by the Commission with authority to award when certain conditions had been fulfilled. These conditions, he stated, have been satisfied. The Commission confirmed his award of the following contracts:

(1) Construction of Little Deschutes River Bridge on Odell Butte-Cresent County Road, Klamath County. Bids received December 6, 1961. Contract No. 6011 awarded December 12, 1961 to Hamilton & Thoms, Inc., Eugene, low bidder.

(2) Construction of Butte Creek Bridge on Lebanon-Brownsville Road, Linn County. Bids received December 6, 1961. Contract No. 6012 awarded December 18, 1961 to George W. Millett, Jr., Eugene, low bidder.

(3) Construction of Long Tom River (Bundy) Bridge on Martins Lake Road, Benton County. Bids received December 6, 1961. Contract No. 6013 awarded December 22, 1961 to George W. Millett, Jr., Eugene, low bidder.

(4) Construction of John Day River Bridge and grading on Columbia River Highway, Gilliam and Sherman Counties. Bids received December 6, 1961. Contract No. 6014 awarded January 4, 1962 to Pacific Concrete Co., Otis P. Jordan, Jr., and C. V. Glidden, Portland, low bidder.

The Engineer recalled that when bids had been opened in Salem on December 6, 1961 John E. Westgaard and Merl C. Howard, Ashland, had submitted a low bid in the amount of $53,492.95 for construction of the Rogue River Bridge Area Park Facilities about five miles west of Gold Hill in Jackson County and the contract was awarded by the Commission to the low bidder on December 8, 1961. Subsequently the low bidder had stated by letter that he would not accept the job because too low a bid had been submitted through failure to personally supervise submission of the bid. The contractor had requested that his five percent proposal bond be released. The request, the Engineer continued, had been carefully studied by the Engineering and Legal Divisions, and it was determined that the reason given by the contractor was not a valid one for release of the bond. He recommended that steps be taken to collect five percent of the amount that the contractor had bid. He also recommended that the project be awarded to the second low bidder, M. C. Lininger & Sons, Medford, at their bid of $66,491.90. This bid, he added, is still below the estimated cost of the work. The Commission approved collection of the five percent bid bond, including legal action if necessary, and award of the contract, No 6004, to M. C. Lininger & Sons.

Attention was given to requests made by Baker County residents for further improvement to the Anthony Lakes Highway in Baker County. The Engineer reported that between the forest boundary and the westerly terminus of the last improvement, there is a section of 2.7 miles which is narrow and in a generally unsatisfactory condition for a state highway. To alleviate the poor condition of this section he recommended a major betterment project in the 1962 State Construction Program which will provide minor straightening, widening and the addition of some light surfacing with a dust palliative cover at an estimated

total cost of $35,000. This work, he stated, can be done with State forces. The Commission approved the project as presented.

Improvement of the Warner Secondary Highway (Winnemucca-to-the-Sea) in Lake and Harney Counties was discussed. The Engineer reported that grading has been completed from a point about fourteen miles easterly from Adel (Blizzard Gap) to the Nevada State Line. The section from Adel to Blizzard Gap has an asphalt surface. He recommended that the Commission approve a project for $470,000 to surface the approximately 21.5 mile section from Blizzard Gap to the Nevada line with native materials to be covered with a light oil mat. He pointed out that at a later date additional surfacing may be required. The Commission approved the project as a part of the 1962 State Construction Budget.

The Commission considered a request from Columbia County that the State transfer to the County for park purposes approximately thirty acres, being part of a quarry site adjacent to the old Columbia River Highway between Clatskanie and Delena. The Engineer stated that the land does not contain any usable rock, and he recommended that it be transferred without cost to Columbia County for county park purposes. The Commission approved the transfer.

Following the Engineer's favorable recommendation, the Commission authorized the Secretary to sign in behalf of the Commission a Federal-Aid Secondary Project Agreement with Multnomah County Board of County Commissioners for construction of 122nd Avenue Undercrossing of Sandy Boulevard and Union Pacific Railroad Section on FAS 654.

The Commission confirmed telephonic authorization for the Secretary to sign in the Commission's behalf an FAS Project Agreement with Linn County for construction of the Butte Creek Bridge on FAS 569.

Sale of snow-removal equipment to Oregon cities and counties was discussed. The Engineer stated that requests have been received from the City of Sumpter, the City of Halfway and Hood River County to purchase equipment which is considered as surplus by the State. Because of the purchase of new equipment, he recommended, and the Commission authorized, sale of equipment as follows:

1. To the City of Sumpter - One 1953 surplus used truck and snow plow at $550 for the two items.

2. To the City of Halfway - One 1953 surplus used truck and snow plow at $550 for the two items.

3. To Hood River County - One 1942 Snogo, valued at $1,800.

The Engineer also requested and the Commission granted authority to negotiate with other cities and counties for the sale of three old model Snogos, appraised at $1,500 each, a truck and plow plus several old snowplows. The Commission also granted authority to sell to the City of John Day one surplus truck and snowplow for $600.

The Engineer presented requests from four counties for County Federal-Aid Secondary Projects, totalling $270,000. These projects, he stated, have been investigated and are eligible for construction. He recommended that the Commission approve them. The Commission approved the following projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Clatsop	636	Sunset Lake Bridge. Structure.	$ 80,000	1963
Coos	806	Salmon Creek Section, 0.25 mile. Grade and structure.	$ 31,000	1963
Curry	257	Reload-Edson Creek, 2.5 miles. Grading only.	$ 134,000	1963
Klamath	434	U.S.R.S. Canal Culvert. Concrete box culvert.	$ 25,000	1963
		TOTAL ADDITIONAL COUNTY FAS FUNDS...	$ 270,000	

SUMMARY BY FISCAL YEARS	1962	1963	Total
Allocated Funds	$3,497,000	$3,690,000	$7,187,000
Previously Approved, Corrected to Date	3,497,000	1,138,000	4,635,000
Unprogrammed Balance	$--	$2,552,000	$2,552,000
Projects Proposed 1-19-62	--	270,000	270,000
Unprogrammed Balance	$--	$2,282,000	$2,282,000

Payment of a street assessment made by the City of Sweet Home was discussed. The Engineer stated that the State has a maintenance headquarters which fronts on First Street (Santiam Highway) for a distance of 313.08 feet. The City recently paved the street and installed a 3.5 foot sidewalk in front of the maintenance station. The State's share of this improvement, he stated, is $2,017.02 and he recommended that it be paid. The Commission approved the payment.

The Engineer requested an increase in project authorization on Contract No. 5811 for work on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County. The overrun amounts to $121,091.21, or 9.69 percent. He stated that numerous slides were the major cause of the overrun, but changing the oil mat surfacing from an O-9 to an O-11 specification, and pile foundations on two bridges instead of spread footings also contributed to the overrun. The Commission approved the increase in authorization.

Requests from contractors for extensions of time within which to complete contracts without assessment of liquidated damages were presented by the Engineer. He outlined briefly the circumstances involved in each contract. The recommendations made, he stated, are in line with the provisions of the contracts and the facts pertaining in each instance. The Commission took action on the requested extensions of time, as follows:

1. Bethlehem Steel Company, Contract 5656, for construction of the Thomas Creek Bridge on the Oregon Coast Highway in Curry County, requested an increase from 280 to 300 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request. A letter was presented from the Bureau of Public Roads concurring in the extension of time.

2. W. R. Sutherland, Contract 5926, for rock production on the Washington State Line-South Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, requested an increase from 75 to 84 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of three workdays without assessment of liquidated damages.

3. Arthur Simonsen Co., Contract 5939, for rock production on the Burns-Crane Section of the Burns-Crane Highway in Harney County, requested an increase from 65 to 75 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of three workdays without assessment of liquidated damages.

4. Peter Kiewit Sons' Co., Contract 5758, for stone base, binder and aggregate production on the Burnt Hill-Thomas Creek Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, requested an increase from 140 to 197 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.

5. C. R. O'Neil, Contract 5670, for grading, paving and structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, requested an increase from 120 to 149 workdays within which to complete the contract without assessment of liquidated damages. The Engineer pointed out that the Bureau of Public Roads has stated that it will concur in a four-day extension only. He recommended that a 16-day extension be granted. The Commission approved an increase of 16 additional workdays without assessment of liquidated damages.

6. Morse Bros., Contract 5807, for grading and paving on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County, requested an increase from 70 to 95 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 17 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase of workdays.

The Engineer reported that Contract Nos, 5385, 5565, 5630, 5729, 5730, 5765, 5784, 5785, 5792, 5801, 5807, 5808, 5816, 5836, 5839, 5840, 5886, 5893, 5957, 5958, 5963, 5964, 5975, 5977, 5986, 5987 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Engineer reported that the State Speed Control Board recently placed a restricted speed zone on the Oregon-Washington Highway in the City of Milton-Freewater in Umatilla County. To carry the speed zoning to a logical conclusion beyond the city limits, he recommended that "Speed Zone Resolution No. 156", dated May 11, 1954, and "Speed Zone Resolution No. 289", dated May 5, 1959, be rescinded and the following speed zones be established on the Oregon-Washington Highway:

Oregon-Washington Highway

40 miles-per-hour between the Little Walla-Walla River (M.P. 30.75) and N.E. First Avenue (M.P. 30.98)

40 miles per hour between N.E. Fourth Avenue (M.P. 31.15) and a point 500 feet north of N.E. Fifth Avenue (M.P. 31.30) 1/

50 miles-per-hour between a point 500 feet north of N.E. Fifth Avenue (M.P. 31.30) and a point 250 feet north of Ferndale Road (M.P. 33.96)

1/ Except that between N.E. Fourth Avenue (M.P. 31.15) and a point 500 feet north of N.E. Fifth Avenue (M.P. 31.21) the designated speed shall be 20 miles-per-hour during the hours of school crossings.

The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

Attention was given to a request made by Mr. Wilbur E. Hobart, Chairman of Butte Creek School Board of Directors, Woodburn, for revision of an existing 25-mile-per-hour speed zone on the Cascade Secondary Highway through the community of Marquam in Clackamas County. The Engineer stated that an investigation had been made which revealed, among other things, that 85 percent of all vehicles were traveling at or below a speed of 3925 miles per hour and ninety percent of all vehicles were exceeding the 25 mile-per-hour indicated speed. He recommended that a 35 mile-per-hour speed zone be established on the Cascade Highway between a point 0.11 mile northeast of the Canby-Marquam Road and a point 0.17 mile southwest of the Ross Bridge Road. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "B-2", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Commission considered a supplemental agreement with the University of Oregon, City of Eugene, City of Springfield, and Lane County concerning an overall transportation study in the Eugene-Springfield area. The Engineer explained briefly that in May 1960 an agreement had been entered into in which the State was to contribute not to exceed $10,000. It developed that the University could not comply with its portion of the agreement and satisfy all participating agencies. As a result, it will be necessary to enter into a supplemental agreement to cover an additional cost of $5,700, of which amount not to exceed $2,175 is to be paid by the State Highway Commission. Also the original contract required the University to submit the results of the study not later than July, 1961. This date could not be met, and he recommended that the date for submission of the report be extended to February, 1962. The Commission approved the supplemental agreement, including the extension for submission of the report, and authorized the Secretary to sign the agreement in behalf of the Commission.

The Commission also considered a cooperative construction agreement with the City of Columbia City concerning relocation of the Columbia River Highway in Columbia City. Briefly the Engineer explained that this matter had been considered at a previous Commission meeting at which time Crown Zellerbach Corporation had requested relocation of the highway to allow for expansion of its plant. This agreement is in connection with the same project, and he recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Payment of annual dues to the American Association of State Highway Officials in the amount of $1,519.50 for the year 1962 was presented by the Engineer. The Commission authorized the Auditor to make payment of this amount.

The Commission considered a petition signed by approximately 525 residents of Washington County, requesting safety improvements at the intersection of Farmington Secondary Highway and River Road in the community of Farmington. The Engineer stated that an investigation showed that the traffic volume entering the intersection is almost evenly divided between the Farmington Highway and River Road; although the traffic volume is relatively low, the accident record has been much higher than at similar intersections. He

recommended that the Commission action of April 27, 1943 establishing through-stop highways be amended to provide that all traffic entering the intersection be required to stop. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked Exhibit "J", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Engineer recommended that the portion of the Willamina-Salem Highway easterly from Rosewood Drive and along Edgewater Street in West Salem be designated as an addition to the Salem-Dayton Secondary Highway. This action, he stated, is needed to avoid duplication of highway designations when the new West Salem Section of the Willamina-Salem Highway is completed. The Commission approved the recommendation and adopted a resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

An abandonment agreement with Lincoln County covering the Five Rivers Section of the Alsea Highway in Lincoln County was presented by the Engineer. The new highway section, he stated, leaves the existing highway line for approximately one-half mile. The agreement provides that Lincoln County is to take over and maintain the old section of highway when the new one is completed and opened to public travel. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission also considered and, upon the favorable recommendation of the Engineer, approved an abandonment agreement with Tillamook County covering the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County. The Secretary was also authorized to sign the agreement for the Commission. The Engineer commented that Tillamook County has agreed to take over the old section of highway when the new section is completed and opened to public travel.

In connection with the abandonment agreement with Tillamook County covering the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County, the Engineer presented an abandonment resolution formally transferring to the County the old section of highway when the new section is completed and opened to public travel. Upon his favorable recommendation, the Commission adopted the resolution relative thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Engineer also presented two resolutions covering abandonment of old sections of highways in Coos and Josephine Counties. As construction of the new highway sections have been completed and are opened to public travel, he recommended that the old sections be disposed of as follows:

1. Coquille Junction-Rhoda Creek Section of Powers Secondary Highway in Coos County. The abandoned section in this instance is to revert to the adjacent property owners. (See Exhibit "F-2").

2. Jerome Prairie-Grants Pass Section of the Redwood Highway in Josephine County. The old sections of highway are to be transferred to Josephine County. (See Exhibit "F-3")

The Commission approved the abandonments by adopting the attached resolutions relative thereto, marked Exhibits "F-2" and "F-3", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The meeting was recessed from 10:45 a.m. to 11:15 a.m.

Extension of an agreement with the U. S. Geological Survey covering a cooperative program to determine the run-off from small drainage areas was presented by the Engineer. For several years past, he stated, the State has been cooperating with the Geological Survey in this program and the data secured to date has been of great value in culvert design and has enabled more economical culvert practices than would have been possible otherwise. The present agreement expires June 30, 1962, and he recommended that the agreement be extended to June 30, 1963. Under terms of the agreement, the State is to provide $8,000 and the U. S. Geological Survey the same amount. The Commission approved extension of the agreement and authorized the Secretary to sign it in behalf of the Commission.

A supplemental agreement with the O.W.R. & N., Union Pacific Railroad, authorizing a haul road across Union Pacific tracks near the Clarke Overcrossing on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County was presented for confirmation. Briefly the Engineer explained that approval of the agreement by the Commission had been secured prior to the Commission meeting in order to facilitate highway construction, and it was placed on the agenda for official confirmation. The Commission confirmed the agreement.

A "Pipe Line Crossing Agreement" with Union Pacific Railroad Company covering installation of a four-inch water pipe line to serve the proposed State Highway Maintenance Building east of The Dalles in Wasco County was presented by the Engineer. Upon his favorable recommendation the Commission approved the crossing agreement.

The Commission also considered a "Memorandum Agreement" with the City of Ontario in Malheur County to provide water to the Ontario State Highway Office Building. The Engineer explained that although the site is outside the City the City has made a practice of furnishing water outside the city limits provided that the user pay the cost of installing the water main and meter and pay a 50 percent premium over city rates for the water used. The use of wells in this area was considered but it was found that shallow wells provide an uncertain quantity of water and deep wells provide water with an objectionable sulphur content. He recommended that the agreement with the City of Ontario be approved whereby the State is to assume the cost of laying a 4-inch line for distance of about one-quarter mile at a cost of approximately $4,000. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission approved the Secretary's report on papers which he hac signed in behlaf of the Commission during the period from December 4, 1961 through January 12, 1962.

In connection with the Secretary's report of papers signed on behalf of the Commission, Commissioner Fridley inquired whether it is necessary to prepare and furnish a copy of this list to the Commission. The Chief Counsel was instructed to look into the matter.

The Commission confirmed the next regular meeting date for March 2, 1962 in Room 419 of the State Highway Building in Salem. A tentative date for the following meeting was set for April 13, 1962. The next bid opening date was set for February 28 with Commissioner Fridley to be in attendance.

An agreement with the Harper South Side Irrigation District covering extension of an irrigation pipe under the Harper Junction-Burrell Section of the Central Oregon Highway was discussed. Highway construction, the Engineer explained, requires reconstruction of the District's facilities. The agreement provides, among other things, that the State is to reconstruct the irrigation facilities disturbed by construction, and that the district is to perform all work outside the right of way lines. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Confirmation of authority to employ the engineering firm of Dames & Moore concerning foundation exploration work at the site of the proposed Interstate Bridge across the Columbia River between Astoria, Oregon and Megler, Washington, was requested by the Engineer. Considerable foundation exploration work has been done, the results of which indicate that the material at the site of the north pier of the main river channel is of doubtful quality. The pier, however, has been designed with consideration being given for the character of the foundation material. It was his feeling, that this action should be confirmed by independent professional foundation and soils engineers. Dames & Moore, a nationally known engineering organization, has agreed to review the foundation data and submit a recommendation for pier footing design and pile supports for an estimated cost of $3,500. The Commission confirmed the employment of Dames & Moore and authorized the Secretary to sign an agreement with them in behalf of the Commission.

Out-of-state travel expenses were requested by the Engineer and approved by the Commission as follows:

1. F. B. Crandall to attend meeting of the Factual Survey Committee of WASHO, January 16, 1962, San Francisco, California at an estimated cost of $80.00. This action is to confirm prior approval.

2. G. S. Paxson, Deputy State Highway Engineer, to conduct meeting of the Bridge Advisory Committee, Highway Research Board, in Denver, Colorado, March 13-15, 1962. All expenses are to be paid by the Highway Research Board.

A resolution was presented by the Engineer apportioning to the various cities ten percent of Highway Funds received during the second half of 1961. These funds, the Engineer explained, have been allocated according to law. The Commission adopted the resolution, marked Exhibit "G", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of January 19, 1962".

The Commission considered an agreement and an indenture of access with Southern Pacific Company and Union Pacific Railroad Company involving construction of the interchange between the East Bank Freeway (Pacific Highway) and the Banfield Freeway (Columbia River Highway) in Portland. Upon the Engineer's favorable recommendation, the Commission approved the agreement and indenture of access.

Attention was given to an "Application and Contract" with California-Pacific Utilities Company covering extension of its power lines to serve the State truck weighing scale on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway. In construction of the Baker-Pleasant Valley Section, the Engineer stated that it was necessary to move the truck scale easterly from its former location, and it is now essential to extend the power line to the new location. The Utilities Company will extend the line at its own expense, $664.05, provided the State will enter into an agreement guaranteeing the Utilities Company a minimum monthly payment of $12.30 for a five-year period. It was his opinion that the power usage would come near that amount, and he recommended that the agreement be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

The Commission considered a request from Electrical Products Corporation for an increase from 80 to 110 workdays without assessment of liquidated damages within which to complete Contract No. 5743, signing and illumination on the Washington County Line-Highlands Interchange, Multnomah County. The Engineer stated that the overrun was caused by the addition of extra work and plan changes which were beyond the control of the contractor. He recommended that the extension of time be granted and presented a letter from the Bureau of Public Roads concurring in the extension. The Commission approved the 30-day extension in workdays without assessment of liquidated damages.

The Engineer reported that US 12 at present starts at Detroit, Michigan and terminates at Missoula, Montana. Completion of the Lolo Pass route easterly of Lewiston, Idaho, is expected in 1962 which will make the route eligible to become a national highway route, and the interested states intend to request the AASHO Route Numbering Committee to designate an extension of the route westerly from Missoula, Montana via Lewiston, Idaho; Clarkston, Washington; and thence to a point in the Wallula-Pasco area. Washington newspaper reports, he stated, indicate that the Washington Highway Commission wishes to extend the route beyond Wallula by way of Pasco and Kennewick to the Columbia River near Plymouth, thence along the north bank of the Columbia River to Maryhill where the routing of US 12 would be common with US 830 through Vancouver to US 101 north of Ilwaco, Washington. It was his opinion

that the proposal advanced by Washington is not consistent with AASHO rules, and he recommended that the Commission request the AASHO Route Numbering Committee to extend US12 from Wallula, Washington, over the existing US 730 to a junction with I-80N (US 30) at Boardman Junction, and that the terminus of US 12 be established at this junction. The Commission accepted his recommendation.

An agreement was considered with Warm Springs Irrigation District for rearrangement and reconstruction of irrigation facilities because of highway construction on the Harper Junction-Burrell Section of the Central Oregon Highway in Malheur County. Upon the favorable recommendation of the Engineer, the Commission approved the agreement.

The Engineer discussed with the Commission bids received on January 17, 1962, for highway construction. He mentioned the number of bids received on each project, the low bidder, the amount of the low bid, and the Engineer's estimate, and he made his recommendation as to the disposition of each project. The Commission took action on these projects, as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON JANUARY 17, 1962

"Paving on the Read Creek-Wren Section of the Kings Valley Highway in Benton County. State project. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at $30,706.50.

"Jewel Rock Production Project on the Nehalem and Fishhawk Falls Highways in Clatsop County. State project. The Commission awarded the contract to the low bidder, Vanaken Sand & Gravel, Forest Grove, at $41,230.00.

"Overcrossing of Oregon Trunk Railway, Swalley Canal-E. Revere Ave. (Bend) Section of The Dalles-California Highway in Deschutes County. Federal-aid project. The Commission elects to accept the low bid of R. L. Coats, Bend, in the sum of $119,610.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and oiling on the Kellogg Bridge Section of Elkton-Sutherlin Highway in Douglas County. Federal-aid project. The Commission elects to accept the low bid of Workman Construction Co., Canby, in the sum of $599,184.75 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Crushed maintenance materials in stockpiles on the Crane-Malheur County Line Section of the Crane-Scotts Butte Highway in Harney County. State project. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $31,104.00.

"Burns Rock Production Project on the Central Oregon and Burns-Crane Highways in Harney County. State project. The Commission awarded the contract to the low bidder, Harney Homes, Inc., Burns, at $18,640.00.

"Suntex Rock Production Project on the Central-Oregon and Lakeview-Burns Highways in Harney County. State project. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at $32,100.00.

"Grading and structures on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at $1,628,808.00.

"Grading, paving and structures on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County. Federal-aid project. The Commission elects to accept the low bid of M. J. Brassfield Co. and B & F Construction, Inc., Salem, in the sum of $532,297.25 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Grading and paving on the 9th Street-Boyd Street (Medford) Section of the Pacific Highway in Medford, Jackson County. Federal-aid project. The Commission elects to accept the low bid of Hughes & Dodd Co., Medford, in the sum of $70,336.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Medford is received and the sum of $21,650.00 is deposited by the City.

"Oregon Pacific and Eastern Railroad Overcrossing on the Pacific Highway, near Cottage Grove in Lane County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Inter-City Construction Co., Eugene, in the amount of $47,660.00.

"Grading and Shelter Latrine in Fogarty Creek State Park in Lincoln County. State project. The Commission awarded the contract to the low bidder, Smith Transfer, Toledo, at $36,722.40.

"Grading, paving and structures at Harper Junction-Burrell Section of the Central-Oregon Highway in Malheur County. Federal-aid project. The Commission awarded the contract to the low bidder, J. N. Conley and G. D. Dennis & Sons, Inc., Portland, at $1,186,307.00.

"Paving on the Battle Creek Junction-Illahee Section of the Pacific Highway, south of Salem in Marion County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Salem Road & Driveway Co., Salem, at $178,902.00.

"Eliot School Viaduct, East Bank Freeway Section (Portland), Pacific Highway in Multnomah County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, J. N. Conley & Hannan Bros. Co., Portland, at $480,909.50.

"Grading, paving, illumination and signing on the 102nd Avenue Exit Ramp Section of the Columbia River (Eastbound) Highway, east of Portland in Multnomah County. Federal-aid Interstate Highway project. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at $42,834.26.

The Right of Way Engineer presented an option with Elfstrom, Bonesteele and Batterman, File No. 26168, to purchase three acres of land and a building on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County, in the amount of $50,000. The property, he continued, had been valued at $46,750 by State appraisers, whereas the owner had the property appraised at $68,000. He recommended that the Commission accept the option for $50,000. The Commission approved the option provided a final review supports the proposed amount.

The Chief Counsel reported that Gary Yarbrough, who is ten years old, started a fire at Hat Rock State Park in Umatilla County, causing damage to trees in the park amount to $640. He pointed out that an Oregon statute limits the liability of parents to $100 in such an instance, and he recommended that this amount be accepted as compensation for the damage. The Commission approved his recommendation.

The Commission discussed with the Engineer various aspects of projects to be contracted in the future.

In response to Commissioner Fridley's inquiry if a decision has been reached concerning the tentative location of US 197 between Eightmile and Dufur, the Engineer replied that two routes have been investigated and it appears now that the route which follows closely along the existing highway, west of the Miller Ranch, is the most feasible one.

The meeting was recessed at 12:00 noon for lunch and reconvened at 1:30 p.m., with the same persons present.

Mr. Fred Oppenheimer, representing the firm of Color & Design, Inc., Portland, appeared before the Commission to present ideas concerning the set-up of the Highway Department's exhibit at the Seattle World's Fair this coming spring and summer. He pointed out that it is almost impossible to submit a bid in a fixed figure form in such matters because of changes which are always required. His Company, he stated, is in the business of building exhibits and he mentioned an exhibit built for the Portland General Electric Company on which they had been awarded first prize, and an exhibit at the Home Show for a telephone company known as "Garden of Homes". He called special attention to the element of time, and urged that early action be taken to allow construction of a quality exhibit. He showed a number of pictures to the Commission and explained the proposed layouts. The Director of the Travel Information Division stated that he has gone over these layouts with Mr. Oppenheimer and although he believes the idea is good there are several items

items he would like to discuss further. Chairman McIver thanked him for his presentation and stated that the Commission would give it careful consideration.

Chairman McIver stated that Governor Hatfield had inquired as to plans for an off-ramp on Interstate Highway 80N into Arlington. The Assistant Engineer, Mr. R. L. Porter, stated that present thinking indicates an entrance just west of the city. People in Arlington, he continued, have expressed the desire for a more expensive entrance using what is considered as not the best type of design. He pointed out that the Governor will be advised of the thinking of the engineering division on this matter. In response to Chairman McIver's inquiry as to when it is expected that the town will be flooded by backwater from the Columbia River, Mr. Porter replied that this was expected to occur in five or six years.

The meeting was recessed at 1:50 p.m. and reconvened at 2:00 p.m.

A Tillamook County delegation, headed by Judge O. E. Effenberger, came before the Commission regarding improvement of the Necanicum Highway, ORE 53, from Wheeler to a junction with the Sunset Highway, and the possibility of early construction on the Boyer Cutoff connecting the Salmon River Highway with the Three Rivers Highway. Judge Effenberger acted as spokesman and inquired concerning the surveys and progress being made on the Oregon Coast Highway north of Neskowin and the Bay City-Garibaldi Section from Hobsonville north. He also commented that it was his feeling that delay in right of way acquisition had held up construction on the Oregon Coast Highway in the Bay City-Hobsonville area. Tillamook County, he continued, has contacted the Bureau of Public Roads and the U. S. Forest Service in an effort to secure funds for construction of the Boyer Cutoff. He stated that these two governmental agencies have indicated that this cutoff is needed. He introduced the other members of the delegation as follows: A. H. Tilden and Clay Myers, Tillamook County Commissioners, Tillamook; Timothy A. O'Connor, Publisher, and Claude R. Watkins, Editor, "Headlight Hearld", Tillamook; H. W. Hutton, Mayor, Manzanita; Wm. Dunn, President, Nehalem Bay Expansion Association, Wheeler; John Dillard, Mr. & Mrs. M. F. Ferrell, and Roy Yunker, Nehalem Bay Expansion Association, Nehalem, Ken Christianson, Tillamook County Chamber of Commerce, Rockaway; Harold P. Ford and Darrell Fisher, Rockaway Beach Chamber of Commerce, Rockaway. Mr. Dunn urged the Commission to reconstruct the Necanicum Highway north of Wheeler to reduce the large number of curves in this road. Mr. Yunkers called attention to the crooked section on this highway between Mohler and Necanicum. Logging in this area, he stated, is nearly completed but a better road is needed to attract other industires into the area as well as for the benefit of the farmers and ranchers along the highway. It was his feeling that construction of the Elsie Cutoff along the Nehalem River is not justified because of the cost, and it would be of more benefit to the district if the Necanicum Highway could be improved. Judge Effenberger stated that the Tillamook County Court does not wish to detract from those who favor the Elsie Cutoff but the Court does feel that improvements should be made to the Necanicum Highway. Chairman McIver

thanked the group for their appearance and for the presentation they had made, and stated that consideration would be given to their request.

The Commission signed or authorized the Secretary to sign the following papers:

"Relinquishment of Title" to Wasco County to an 80-foot strip of land on the Mosier-The Dalles Section of the Columbia River Highway (near the West The Dalles Interchange), for public road purposes.

"Grant of Easement" to P. J. Stone, property owner adjacent to the State's material source on Foots Creek County Road, on the Rock Point-Blackwell Hill Section of Pacific Highway, Jackson County.

"Easement & Realese of Easement" granting three property owners in the Warrendale area, Walter A. Geutter, Ethel M. Miller and Vernard Herman Heuker, a right to use and maintain a domestic water line on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

"Indenture of Access" to the Vernon D. Hall and Cora E. Hall property on Deception Creek-Oakridge Section of the Willamette Highway in Lane County.

"Indenture of Access" to Coos County for property on Davis Slough-Bandon Section of Oregon Coast Highway in Coos County.

"Agreement" covering extension for an additional 10-year period from October 15, 1961, with Crown Zellerbach Corporation covering joint use of several quarry properties in Clatsop and Columbia Counties, some of which are owned by each party to the agreement.

"Trust Agreement" with Bonneville Power Administration covering restoration of BPA's transmission line due to slide conditions on Judkins Point-Goshen Section of Pacific Highway, Lane County.

"Corrected Air Easement" with City of Albany covering State property within the south approach zone of the Albany Municipal Airport runway on the Albany-Judkins Point Section of Pacific Highway, Linn County.

"Road Easement" to Bureau of Land Management granting a road easement across a portion of State land lying within the Silver Creek Falls State Park.

"Pipe Line Crossing Agreement" with Union Pacific Railroad Company covering installation of a four-inch water pipe line to serve the proposed State Highway maintenance Building east of The Dalles.

"Agreement and Indenture" with Southern Pacific Company and the Union Pacific Railroad Company covering the East Bank-Banfield Interchange in Multnomah County.

"Bargain & Sale Deed" to A. L. Nash and Lorene R. Nash for a parcel of land on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

"Bargain & Sale Deed" to Arlie A. Lapping and Dorothy P. Lapping for a parcel of land on the North Bend Section of the Oregon Coast Highway in Coos County.

"Bargain & Sale Deed" to Fred Christensen for a parcel of land on the Ontario-North Oregon Street Section of the Olds Ferry-Ontario Highway, Ontario-Snake River Section of Old Oregon Trail Highway.

"Quitclaim Deed" to Robert D. Thomas and Sylvia E. Thomas to a parcel of land on the Lowell Street-21st. Avenue Section of the Pacific Highway in Multnomah County.

"Bargain & Sale Deed" to Portland General Electric Company for property on the Tigard Junction Section of the Pacific Highway in Washington County.

"Bargain & Sale Deed" to A. F. Grabhorn for a parcel of land lying in Lots 15,16,17 and 18, Block 14, Terwilliger Homestead in the City of Portland, Multnomah County.

"Agreement" with Bonneville Power Administration whereby State requests approval of a right of way easement across Bonneville's power line easement on The Dalles-Eight Mile Creek Section The Dalles-California Highway in Wasco County.

"Correction Quitclaim Deed" granting certain right of way to Deschutes County of a portion of Tumalo State Park.

"Bargain & Sale Deed" to United States of America all of Lots 16 through 20 inclusive, in Block 15, Denny's Addition to the City of Arlington, Gilliam County.

"Agreement" with Southern Pacific Company covering the Tallman Grade Crossing (Corvallis-Lebanon Highway) in Linn County.

"Option" from the U. S. Corps of Engineers for the acquisition of a State-owned house on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, at the appraised value of $7,820.

"Consent to Annexation" requested by R. E. Goad and Leelia L. Goad to the annexation to the City of Pendleton of a portion of the Old Oregon Trail Highway and the Oregon-Washington Highway, adjacent to their property.

"Agreement" with Mutlnomah County covering the 122nd Avenue Undercrossing of Sandy Boulevard, FAS 654.

"Cooperative Construction Agreement" with Columbia City covering relocation of the Columbia River Highway in Columbia City.

"Abandonment Agreement" with Lincoln County covering the Five Rivers Junction Section of the Alsea Highway.

"Abandonment Agreement" with Tillamook County covering the Tillamook River Bridge Section of the Netarts Highway in Tillamook County.

"Agreement" with U. S. Geological Survey covering a cooperative program to determine the run-off from small drainage areas. State and Geological Survey to allocate $8,000 each.

"Memorandum Agreement" with the City of Ontario to provide water service to the Ontario Building site which is located outside the city limits. State to assume cost of laying four-inch line from nearest city service.

"Agreement" with the Harper Southside Irrigation District covering extension of a pipe carrying irrigation water under the Central Oregon Highway because of highway reconstruction of the Harper Junction-Burrell Section.

"Agreement" with Dames & Moore, Soil Mechanics Engineers to review the State's foundation data for the proposed Interstate Bridge across the Columbia River between Astoria, Oregon and Megler, Washington, and submit a recommendation for pier footing design and pile supports.

"Application and Contract" with California-Pacific Utilities Company covering the extension of its power line to serve the State's truck-weighing scale on the Baker-Pleasant Valley Section of the Interstate Highway (US 30).

"Agreement" with Warm Springs Irrigation District covering adjustments to their facilities on the Harper Junction-Burrell Section of the Central Oregon Highway in Malheur County.

There being no other business to come before the Commission, Chairman McIver declared the meeting adjourned at 2:20 p.m.

Forrest Cooper
State Highway Engineer

Secretary

Chairman

Commissioner

(Commissioner Jackson absent)
Commissioner

January 19, 1962

Salem, Oregon
March 2, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark Astrup, State Parks Superintendent
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Gene Huntley, Director of Personnel and Public Relations
Floyd Query, Secretary

The Commission approved the minutes of the regular meeting held on January 19, 1962.

The Right of Way Engineer presented for consideration options, pages 1 through 43 (excluding pages 5 through 10), secured for acquisition of real property that is needed for state highway right of way or for other purposes. After giving careful consideration to the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated March 2, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnation, Report of Offers".

In discussing the options presented, the Engineer pointed out that some of the options cover property to be acquired on the proposed route of the Stadium Freeway in Portland. Portland City Officials are studying the Stadium Freeway agreement but have not yet indicated that they will approve it. It was the Engineer's thought that it might be well to delay acquisition of right of way on the Stadium Freeway until the City has approved the agreement. Chairman McIver inquired if there are any hardship cases among the options of the Freeway Section. The Right of Way Engineer stated that only one property was considered in this category, that being the Goodman and Sheasgreen property. File No. 33962, on page 10 of the resolution. After some further discussion, the Commission approved the options as presented, with the exception of those options on pages 5 through 10 in the resolution and which are located on the Stadium Freeway Section.

The Property Manager's report of miscellaneous sales and rental receipts since the last Commission meeting was presented by the Right of

Way Engineer. Briefly he pointed out that during this period miscellaneous sales and transfers totalled $22,200 and rental receipts for January amounted to $7,112.54.

A request from the City of Prairie City to terminate a five-year lease held by the State on a site used for stockpile purposes in the city of Prairie City on the John Day Highway in Grant County was presented by the Right of Way Engineer. The State has acquired a larger tract in the vicinity, and as the City needs the area for its purposes, he recommended that a quitclaim deed be given to the City. The Commission approved the transfer of the land.

"Indentures of Access" were presented by the Right of Way Engineer who pointed out that changes recommended are for the benefit of the property owners and the safety of the traveling public. The Commission approved the following "Indentures":

(1) Marion and Alma E. Strunk property, File No. 32543, on the Wildcat Creek-Walton Section of the Mapleton-Eugene Highway, Lane County, for a change of location of two points of access, each 25 feet in width, and unrestricted as to use.

(2) Perry W. and Lottie Waterman property, File No. 32882, on McMullen Creek-Bridge Section of Coos Bay-Roseburg Highway, Coos County, for a change of location of one point of access, 25 feet in width, and unrestricted as to use.

(3) Roy H. and Dorothy V. Coleman property, File No. 26119, on Grants Pass (Sixth and Seventh Streets) Section of Pacific Highway, Josephine County, for a change of location of two points of access, unrestricted as to use, and the widening of these points from 25 to 40 feet.

(4) Albert Earl and Shirley Croghan, File No. 32559, on Bonneville Station-Patterson Avenue Section of Willamina-Salem Highway, Polk County, for a change of location of one point of access, 30 feet in width, and unrestricted as to use.

(5) Howard E. and Hilda J. Olsen property, File No. 13891, on Salem-Hayesville School Section of Pacific Highway East, Marion County. Confirmation of verbal approval given by the Chairman and covers a change of location of one point of access, 30 feet in width, and unrestricted as to use.

Approval of a "Bargain and Sale" deed conveying to Mr. Gordon Pipkin two parcels of land on the Viento-Hood River Section of the Columbia River Highway, Hood River County, File No. 16994 and 16995, was requested by the

Right of Way Engineer. He explained that the proposed transfer consists of 2,650 square feet of land. In 1953 a parcel of land was sold at public auction, but due to a survey error, the deed description did not cover the entire area which had been delineated on the ground at the time of the sale. The Meredith Motel was constructed on this property, and the proposed "Bargain and Sale" deed is to take care of the error in the original description. The Commission approved the deed.

The Commission considered two "Releases of Access Restrictions" to N. E. Columbia Boulevard, a Multnomah County road, on the Blomgren property, File No. 32507, and on the Neal property, File No. 32508, on the Minnesota Freeway Section of the Pacific Highway in Multnomah County. The Right of Way Engineer explained that when right of way was acquired from these two properties for widening Columbia Boulevard, it was not intended to control access to Columbia Boulevard and no allowance for loss of access was made in the appraisals for the property; however, through an error, access was controlled in the deed secured from the owners. Upon his favorable recommendation, the Commission approved the two "Releases of Access Restrictions".

Public sale of eight properties no longer needed for highway purposes was recommended by the Right of Way Engineer. Access provisions as proposed are consistent with departmental policy as practiced in the vicinity of each parcel. The recommended minimum sale price is based on appraised value or on an offer which exceeds appraised value. Following his favorable recommendation, the Commission authorized public sale of the following parcels of real property and thereupon adopted resolutions relative thereto, marked "Real Property Resolutions No. 342 through 346" which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Real Property Resolutions":

(1) One acre, File Nos. 3932, 3932A and 4453, on Siletz Bay-Newport Section of Oregon Coast Highway, Lincoln County, for not less than $6,500 with the following provisions: (1) subject to adjacent land rights of air, light, view, and access; (2) access limited to two points, 25 feet in width, and unrestricted use; and (3) subject to standard frontage road clause. (See "Real Property Resolution No. 342")

(2) Two parcels -- Parcel 1 containing 4,320 square feet for not less than $650, and Parcel 2 containing 3,025 square feet for not less than $400, File Nos. 2960, 2961 and 2963, on the Schiller Street-Ross Island Bridge Section of the Pacific Highway East, Multnomah County. No access restrictions are to be imposed.

(3) 6,400 square feet of land, File Nos. 22192 and 22193, on Adams Street-McMinnville Section of Pacific Highway West, Yamhill County, for not less than $2,000. Access is to be limited to two points, 25 feet in width and without use restriction. (See "Real Property Resolution No. 343")

(4) 0.9 acre, File Nos. 20026 and 22721, on Harbor Drive-Barbur Boulevard Section of Pacific Highway, Multnomah County for not less than $10,000, without access to the Pacific Highway and with an advertising sign restriction. (See "Real Property Resolution No. 344")

(5) 1.98 acres, File Nos. 25684 and 25724, on Sandy-Forest Boundary Section of Mt. Hood Highway, Clackamas County, for not less than $545, and without access to the Mt. Hood Highway.

(6) 7.29 acres, File Nos. 25684 and 25685, on Sandy-Forest Boundary Section of Mt. Hood Highway, Clackamas County, for not less than $1,700, and without access to the Mt. Hood Highway. Purchaser will be required to maintain a drainage ditch which crosses the property. (See "Real Property Resolution No. 345")

(7) 1.61 acres, File No. 25686, on Sandy-Forest Boundary Section of Mt. Hood Highway, Clackamas County, for not less than $308 and without access to the Mt. Hood Highway.

(8) Four acres, File No. 6545, on Vadis-Gardner Ranch Section of Sunset Highway, Washington County, for not less than $2,000 and without access to the Sunset Highway. (See "Real Property Resolution No. 346")

Direct sale of properties no longer needed for highway purposes was also recommended by the Right of Way Engineer. The proposed sales, he stated, involve properties not needed for highway use and all are being made to public agencies. The Commission approved the following direct sales:

(1) Five acres, File No. 10168, on Rickreall-Corvallis Section of Pacific Highway West, Polk County, to Polk County for $1.00 with the following provisions: (1) State may continue to remove materials for maintenance purposes; and (2) a clause restricting property to public use.

(2) 19½ acre borrow source, File No. 30534, on Forest Boundary-Haines Section of Haines-Anthony Highway, Baker County, to the State Game Commission for public use as an upland bird refuge and fishing access to the North Powder River, for a consideration of $1.00.

(3) 0.7 acre, File No. 23987, on Hayes Hill-Grants Pass Section of Redwood Highway, Josephine County, to Josephine County for the sum of $525 for use as a stockpile site. This parcel will not need access to the reconstructed Redwood Highway.

(4) 10 acres, File No. 15449, on Wilderville-Grants Pass Section of Redwood Highway, Josephine County, to Josephine County for development as an addition to Schroeder Park. The sale will be negotiated under terms and conditions satisfactory to Josephine County and to the State Highway Engineer.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, marked "Condemnation Resolutions Nos. 1551 through 1573", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation", dated March 2, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers").

A report of cases tried in court since the last Commission meeting was presented by the Chief Counsel. He offered a few brief comments on some of the cases and asked that the report be accepted. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3850 Haeckel Timeus, et al	Curry	Oregon Coast	Myers Creek-Brookings	$ 9,950.00	$55,000.00	$25,580.00
L-3387 Joallen Douthit, et al.	Hood River	Columbia River	Cascade Locks-Viento	$ 2,335.00	None	$ 2,335.00
L-3834 Clair Ewart, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$ 9,750.00	$17,000.00 plus cattle underpass	$13,800.00

Report of Condemnation Cases Tried - Cont.

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3692 Mary Lytle, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$20,150.00	$20,150.00	$19,500.00
L-3914 Lillian Kettner, et al.	Lincoln	Oregon Coast	South Newport State Park	$ 100.00	None	$ 100.00
L-3775 Thomas G. Elliott, et al.	Multnomah	Columbia River	Sauvies Island Bridge St. Johns Bridge	$ 430.00	$ 8,000.00 Answer	$ 800.00
L-3885 Claude M. Henderson, et al.	Polk	Willamina Salem	Bonneville Station-Patterson Avenue	$ 1,500.00	$ 4,000.00	$ 1,500.00
L-3012 Myron S. Fleser, et al.	Wallowa	Wallowa Lake	Minam-Rock Creek	$ 1,070.00	See remarks	No verdict Dismissed

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3467 John Hewitt, et al.	Curry	Oregon Coast	Hunters Creek-Myers Creek	$ 2,200.00	Out of Court $12,500.00 Pleadings $16,000.00	$ 9,500.00
L-3849 James R. Walker, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	$18,935.00	$60,000.00 Answer	$26,760.00 for R/W $ 1,650.00 for park
L-3604 Adrain J. Standley, et ux.	Douglas	Pacific	Rice Hill-North Oakland Junction	$ 2,000.00	$ 5,600.00	$ 4,500.00
L-3805 J. P. Warren, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	$11,050.00	$16,500.00	$19,500.00

March 2, 1962

(For further details concerning these cases, see the Chief Counsel's letters, dated February 26 and March 1, 1962, concerning cases tried, in the General Files, Salem).

The Chief Counsel also presented a brief oral report on three recent decisions of the Supreme Court concerning cases in which the Highway Commission is a party. Of these three cases, (1) State vs. Hewett, L-3469A, (2) State vs. Hurliman, L-3254A, and (3) State vs. Assembly of God, L-3553, the State won two of them. In the case of State vs. Hurliman in which Hurliman had appealed the case, the Chief Counsel explained that the Supreme Court decided that the center line description was an adequate one. Concerning the case of the State vs. Assembly of God, which is church property in Albany, the Chief Counsel reported that the Supreme Court sustained the State's appeal and reversed the case on the grounds that the judge was in error when he required the State to plead the State's offer since the offer had no part in the trial of a condemnation action. The Commission accepted the report.

A written report on cases settled out of court was presented by the Chief Counsel. He pointed out that none of the settlements as proposed constitute a substantial increase above offers which have been made based upon appraised values. He also called attention to the fact that some appraisals made two or three years ago do not reflect present values and have been revised accordingly. The Commission approved the report on cases settled, which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3776 Jacob G. Scherrer	Wasco	Columbia River	The Dalles By-Pass	$24,500.00	$27,500.00
	(A Review Appraisal of $27,600.00 was made subsequent to offer and based on revised appraisals.)				
L-3841 Harry A. Howe, et ux.	Columbia	Columbia River	Westport-Clatskanie	$ 25.00	$ 50.00
L-3884 R. Clinton Jones, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific	$10,450.00	$10,575.00
L-3913 Fred G. Mauser, et al.	Wasco	Columbia River	The Dalles By-Pass	$ 4,675.00	$ 4,675.00
L-3916 Tenet Mortgage Co., et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 4,350.00	$ 4,500.00

Report of Condemnation Cases Settled - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3917 John Piper, et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	$ 1,200.00	$ 1,500.00
L-3920 Newell B. Souders, et ux.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 6,925.00	$ 6,925.00
L-3942 Carl Edward Radloff, et ux.	Coos	Coos Bay-Roseburg	Bridge-Tanner Creek	$ 875.00	$ 875.00
R-31903 Engineering Development Corp.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$52,265.00 includes fixtures	$52,765.00 includes fixtures
R-31874 Charles B. Maxey, et ux.	Multnomah	Pacific	North Portland Harbor-North Russell Street	$ 7,900.00	$ 8,600.00

REPORT OF OTHER CASES SETTLED

Case	Defendants	County	Cause of Action	Demands of Plaintiff
L-3428 L. E. Robinson, et al.	State of Oregon and Tom M. Mummy, et al.	Multnomah	Loss of sign lease	$18,000.00 +3,500.00 attorney fees

(Case settled by Pacific Title Insurance Co. who insured title. Case has been dismissed.)

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3837 Globe Lumber Company, et al.	Lane	Eugene-Mapleton (Additional 0.14 acres taken.)	Wildcat Creek-Walton	$ 660.00	$ 1,100.00
L-3895 Leland B. Gunderson, et al.	Hood River	Columbia River	Viento-Hood River	$ 3,550.00	$ 4,000.00

March 2, 1962

Supplemental Report of Condemnation Cases Settled - Cont.

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32955 Ivan L. Sletta	Multnomah	Pacific	North Harbor Drive-North Russell Street	$ 9,800.00	$10,250.00

(For further details, see the Chief Counsel's letters, dated February 26 and March 1, 1962, concerning cases settled, in the General Files, Salem).

The Commission considered the Chief Counsel's report on offers made to property owners prior to the commencement of condemnation proceedings. These offers, the Chief Counsel stated, are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-32558 - R. M. Van Zanten, et al. 0.09 acre for right of way purposes. Offer of $19,650.00 approved by Mr. McIver, February 15, 1962.

R-32564 - Frank Finney, et al. 2,000 square feet for right of way purposes. Offer of $700.00 approved by Mr. McIver, January 11, 1962 due to increase in taking. On November 29, 1961, an amount of $675.00 was approved by Mr. McIver.

BRIDGE -FRENCHIE CREEK SECTION OF THE COSS BAY-ROSEBURG HIGHWAY

R-33426 - Jack Darrol Key, et al. 2.3 acres for right of way purposes. Offer of $1,700.00 approved by Mr. Jackson, January 25, 1962.

R-33428 - V. V. Hagedorn, et ux. 0.8 acre for right of way purposes. Offer of $585.00 approved by Mr. Jackson, January 29, 1962.

R-33429 - Powell Lancaster, et ux. 7.6 acres for right of way purposes. Offer of $4,300.00 approved by Mr. Jackson, January 25, 1962.

R-33432 - Erma W. Cribbins, et vir. 12.6 acres for right of way purposes. Offer of $20,100.00 approved by Mr. Jackson, January 25, 1962.

R-33466 - Manley E. Cribbins, et ux. Parcel No. 1: 11.5 acres for right of way purposes; Parcel No. 2: 1.1 acres for right of way purposes. Offer of $4,490.00 approved by Mr. Jackson, January 29, 1962.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33555 - Hazel Ulrich, et vir. 2.52 acres for right of way purposes. Offer of $1,275.00 approved by Mr. Jackson, January 22, 1962.

R-33556 - Ellen Onn, et vir. 3.08 acres for right of way purposes. Offer of $1,625.00 approved by Mr. Jackson, January 22, 1962.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY - Cont.

R-33559 - Georgia Grieve, et al. Parcel No. 1: 3.8 acres for right of way purposes; Parcel No. 2: 0.34 acre for permanent easement. Offer of $2,680.00 approved by Mr. Jackson, February 2, 1962.

R-34237 - Georgia Grieve, et al. Parcel No. 1: 8.9 acres for right of way purposes; Parcel No. 2: 0.11 acre for permanent easement for channel change. Offer of $6,785.00 approved by Mr. Jackson, February 2, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-29610 - Henrietta Huthman, et al. 6,375 square feet for right of way purposes. Offer of $34,250.00 approved by Mr. McIver, February 19, 1962.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY

R-33452 - Mary A. Aue, et al. 360 square feet for right of way purposes. Offer of $150.00 approved by Mr. Fridley, February 5, 1962.

FIRST AVENUE-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-33338 - Bruce MacGregor, et ux. 5,400 square feet for right of way purposes. Offer of $7,100.00 approved by Mr. Jackson, February 19, 1962.

R-33349 - Opal L. Sherman, et vir. 0.52 acre for right of way purposes. Offer of $11,842.00 approved by Mr. Jackson, January 18, 1962.

R-33363 - J. C. Peters, et al. 1.5 acres for right of way purposes. Offer of $3,000.00 approved by Mr. Jackson, January 30, 1962.

GRAND AVENUE OVERCROSSING OF S.P.R.R. AND DIVISION STREET, GRAND AVENUE SECTION OF THE PACIFIC HIGHWAY EAST

R-29618 - The May Hardware Company, et al. 2,200 square feet for right of way purposes. Offer of $10,750.00 approved by Mr. McIver, January 25, 1962.

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY

R-34236 - W. W. McDonald, et ux. 3.73 acres for right of way purposes. Offer of $2,890.00 approved by Mr. Jackson, January 30, 1962.

McLEOD-PROSPECT SECTION OF THE CRATER LAKE HIGHWAY

R-31295 - John F. Dunlap, et ux. 0.26 acre for right of way purposes. Offer of $50.00 approved by Mr. Jackson, January 18, 1962.

MOHAWK ROAD-McKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30682 - Alvin C. Reed, et ux. 3.7 acres for right of way purposes. Offer of $28,065.00 approved by Mr. Jackson, January 30, 1962.

MOHAWK ROAD-McKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY - Cont.

R-32898 - Helen Huntington, et al. 2.7 acres for right of way purposes. Offer of $4,250.00 approved by Mr. Jackson, February 19, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-31389 - Hans S. Kaufman, et ux. Parcel No. 1: 20,000 square feet for right of way purposes; Parcel No. 2: 454 square feet for right of way purposes. Offer of $17,500.00 approved by Mr. McIver February 6, 1962.

R-31857 - Alfred S. Teller, et al. 6,818 square feet for right of way purposes. Offer of $7,500.00 approved by Mr. McIver, January 25, 1962.

R-31881 - John A. Hill, et ux. 2,789 square feet for right of way purposes. Offer of $5,275.00 approved by Mr. McIver, February 1, 1962.

R-31908 - Andrew D. Hrestu, et al. 1,900 square feet for right of way purposes. Offer of $4,250.00 approved by Mr. McIver, January 23, 1962.

R-31915 - Glen L. Hord, et al. 15,047 square feet for right of way purposes. Offer of $69,450.00 approved by Mr. McIver, January 25, 1962.

R-31916 - Temp-Control Corporation. 4,758 square feet for right of way purposes. Offer of $5,000.00 approved by Mr. McIver, February 1, 1962.

R-32501 - Brander Meat Co. Parcel No. 1: 3.7 acres for right of way purposes; Parcel No. 2: 6,250 square feet for right of way purposes. Offer of $10,500.00 approved by Mr. McIver, February 1, 1962.

R-32955 - Ivan L. Sletta, et ux. 4,000 square feet for right of way purposes. Offer of $10,250.00 approved by Mr. McIver, February 8, 1962.

R-33296 - Teddy F. Plew, et al. 0.06 acre for right of way purposes. Offer of $100.00 approved by Mr. McIver, February 15, 1962.

R-33297 - Peninsula Drainage District Number Two. 0.3 acre for right of purposes. Offer of $600.00 approved by Mr. McIver, February 5, 1962.

NORTH UNIT, KELLOGG BRIDGE-TYEE BRIDGE SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

R-34105 - Lucy Haines Leffler, et al. 2.1 acres for right of way purposes. Offer of $1,540.00 approved by Mr. Jackson, January 29, 1962.

R-34163 - E. Roy Fisher, et al. 0.2 acre for right of way purposes. Offer of $135.00 approved by Mr. Jackson, January 30, 1962.

R-34337 - Garold Madison, et al. 0.75 acre for right of way purposes. Offer of $265.00 approved by Mr. Jackson, January 24, 1962.

POLK STATION-DALLAS SECTION OF THE KINGS VALLEY HIGHWAY

R-33595 - Cleo Mueller, et al. 5,900 square feet for right of way purposes. Offer of $640.00 approved by Mr. McIver, February 5, 1962.

SALMON RIVER JUNCTION-EAST McMINNVILLE JUNCTION SECTION OF THE THREE MILE LANE HIGHWAY

R-29178 - Paul A. Barber, et al. 6.0 acres for right of way purposes. Offer of $2,950.00 approved by Mr. McIver, February 15, 1962.

R-29189 - Alma Farmer, et al. 0.32 acre for right of way purposes. Offer of $235.00 approved by Mr. McIver, January 18, 1962.

R-29190 - Norris L. Rogers, et ux. Parcel No. 1: 7.86 acres for right of way purposes; Parcel No. 2: 1.1 acres for right of way purposes; Parcel No. 3: 0.03 acre for right of way purposes. Offer of $8,300.00 approved by Mr. McIver, February 5, 1962.

R-29193 - Harry M. McDaniel, et ux. 1.14 acres for right of way purposes. Offer of $1,000.00 approved by Mr. McIver, February 5, 1962.

R-29198 - McMinnville Brick Company, et al. Parcel No. 1: 0.11 acre for right of way purposes; Parcel No. 2: 0.07 acre for right of way purposes; Parcel No. 3: 0.80 acre for right of way purposes. Offer of $1,600.00 approved by Mr. McIver, February 19, 1962.

R-29205 - Harry D. Rickard, et al. 0.26 acre for right of way purposes. Offer of $6,000.00 approved by Mr. McIver, January 18, 1962.

R-30317 - Lloyd B. Huffaker, et ux. 1.8 acres for right of way purposes. Offer of $860.00 approved by Mr. McIver, January 18, 1962.

R-34257 - J. L. Wilcox, et al. 0.3 acre for right of way purposes. Offer of $2,650.00 approved by Mr. McIver, February 19, 1962.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31693 - Genevieve Anderson Lamb, et al. 4,741 square feet for right of way purposes. Offer of $26,600.00 approved by Mr. McIver, January 29, 1962.

R-31694 - Pat Clarizio, et ux. 2,500 square feet for right of way purposes. Offer of $15,705.00 approved by Mr. McIver, January 23, 1962.

R-31714 - Joseph E. Illias, et al. Parcel No. 1: 1,000 square feet for right of way purposes; Parcel No. 2: 1,650 square feet for permanent easement; Parcel No. 3: acquisition of access. Offer of $2,000.00 approved by Mr. McIver, January 23, 1962.

SILETZ TO CORVALLIS-NEWPORT HIGHWAY SECTION OF THE SILETZ HIGHWAY

R-33234 - Ralph Salvage, et ux. 2.5 acres for right of way purposes. Offer of $745.00 approved by Mr. McIver, January 25, 1962.

SILETZ TO CORVALLIS-NEWPORT HIGHWAY SECTION OF THE SILETZ HIGHWAY - Cont.

R-33241 - Erich Bahrke, et al. 8.5 acres for right of way purposes. Offer of $5,340.00 approved by Mr. McIver, January 29, 1962.

SMITH ROCK STATE PARK

R-30550 - John L. Hawkins, et al. Parcel No. 1: 50.0 acres for park purposes; Parcel No. 2: 26.0 acres for park purposes. Offer of $760.00 approved by Mr. Fridley, January 23, 1962.

SOUTH NEWPORT STATE PARK

R-24325 - Pacific Coast Land Co., et al. 237,000 square feet for park purposes. Offer of $4,550.00 approved by Mr. McIver, February 19, 1962.

R-24329 - La Verne Ferem, et al. 10,000 square feet for park purposes. Offer of $120.00 approved by Mr. McIver, February 19, 1962.

R-24368 - Valentina Winer, et vir. 2,500 square feet for park purposes. Offer of $50.00 approved by Mr. McIver, February 19, 1962.

R-31092 - Emma Brockway, et ux. 10,000 square feet for park purposes. Offer of $120.00 approved by Mr. McIver, February 19, 1962.

R-31121 - Margaret J. Spencer, et vir. 5,000 square feet for park purposes. Offer of $75.00 approved by Mr. McIver, February 19, 1962.

R-31130 - Horace M. Reid, et ux. 25,000 square feet for park purposes. Offer of $300.00 approved by Mr. McIver, February 19, 1962.

R-31131 - Harold Rhomberg, et al. 5,000 square feet for park purposes. Offer of $75.00 approved by Mr. McIver, February 19, 1962.

R-31274 - Wilford L. Post, et al. 7,500 square feet for park purposes. Offer of $100.00 approved by Mr. McIver, February 19, 1962.

R-32751 - J. Gordon Cogger, et al. 5,000 square feet for park purposes. Offer of $75.00 approved by Mr. McIver, February 19, 1962.

R-32752 - L. Neal Hook, et ux. 5,000 square feet for park purposes. Offer of $75.00 approved by Mr. McIver, February 19, 1962.

STAFFORD ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-32747 - Paul E. Doty, et al. Parcel No. 1: 0.72 acre for right of way purposes; Parcel No. 2: 0.40 acre for right of way purposes. Offer of $2,200.00 approved by Mr. McIver, February 15, 1962.

R-32748 - Paul E. Doty, et al. 1.17 acres for right of way purposes. Offer of $5,270.00 approved by Mr. McIver, February 15, 1962.

The Chief Counsel presented a brief report on highway-railroad crossing matters which have been before the Public Utilities Commissioner. The Commission accepted his report, which is summarized as follows:

PUX 434: N. E. 122nd Avenue Extension Undercrossing of Union Pacific Railroad, Multnomah County. The Highway Commission has no jurisdiction over this street. The order as issued allowed the undercrossing.

PUX 447: Reiman Lane Grade Crossing of Southern Pacific Railroad at Corvallis. The Highway Commission has no jurisdiction over this street. The order as issued allowed the crossing.

PUX 449: Woodland Boulevard Grade Crossing of Oregon Trunk Railway in Bend. The Highway Commission has no jurisdiction over this street. An order was issued to allow the crossing.

PUX 454: Douglas County Road Undercrossing of Southern Pacific Railroad near Winchester. This is a county road over which the Highway Commission has no jurisdiction. The order as issued allowed the crossing.

PUX 453: Second N. E. 102nd Avenue Overcrossing of Union Pacific Railroad, Multnomah County. Multnomah County requested authority to cross tracks of Union Pacific Railroad. The answer filed in behalf of the Highway Commission specified that consent would not be given to overcross the Banfield Freeway. The order was issued accordingly.

A list of claims which appear hopeless to collect was presented by the Chief Counsel. Briefly, he stated that careful investigation of these claims indicates that further attempts to collect are not worth while because of unknown location of person causing the damage, contributory negligence by State drivers, illness, death, out-of-state residence, and lack of proof of liability. The Commission approved the abandonment of attempts to collect on the following claims:

CAO No.	Name	Amount of Claim
57-196	William R. Vance	$325.80
60-179	Wanda J. Heide	50.00
61-131	Unknown	223.70
61-169	Iola Shelly	48.70
60-292	Nelson Lewis	93.72
58-172	Pierce & Rothwell	60.44
61-176	Lee A. Rutledge	25.00
61-211	Lorraine A. Fields	69.05
60-137	H. A. Peterson	74.33
61-264	Herbert Smith	167.53
59-174	Wayne Thomas	65.08
60-212	Beldon C. Hasselblad	100.08
60-354	Milton Condit	138.83
59-179	Vernis Jarl	389.26

(Continued on following page)

CAO No.	Name	Amount of Claim
59-132	Kathleen Anderson	$699.00
61-107	K. Lines Inc.	62.67
60-323	Donald D. Park	153.00
58-95	L. W. Harger	315.86
58-208	Richard Elliott and John Harvest	71.99
61-249	Mrs. Roland Kelly	68.23

(For additional details, see the Chief Counsel's letter of February 13, 1962, entitled, "Report of Abandoned Claims", in the General Files, Salem).

The Commission considered a proposed relinquishment to the U. S. Bureau of Land Management of a quarry site containing approximately 60 acres on the Chandler Park-White River Section of Fremont Highway, Lake County. The Chief Counsel explained that the property had been acquired originally from the U. S. Government and is no longer needed for highway purposes. Following his favorable recommendation, the Commission approved the relinquishment and authorized the Secretary to sign it in their behalf.

The Chief Counsel reported that as authorized by the Commission at its last meeting, he had employed Mr. Alan Johannsen as a Grade III attorney at a starting salary of $685 per month, effective February 19, 1962. Mr. Armand L. Riveness was employed, effective February 21, 1962, as Grade II attorney, at a salary of $550 per month. Mr. Jack Sollis, previously employed as a Grade II attorney, is being elevated to a Grade III attorney at a salary of $625 per month. Mr. Joseph Hershberger, Grade II attorney, is being elevated to a Grade III attorney at a salary of $625 per month. The Commission approved the report.

The Chief Counsel also made a report on a complaint filed against the State by Northwest Ice and Cold Storage Company in the amount of $107,610.60 for alleged expense for relocation of its ice manufacture and cold storage facilities on the East Bank Freeway in Portland. He reviewed briefly the basis of their claim in which they allege damage was caused them by a change of plans in construction of the East Bank Freeway. They contended that agents of the Highway Department had urged them to move immediately as the plans contemplated taking the southerly-most building occupied by the Ice and Cold Storage Company. Because of the State's insistence they claimed they had purchased equipment to go into a new building and had expended the sum of $107,610.60. However, as a result of design changes required by the Bureau of Public Roads, construction of the highway facility did not require taking of the Company building. Chairman McIver inquired if any offer had been made to the Company to compensate them for the change, and also if the Bureau of Public Roads would participate in payment if the Company is successful in its suit against the State. The Chief Counsel pointed out that the Company had acquired the machinery for the new setup before the deal had been closed, and on a strictly legal basis no offer could be made. The

Engineer stated several attempts had been made to secure from the Company a specific figure on damages suffered because of the change in plans, which could be substantiated, but none had been submitted. It was the Chief Counsel's opinion that the case should be taken to Court although the Company had been told that the State would consider a reasonable offer of settlement. The Commission accepted the Chief Counsel's report.

The Commission also considered and accepted a report made by the Chief Counsel concerning the case of Blackie Hamilton v. State Highway Commission, James G. Hamilton and Ruth H. Hamilton in the amount of $1,200 for fencing on the Butte Creek-Burton Canyon Section of the John Day Highway in Wheeler County. The fencing has been completed, the Chief Counsel stated, but a dispute has arisen as to whom the payment should be made. The suit is to determine the proper payee.

A letter written by Oliver Norville, Attorney for the Portland Development Commission, requesting payment of interest was presented by the Chief Counsel. He recalled that in 1959 at the insistence of the Portland Development Commission an agreement was entered into with the Development Commission (Urban Renewal Agency for Portland) to purchase from them property needed for the Foothills Highway (Stadium Freeway) in Portland. A proviso in the agreement states that the State is to pay only such costs as will be reimbursed by the Bureau of Public Roads. The Portland Development Commission wishes the State to pay interest on these properties, which interest at present amounts to $35,000. The Bureau has refused to concur in the payment of the interest costs. If the Development Commission is relieved of the provision of the agreement regarding obtaining approval of the Bureau of Public Roads, it would be necessary for the State to absorb the payment without federal participation. The Engineer pointed out that ordinarily the State does not pay interest on property until the State takes physical possession of it. After some further discussion, the Chief Counsel recommended that the Development Commission be notified immediately that there is no contract because the Bureau of Public Roads will not approve payment of this interest, which is one of the provisions of the agreement, and that the matter be left in status quo. The Commission approved his recommendation.

A request was considered from Fred O. and Florence E. Repine for the vacation of a portion of Lincoln Street, Block 4, in Churchmere Addition to West Salem in Polk County. The property to be vacated, the Chief Counsel stated, has been investigated by the Engineering Division and the vacation will cause no harm to the State Highway Department. Upon his favorable recommendation, the Commission approved the street vacation and authorized the Secretary to sign it in behalf of the Commission.

The Chief Counsel reported that Humble Oil and Refining Company, Gulf Oil Company, The Superior Oil Company, and Wesley G. Bruer had made applications for lease of oil, gas and mineral rights under State Highway rights of way in the Willamette Valley. To determine which company certain areas will be leased to, the Chief Counsel reported he had notified all of these oil companies that it was the Commission's desire that the company which holds a lease on the land abutting the highway will be given preference on a lease in that specific area. The leases, he stated, have not been prepared, but as

proposed they will be similar to previous leases granted to oil companies. Some of the changes, he stated, provide 60 day's notice for cancellation and a charge of 50 cents per acre, instead of 25 cents per acre. The State Land Board has requested that uniform type leases be entered into and their request will be considered in drawing up the leases. He also mentioned that under the proposed leases no drilling is to be allowed on highway property. He reported that in compliance with a 1961 law, he had conferred with the Director of the State Department of Geology and no objections had been raised concerning these leases. Representatives from the Humble Oil and Refining Company and from the Gulf Oil Company were introduced. The Chief Counsel recommended that he be authorized to draw up a form of lease and send it to the oil companies for their signature. The Commission approved the recommendation and authorized the Chief Counsel to sign the leases in behalf of the Commission.

Attention was given to an agreement with Richard F. and Ann Thomas covering an assignment of a lease, previously granted September 5, 1958, to Oregon Gifts, Inc., for operation of the Depoe Bay State Park Building concession. The Engineer stated that because the nature and terms of the transfer do not appear in the State's record an agreement has been drawn to clarify the conditions under which the lessees are to operate the building concession. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

The Commission considered extension of an agreement, entered into on June 12, 1958, with the City of Oceanlake, whereby the City granted to the State permission to connect the sewer system in Devil's Lake State Park to the City's sewage disposal plant. The Engineer explained that under the terms of the original agreement it is necessary to renew it from year to year, and he so recommended. The Commission approved extension of the agreement for one year and authorized the Secretary to sign it in their behalf. The Commission also instructed the Chief Counsel to take up with the City of Oceanlake the formulation of a new type of agreement which would be on a continuing basis and not require renewal each year.

An agreement with the Oregon State Department of Planning and Development concerning Federal financial participation in the State Non-Urban Parks and Recreation Study was considered. The Engineer recalled that at the July 28, 1961, meeting this matter had been considered by the Commission and the terms of participation by the State Highway Department and by the United States Government had been outlined. As discussed at the July meeting, it was summarized that the State shall expend at least $18,000 of its own funds in the study and federal funds are to be received in an amount not to exceed $30,000. The agreement has been approved by the Oregon State Department of Planning and Development, and the Engineer recommended that it be approved by the Commission. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to a request made by the Columbia River Gorge Commission for purchase of the Gordon Creek Tree Farm, Inc., located

near Bridal Veil Falls on the Columbia River Highway, Multnomah County, as an extension to the Shepperd's Dell State Park. The Engineer stated that the tract includes a quarter of a mile of frontage on the south side of the Crown Point Scenic Highway. The approximate 185 acre tract was appraised for a land value of $6,833 and the timber was appraised at $15,800 or a total of $22,633. The Tree Farm originally asked $30,000 for the tract but reduced its price to $25,000. He recommended that the land be acquired for the price of $25,000 with funds from the Columbia River Gorge Commission budget for 1961-1962. The Commission approved the acquisition and the consolidation of the Gorge Commission budget fund for years 1961-1962 which would make available the sum of $36,626 to be spent in 1962.

The Engineer reported that for several years attempts had been made to secure a tract adjacent to Collier Memorial State Park in Klamath County on which to construct an overnight camp area. He commented that the nearest overnight camp facility is at Tumalo, five miles west of Bend. The proposed area consists of 150 acres on the east side of The Dalles-California Highway, adjoins the Collier State Park on the west and has one and one-half miles of frontage on the Williamson River. An independent appraisal indicated a value of $27,000 for this property. As the State Parks and Recreation Advisory Committee has already declared in favor of acquisition, he recommended that the tract be purchased for park purposes if it can be acquired within the appraised value. The Commission approved his recommendation.

Appointment of a State Recreation Director to take the place of Mr. Clayton Anderson, resigned, was discussed. The Engineer stated five applicants had been considered, and after careful screening of their qualifications, it appeared that Mr. David G. Talbot, Parks Superintendent of Grants Pass, is the best qualified, and he recommended that he be appointed at a beginning salary of $575.00 per month as soon as he can terminate his affairs with the City of Grants Pass, which the Engineer thought would be early in April. The Commission approved the appointment of Mr. Talbot as State Recreation Director.

Purchase of land from the U. S. Bureau of Land Management at the site of the proposed Pistol River State Park on the Oregon Coast Highway in Curry County was considered. The Engineer displayed a map showing two parcels of land owned by the Bureau of Land Management, one parcel containing 23.35 acres and the other 112 acres, or a total of approximately 135 acres. The remainder of the proposed park, he commented, is in private ownership and is being acquired by negotiation or condemnation. The State Parks and Recreation Advisory Committee has recommended acquisition of the 135 acre tract, and the Engineer also recommended that it be acquired under the Recreation and Public Purpose Act at $2.50 an acre, or a total amount of $340.00. The Commission approved the acquisition.

Chairman McIver commented that the Bureau of Land Management should be contacted to get their park development plans in correlation with the plans proposed in the Non-Urban State Park Study. This item, he felt, is of particular concern as it appears that the Bureau of Land Management will spend approximately one-half million dollars in 1962 for park development in Oregon.

The Engineer reported on the progress of the Non-Urban Park Study

report. He stated that the report will be completed within four or five weeks and that a reproduced advance copy of it will be mailed to the Commission within the next two weeks. Commissioner Jackson commented that if a copy of the report could be made available to him at that time he could present it to Congressmen in Washington, D. C.

The Engineer reported that he had made award of contracts previously referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been taken care of, and he requested the Commission to confirm his award of the following contracts:

(1) Overcrossing of Oregon Trunk Railway, Swalley Canal-East Revere Avenue (Bend) Section of The Dalles-California Highway, Deschutes County. Bids received January 17, 1962. Contract No. 6027 awarded January 25, 1962, to R. L. Coats, Bend, low bidder.

(2) Grading, paving and structures on Fikes Corner-Whiskey Creek Section of Mt. Hood Highway, Hood River County. Bids received January 17, 1962. Contract No. 6028 awarded February 5, 1962, to M. J. Brassfield Company and B & F Construction, Inc., Salem, low bidder.

(3) Grading and paving on 9th Street-Boyd Street (Medford) Section of Pacific Highway, Jackson County. Bids received January 17, 1962. Contract No. 6029 awarded February 6, 1962, to Hughes & Dodd Company, Medford, low bidder.

(4) Structure, grading and oiling on Kellogg Bridge Section of Elkton-Sutherlin Highway, Douglas County. Bids received January 17, 1962. Contract No. 6030 awarded February 15, 1962, to Workman Construction Company, Canby, low bidder.

The Commission confirmed the Engineer's award of the contracts.

The establishment of reduced speed zones within highway construction projects was reported by the Engineer. These reduced speed zones, he stated, are necessary for the safety of the travelling public while going through sections of highways under construction. The Commission confirmed establishment of the following construction speed zones:

(1) 25 M.P.H. on the Westport-Clatskanie Section of the Columbia River Highway in Columbia County between Mile Point 61.56 and Mile Point 70.43 effective 8:00 a.m., January 30, 1962.

(2) 35 M.P.H. on the John Day River Bridge Project on the Columbia River Highway in Sherman and Gilliam Counties between Mile Point 112.80 and Mile Point 113.60 effective 8:00 a.m., January 17, 1962.

(3) 35 M.P.H. speed zone on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River

County between Mile Point 97.3 and Mile Point 100.1 effective 8:00 a.m., February 5, 1962.

(4) 35 M.P.H. speed zone on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County between Mile Point 59.4 and Mile Point 63.0 effective 8:00 a.m., February 5, 1962.

(5) 10 M.P.H. speed zone through a slide area on the Lower Columbia River Highway between Mile Point 63.4 and Mile Point 63.6 near Clatskanie in Columbia County effective 4:00 p.m., February 8, 1962.

(6) 35 M.P.H. speed zone on the 102nd Avenue exit ramp section of the Columbia River Highway in Portland on the eastbound lanes only between Mile Point 6.98 and Mile Point 7.15 effective 1:00 p.m., February 14, 1962.

The Engineer reported that in 1952 a maximum load limit of 72,000 pounds had been placed on a bridge across the Little Nestucca River at Mile Point 08.70 on the Little Nestucca Secondary Highway in Tillamook County. Repairs were made in 1961 and an inspection indicates that the bridge can withstand a load limit of 76,000 pounds. Under authority previously granted by the Highway Commission, removal of the restricted load limit had been made effective 8:00 a.m., February 1, 1962. The Commission confirmed the Engineer's action.

Improvement of a section of the Siuslaw Highway, a short distance easterly from the Low Pass Summit Section, was considered. The Engineer pointed out that petitions and letters had been received from a large number of people urging that the highway be reconstructed for a short distance to remove two hazardous curves. The Low Pass Summit Section, he stated, was modernized a few years ago and eastbound traffic coming off the modernized section suddenly encounters a substandard section and accidents have occurred. He recommended the improvement of approximately one-half mile in this area as a minor betterment item to be performed by State forces in 1962 at an estimated cost of $20,000. The Commission approved the project.

The Engineer presented for the Commission's consideration five surveys for relocation of sections of state highways. Adoption of these surveys, he stated, is being recommended only after very careful engineering consideration to provide the best possible highway facilities commensurate with the needs of the traveling public and the cost of the facilities. The Commission approved the following surveys and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Survey Resolutions":

(1) Frenchie Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County. (See "Survey Resolution No. 248").

(2) Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County. (See "Survey Resolution No. 247").

(3) Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County. (See "Survey Resolution No. 248").

(4) Astoria Bridge and South Approach Ramp and Columbia Avenue-Hamburg Avenue Sections of the Oregon Coast Highway in Clatsop County. (See "Survey Resolutions No. 249a and 249b")

(5) Eightmile Creek-Dufur Section of The Dalles-California Highway in Wasco County. (See "Survey Resolution No. 248").

Attention was given to a request from the City of Coos Bay for the installation of traffic signals at the intersection of Seventh and Central Avenue and at Tenth and Central Avenue on the route of the Coos Bay-Empire Highway in the City of Coos Bay. The Engineer stated that an investigation indicated that the installation of signals is warranted, and he recommended that they be installed at the two intersections at an estimated cost of $9,000, with the understanding that the City is to pay one-half the installation cost and provide all maintenance and power consumption costs. The Commission approved the installation and authorized the Secretary to sign an agreement in their behalf.

The Commission also considered requests from several local residents for the installation of traffic signals at the intersection of the Tualatin Valley Highway and Walker Road, between West Slope and Beaverton. A traffic engineering investigation, the Engineer stated, indicated a marginal warrant for the installation of signals. However, there is an extremely high volume of traffic on the Tualatin Valley Highway which makes it very difficult to enter the highway from Walker Road. It was his recommendation that fully actuated traffic signals be installed at this intersection at an estimated cost of $9,000, to be paid by the State. The Commission approved the installation.

The Engineer recommended a roadside improvement Federal-aid project for the Highland Interchange-Washington County Line Section of the Sunset Highway in Multnomah County. The project consists of grading and reshaping slopes, placing topsoil and the functional plantings, at an estimated cost of $38,000. The Commission approved the project.

Consideration was given to Federal-Aid Secondary projects requested by Jefferson, Lane and Marion Counties, involving expenditure of county FAS funds. These projects, the Engineer stated, have been investigated, and he recommended that they be approved. The Commission approved the following projects and authorized the Secretary to sign agreements pertaining thereto in behalf of the Commission:

(Projects listed on following page)

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Fu
Jefferson	660	Cove-Feather Lane Section. Grade, surface, & oil, 2.6 miles.	$ 152,000	1963
Lane	860	Prairie Road-River Road Section. Grade, oil, & structure	$ 197,000	1963
Marion	736	Little Pudding River Bridge. Structure.	$ 278,000	1963
		TOTAL ADDITIONAL COUNTY FAS FUNDS	$ 627,000	

SUMMARY BY FISCAL YEARS	1962	1963	Total
Allocated Funds	$3,497,000	$3,690,000	$7,187,0
Previously Approved, Corrected to Date	3,497,000	1,372,000	4,869,0
Unprogrammed Balance	$--	$2,318,000	$2,318,0
Projects Proposed 3/2/62	--	627,000	627,0
Unprogrammed Balance	$--	$1,691,000	$1,691,0

Attention was given to requests made by contractors for increases in number of working days within which to complete the contracts without assessment of liquidated damages. The Engineer stated that the requests had been carefully investigated and that his recommendations had been made in light of the facts disclosed and the terms of the contracts involved. The Commission took action on the following contracts:

(1) Peter Kiewit Sons' Co., Contract No. 5385, for paving the S. W. 11th Avenue-Tigard Interchange Unit of the Pacific Highway in Multnomah County, requested an extension of 20 days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 7 days' time, which was the time required to complete the contract. A letter was presented from the Bureau of Public Roads concurring in the extension of time.

(2) Durbin Brothers, Contract No. 5730, for grading and oiling on the Cummings Pass-Fossil Section of the John Day Highway in Wheeler County, requested an increase of 5 work days within which to complete the contract without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the extension. The Commission approved the extension of time as requested.

(3) Morse Bros., Contract No. 5836, for grading, paving and structures on Pine Street-Market Drive Section

of the Santiam Highway, City of Lebanon, Linn County, requested an increase of 20 work days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 17 days' time. A letter from the Bureau of Public Roads was presented concurring in the extension of time.

The Engineer reported that Contract Nos. 5478, 5573, 5608, 5786, 5810, 5939, and 5956 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked "Completed Contracts Resolution No. 109", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Completed Contracts Resolutions").

An assessment made by the City of Newport in the amount of $202.61 was considered. The Engineer explained that under a street widening project on the Fourth Street-Boundary Street Section of the Oregon Coast Highway, financed jointly by the City and the State, the City had made an assessment against abutting property to cover cost of the improvement. The State owns property in this area, and he recommended that the assessment be paid. The Commission approved the payment.

A request from the City of Springfield was considered in which the State was requested to transfer to the City for public street purposes several small parcels of land purchased for frontage road purposes. The Engineer stated that the land had been acquired in connection with development of the "Q" Street Route and as a part of the right of way settlement access was to be provided to certain properties. Subsequently changes were made, and the City now desires to improve this road and has offered to take over the State's obligation in this regard when the property is deeded to the City. He recommended that the right of way be transferred to the City of Springfield for public street purposes, provided that the City furnish to the State a release from the various property owners on any right-of-way commitments. The Commission approved the transfer as presented.

The Engineer stated that an investigation had been made by the Traffic Engineering Division concerning reduced speed zones on The Dalles-California Highway. During the last twelve years, eleven resolutions had been adopted by the Highway Commission establishing reduced speed zones on various sections of The Dalles-California Highway. Traffic conditions have changed on a number of sections of the highway and also sections have been reconstructed to provide a better traffic facility so that the statutory 55 miles per hour in rural areas is too low. Therefore, it would be appropriate to establish a 65 mile per hour zone on the open rural portions of this highway with reduced speed zones where needed. He recommended that "Speed Zone Resolutions Nos. 36, 83, 130, 131, 132-A, 160, 168, 190-A, 203, 207 and 303", adopted between February 6, 1950, and July 2, 1959, be rescinded and that revised speed zones be adopted to meet the conditions as they now exist. The Commission approved

rescinding the old speed zone resolutions and adopted "Speed Zone Resolutions Nos. 374-A, 374-B, 374-C, 374-D, 374-E and 374-F" on The Dalles-California Highway from the junction of the Sherman Highway to the California State Line, which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Speed Zone Resolutions".

The Commission also considered a report made by the Engineer concerning a reduced speed zone on the Lake of the Woods Highway west of Klamath Falls. The Engineer stated that an investigation reveals that there should be a change in the 40 mile-per-hour speed zone on this section of highway, which speed zone was adopted on September 29, 1960. Because of the terrain, sight distance, and roadside culture, he recommended that "Speed Zone Resolution No. 331", dated September 29, 1960, be rescinded and that a 30 mile-per-hour speed zone be established between a point 2.77 miles west of the west city limits of Klamath Falls and the west city limits of Klamath Falls. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, marked "Speed Zone Resolution No. 372", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Speed Zone Resolutions".

Consideration was given to a request made by the President of the Mapleton Community Guild of Mapleton for establishment of a reduced speed zone on the Mapleton-Eugene Highway in the community of Mapleton. An investigation was conducted, the Engineer stated, and because of the facts disclosed by the investigation, he recommended that a 35 mile-per-hour speed zone be established on the Mapleton-Eugene Highway from its junction with the Siuslaw Highway to a point 450 feet east of the South Bank Road, Community of Mapleton. The Commission approved his recommendation and thereupon adopted a resolution marked "Speed Zone Resolution No. 373", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Speed Zone Resolutions".

The Engineer reported that the section of the Tualatin Valley Highway between Hillsboro and Reedville has been widened to four lanes. A short section just east of the city limits of Hillsboro is of insufficient width on the southerly side to permit two lanes of moving traffic and the parking of vehicles. He recommended that parking be prohibited on the southerly side of the Tualatin Valley Highway between a point 663 feet east of the easterly property line of Minter Bridge Road and the easterly property line of Minter Bridge Road. The Commission accepted his recommendation, and thereupon adopted a resolution relative thereto marked, "No Parking Resolution No. 237", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "No Parking Resolutions".

The Commission approved out of state travel expenses as recommended by the Highway Engineer for the following state highway personnel:

(1) Forrest Cooper, State Highway Engineer; P. M. Stephenson, R. L. Porter, and Tom Edwards, Assistant State Highway Engineers; L. H. Young, Office Engineer; Frank Morgan, Construction Engineer; L. I. Lindas, Chief Counsel; W. T. Wright, Right of Way Engineer; C. H. Maison,

Auditor, and three division engineers to attend annual WASHO Conference in Seattle, Washington, June 10-14, 1962, at an estimated cost of $140 each, for a total of $1,680.

(2) Mark Astrup, State Parks Superintendent, to Missoula, Montana, to present a paper to the Montana Conservation Council April 13, at an estimated cost of $120.

(3) J. Al Head, Assistant Traffic Engineer, to attend meeting of Highway Research Board Freeway Operations Committee in Detroit, Michigan, April 8-9, 1962, at an estimated cost of $270.

(4) W. E. Kosesan, Maintenance Agronomist, to attend Western Weed Control Conference in Las Vegas, Nevada, March 20-22, 1962, at an estimated cost of $83.

(5) The Commission also confirmed the attendance of Carl Jordan, Director of Travel Information, at a Regional Seminar of the United States Travel Service in San Francisco, California, February 16, 1962, at an estimated cost of $115.

Confirmation of telephone authority was given by the Commission for Mr. Forrest Cooper, State Highway Engineer, and Mr. L. I. Lindas, Chief Counsel to go to Washington, D. C., February 24-27, 1962, at an estimated cost of $725 to confer with the U. S. Bureau of Public Roads concerning federal participation in financing construction of the Astoria Bridge across the Columbia River. The Director of Highways for the State of Washington, Mr. W. A. Bugge, and his attorney, Mr. Johnson, were also present. As a result of these discussions, he stated, it had been agreed to allow use of federal funds if needed and at the State's discretion to pay off bonds on the bridge and construction of the south approach. Mr. Rex Whitton, Federal Highway Administrator of the Bureau of Public Roads in Washington, D. C., requested his Engineering Division to review the plans and his Attorney to place the agreement in written form.

The matter of access from the Pacific Highway to the entrance of the Rogue River Park immediately downstream from the Homestead on the Rogue Twin Bridges in Jackson County was also discussed with Mr. Whitton. The State's proposal, the Engineer explained, is to eliminate an approved access point near Blackwell Hill, some six miles easterly of the Rogue River Park area, and to be granted an access to the Freeway for both northbound and southbound traffic so that the Rogue River Park may be used as a rest area as well as a park. He pointed out that local Bureau of Public Roads authorities have felt that they cannot approve the desired access to the park but should have approval from Washington. He stated that the reaction in Washington appeared to be favorable for access as requested by the State, but no decision would be made until receipt of a report from the Regional Engineer in Portland, Mr. B. M. French.

Construction of the Morrison Street Bridge Interchange on the East

Bank Freeway in Portland required altering of existing ramp construction, the Engineer reported. Twelve spans of structural steel beams were removed. Neither Multnomah County nor the City of Portland is interested in the material, but Clackamas County has made an offer to purchase the steel at $0.05 per pound. As the material has value to the State only as scrap, he recommended it be sold to Clackamas County at $0.05 per pound which would total approximately $16,250 for the estimated 325,000 pounds of material. The Commission approved the sale.

The Commission confirmed their prior approval of a construction agreement and an easement agreement with the Mt. Hood Railroad covering a railroad crossing on the Whiskey Creek-Fikes Corner Section of the Mt. Hood Highway in Hood River County.

The Commission also confirmed telephonic authority given to the Secretary to sign in behalf of the Commission a crossing agreement with Vale Irrigation District and U. S. Bureau of Reclamation in connection with construction on the Harper Junction-Burrell Section of the Central Oregon Highway in Malheur County.

Attention was given to an agreement with East Fork Irrigation District for moving of the District's facilities because of construction on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County. The Engineer stated that it had been determined that it is the obligation of the Commission to make compensation for the adjustment which he estimated would cost approximately $30,000. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a supplemental agreement with Malheur County covering an overrun in the cost of construction of the Owyhee Reservoir Road. The Engineer recalled that under terms of the original agreement dated April 24, 1961, the State was to pay the County $70,000 for the improvement of this road. Because of an overrun in the contract amount, the County has requested the State to contribute an additional $10,000 and to furnish approximately 5,000 feet of surplus guardrail to be installed by the County's Contractor. He recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Abandonment and Retention Agreements covering the disposition of old sections of highways when the new sections are constructed and opened to public travel were presented by the Engineer. Upon his favorable recommendation, the Commission approved the following Agreements:

(1) With Douglas County covering the Kellogg Bridge Section of the Elkton-Sutherlin Highway. The old section is to be turned over to Douglas County when the new section is completed.

(2) With Benton County covering the Bummer Creek Section of the Alsea-Deadwood Highway. The old section of highway is to be taken over by the County when the

new section is opened to public travel. The Engineer also presented an Abandonment Resolution formally transferring to Benton County the old Bummer Creek Section of the Alsea-Deadwood Highway in Benton County, as the new section is now open to public travel. The Commission adopted the resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Abandonment and Retention Resolution No. 392".

(3) With Polk County providing for elimination of the Dolph Corner-Dallas Highway and an extension of the Kings Valley Secondary Highway. The County is to take over the Dolph Corner-Dallas Highway when the Polk Station-Dallas Section of the Kings Valley Highway has been completed and opened to public travel.

The Commission approved the Abandonment Agreements as presented.

An Abandonment Resolution was presented by the Engineer covering two short loops of an old section of the Lake of the Woods Highway, approximately three miles west of the Forest Boundary in Jackson County. These loop sections, he stated, are no longer needed for highway purposes, and he recommended that they be abandoned to the adjoining property owners. The Commission adopted the resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Abandonment and Retention Resolution No. 393".

A throughway agreement with Polk County covering the Polk Station-Dallas Section of the Kings Valley Highway was presented by the Engineer. The agreement provides for construction of the project and the closure of county roads at their junction with the highway or the construction of connections. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A throughway agreement with the City of Dallas was also considered covering the Polk Station-Dallas Section of the Kings Valley Highway. This agreement, the Engineer stated, provides for closure of city streets in connection with construction of the highway project. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Cooperative Construction Agreements with counties covering construction of FAS County Roads were presented by the Engineer. He reported that the projects had all been previously approved by the Commission and the agreements as presented contain details pertaining to the projects. Upon his favorable recommendation, the Commission approved the following agreements and authorized the Secretary to sign them in behalf of the Commission:

(1) With Benton County covering the Starr Creek Road-Fiechter Section of the Bellfountain-North County Road FAS 830. Project approved by Highway Commission on November 3, 1960.

(2) With Klamath County covering construction of the Washburn Way Overcrossing Section of FAS 434. Project approved by the Commission on July 28, 1961.

(3) With Marion County covering replacement of Stout Creek Bridge at Mehama, which is located partly on the North Santiam Secondary Highway and partly on the Fern Ridge County Road. The agreement entailed expenditure of approximately $20,000 of which the County is to pay half.

The Engineer pointed out that in 1959 the Commission had entered into an agreement with Wasco County changing maintenance provisions on the connection of the rebuilt US197 to the Columbia River Interstate Highway which matters were also covered by a resolution adopted May 25, 1955. He recommended that a new resolution be adopted so as to be in conformance with the 1959 agreement with Wasco County as it pertains to The Dalles Bridge Highway. Following his favorable recommendation, the Commission approved the revised resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Primary Highway Designation Resolution No. 19a".

The Commission approved the Secretary's Report on "Voucher Lists" signed on behalf of the Commission during the period January 15, 1962 through February 22, 1962. In connection with this matter, the Secretary recalled that Commissioner Fridley at the last meeting had inquired as to the need for preparing this report and submitting it to the Commission. Submission of the list, the Secretary continued, was required in resolutions adopted by the Commission May 24, 1951 and August 3, 1951. The Chief Counsel pointed out that submitting a report to the Commission is a matter of Commission discretion. No record value will be lost, as a record of all lists signed by the Secretary is kept by the Auditor. After some further discussion, the Commission authorized the Secretary to discontinue preparation and sending of the "Voucher Lists" signed by him to the Commission, and thereupon adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Authorization Resolution No. 8b".

The Commission confirmed the next regular meeting date for April 13, 1962, in the Conference Room of the State Highway Building, Salem. A tentative date was set for May 25, 1962, for the following meeting.

The Commission granted approval for Mr. Rodney B. Land, Management Analyst, to attend a course in business management at the University of Oregon, March 18 to 23, at an estimated cost of $250.

Consideration was given to an agreement with Southern Pacific Company covering relocation of the Company's tracks because of construction of the Mistletoe Underpass on the Pacific Highway in Jackson County. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The relinquishment of excess right of way on the Oregon Coast Highway to the City of Brookings in Curry County was discussed. The Engineer recalled that in 1955 several parcels of excess right of way had been transferred to the City. The City has requested that the remaining portions of the old highway located back of the new curb be transferred to the City. As the property is no longer needed for highway purposes, the Engineer recommended that these parcels, consisting of approximately 0.68 acre, be transferred to the City of Brookings for public park purposes. The Commission approved the transfer. An agreement outlining things to be done by the State and by the City in connection with this transfer of property was also presented. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission considered, and upon favorable recommendation of the Engineer, approved, and authorized the Secretary to sign in their behalf, a supplemental agreement (Modification No. 3) with the U. S. Corps of Engineers pertaining to an agreement dated December 29, 1958, concerning highway relocation made necessary by the John Day Dam project. The supplemental agreement, the Engineer stated, provides that the State design and prepare plans for the John Day Bridge, Arlington viaduct, Heppner Junction, Heppner Highway overcrossing of the Heppner Branch of Union Pacific Railroad, Boardman Interchange structure and approximately 14.5 miles on Interstate Highway 80N. The U. S. Government obligation under this modification is limited to $101,000. The agreement is to expire June 30, 1965.

Following the Engineer's favorable recommendation, the Commission approved an agreement with the OWR & N Company, Union Pacific Railroad Company, covering foundation explorations for Bridge 8923 on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

The Commission also considered and, after the Engineer had recommended favorably, approved a supplemental agreement with OWR & N Company, Union Pacific Railroad Company, covering construction of the Portland International Airport Undercrossing of the Cascade Highway, Multnomah County.

Proposed additions to the FAS federal secondary system were presented by the Engineer. He recommended, and the Commission approved, additions as follows:

(1) Clatsop County, FAS 640, Sunset Beach Road, 1.2 miles.

(2) Clatsop and Columbia Counties, FAS 640, Fishhawk Road, 6.2 miles. (2.4 miles in Clatsop County and 3.8 miles in Columbia County).

(3) Marion County, FAS 736, an extension of 10.3 miles, from the Pacific Highway East at Brooks, easterly via Labish Center to a junction with the Hillsboro-Silverton Highway in Mt. Angel.

Chairman McIver commented concerning the Blatnik Report and other news articles regarding reports of misuse of funds in connection with the

interstate highway program. It was his feeling that some of these statements were misleading and in the form of blanket accusations and most certainly did not apply to Oregon. He pointed out that there is no evidence of any wrong-doing in Oregon and that the Commission itself instigated the hiring of Haskins and Sells to check up on procedures that are being used and whether the finances are being properly handled. He felt that a public statement should be issued pointing out that none of the derogatory comments made pertained to Oregon, and although such a statement would probably not be classified as particularly newsworthy, it would still put the Oregon Highway Commission on record. The Engineer reported that this matter had been discussed with Mr. A. E. Johnson, Executive Secretary of AASHO, and Mr. Johnson advised him that a very strong letter had been sent by the President of AASHO, J. C. Womack, to the Blatnik Committee. The Engineer read Mr. Womack's letter in which it was pointed out that unsubstantiated derogatory statements, particularly those published in an article in "Parade" and in the "Kiplinger News Letter", were doing a disservice as well as undermining confidence in the road program to the point where its costs will be materially increased; that innocent states were suffering under the blanket accusations; and that the Committee owes it to the public and the highway people to issue a statement advising the public that these articles are not the official views of the Committee. No action was taken.

The Engineer presented to the Commission bids received February 28 for highway construction. He pointed out the low bid for each project, the estimated cost of each project, and the total number of bids received. At 11:00 a.m., the Commission awarded contracts, as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON FEBRUARY 28, 1962

"Baker Rock Production Project on Old Oregon Trail and Baker-Homestead Highways in Baker County. One bid was received on this project. The Commission awarded the contract to that bidder, Arthur Simonsen and Company, Baker, at $35,525.

"Dooley Mountain Rock Production Project on Baker-Unity Highway in Baker County. Two identical bids were submitted on this project. Chairman McIver flipped a coin to decide award of the contract. The toss of the coin was in favor of N. A. Toole Construction, Ontario, and the Commission awarded the contract to N. A. Toole Construction at $32,800.

"Corvallis Maintenance Building on state highway property in Benton County. Eleven bids were received. The Commission awarded the contract to the low bidder, Westbrook Construction, Inc., Albany, at $34,075.

"Grading and oiling the Bridge-Tanner Creek Section of Coos Bay-Roseburg Highway in Coos County. Nine bids were received. The Commission awarded the contract to the low bidder, White Bros. Construction Company, Inc., Walla Walla, Washington, at $977,888.70.

"Prairie City-Unity Rock Production Project on the John Day Highway in Grant and Baker Counties. Six bids were submitted. The Commission

awarded the contract to the low bidder, Arthur Simonsen and Company, Baker, at $36,320.

"Seneca Rock Production Project on John Day-Burns Highway in Grant and Harney Counties. Four bids were received. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at $43,550.

"Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County. Four bids were submitted. The Commission awarded the contract to the low bidder, Barney Helser Rock Production, Beaverton, at $27,200.

"Ashland-Klamath County Line Rock Production Project on the Green Springs Highway in Jackson County. Three bids were received. The Commission awarded the contract to the low bidder, M. C. Lininger and Sons, Medford, at $23,040.

"Cave Junction Rock Production Project on Oregon Caves and Redwood Highways in Josephine County. Three bids were received. The Commission awarded the contract to the low bidder, Southern Oregon Crushing Company, Medford, at $24,650.

"Park Boundary-Lobert Junction Rock Production Project on Crater Lake Highway in Klamath County. Six bids were submitted. The Commission awarded the contract to the low bidder, Lee F. Philpott, Eugene, at $29,600.

"Stone base and oiling on Blizzard Gap-Nevada State Line Section of Adel-Nevada State Line Road in Lake and Harney Counties. This project was withdrawn prior to the letting.

"Roadside improvement on McKenzie River-Willamette River Section of Pacific and Eugene-Springfield Highways in Lane County. Three bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $51,205.

"Highway channelization and overnight camp extension in Jessie M. Honeyman State Park Section on Oregon Coast Highway in Lane County. Six bids were received. The Commission awarded the contract to the low bidder, Amos Construction Company, Myrtle Point, at $29,687.80.

"Judkins Point Sign Bridge Installation on Pacific Highway in Lane County. Three bids were received. The Commission awarded the contract to the low bidder, Electrical Products Corporation of Oregon, Portland, at $9,142.

"Roadside improvement on Halsey Interchange-McKenzie River Section of Pacific Highway in Linn and Lane Counties. Three bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $44,793.

"Structures "B", "C", "D", and "E" Banfield Interchange on East Bank Freeway Section of Pacific Highway in Multnomah County. Six bids were

received. The Commission awarded the contract to the low bidder, Donald M. Drake Company, Portland, at $5,207,745.

"Roadside improvement on Sandy River-Dodson Section of Columbia River Highway in Multnomah County. Three bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at $43,342.25.

"N. E. 122nd Avenue Structure, grading and paving of Sandy Boulevard and U.P.R.R. Overcrossings in Multnomah County. Nine bids were received. The Commission elects to accept the low bid of Birkemeier Construction Company, Milwaukie, in the sum of $220,108.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of $50,000 is deposited by the County.

"Grading, paving, structures and signing on West Salem Section of Willamina-Salem Highway in Polk County. Five bids were received. The Commission awarded the contract to the low bidder, Fred H. Slate Company and E. C. Hall Company, Portland, at $1,683,512.55.

"Grading and oiling the Polk Station-Dallas Section of Kings Valley Highway in Polk County. Eight bids were received. The Commission awarded the contract to the low bidder, Kenneth E. Nielsen, Salem, at $121,804.25.

"Grading and oiling the Cold Springs Junction Truck Scale Site on the Columbia River Highway in Umatilla County. Four bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Co., Inc., Pasco, Washington, at $28,459.50.

"Umatilla County Line-Elgin Rock Production Project on Weston-Elgin Highway in Union County. Four bids were received. The Commission awarded the contract to the low bidder, Barney Helser Rock Production, Beaverton, at $39,821.

"Grading, oiling and structure on Hayden Creek-Forest Boundary Section of Little Sheep Creek Highway in Wallowa County. Two bids were received. The Commission rejected all bids as being too high.

"Traffic Signal Installation at S. W. 78th Avenue, easterly of Beaverton, on Beaverton-Hillsdale Highway in Washington County. Four bids were received. The Commission awarded the contract to the low bidder, McCoy Electric Company, Portland, at $7,390.

A resolution was presented in memory of Mr. W. C. Williams, former State Highway Engineer, who died November 30, 1961. The Commission adopted the resolution which by this reference is made a part hereof and filed in the Secretary's Office under "Commemorative Resolution No. 18". The Commission also instructed that suitable copies of the resolution be sent to Mrs. W. C. Williams and to Mrs. Watson, Jr., daughter of Mr. and Mrs. Williams.

The Commission discussed with the Engineer problems to be presented by the delegations later in the day. No action was taken at this time pending

the appearance of the delegations.

The Engineer quoted from a status report submitted by Haskins and Sells, the firm recently employed by the Commission to conduct a study of the Highway Department. Haskins and Sells advised that the first period of their study was primarily devoted to gaining familiarity with the overall operation of the Highway Department. During the next five or six weeks, they will conduct surveys in depth in each organizational unit of the Department. These surveys will be directed toward appraisal of the present organization structure, management's control, system of controls and methods of procedures. To this point, they stated, their firm has received excellent cooperation from all Highway Department personnel, and the study has progressed on schedule.

The Assistant Counsel presented for consideration a request for "Consent to Street Vacation" of a part of Railroad Avenue in the City of Gladstone in Clackamas County. He recommended that the street vacation be approved subject to a check by the Engineering Division. The Commission approved the vacation as presented, and authorized the Secretary to sign the "Consent".

The meeting was recessed at 11:40 a.m. and reconvened at 1:15 p.m., in the same room.

Dr. John A. Hussey, San Francisco, California, Regional Historian for the U. S. National Park Service, appeared before the Commission concerning the Park Service Study on development of Champoeg State Park. The Assistant State Highway Engineer, P. M. Stephenson, introduced Dr. Hussey. The Study, Dr. Hussey explained, is to be a history of Champoeg State Park, including events which took place there, and a proposed development plan. Preparation of the study, he stated, has been quite difficult and complicated as there appears to be no consolidated history of the area which tells exactly where the sites are, where the various historical events took place and which locations should be preserved in Champoeg Park. It is needful to know as much of the true story of 1843, the time of the Provisional Government meeting, as possible so that proper plans can be made for development of the park. The report he estimated as approximately 75% complete, and it was his thought that it could be completed with about three months full time work. Since he is unable to devote his full time to the study, he requested until Fall to finish it. Chairman McIver thanked Dr. Hussey for the information, and told him the Commission hoped to hear from him this Fall.

A delegation representing the Albany Chamber of Commerce and other groups in Albany came before the Commission to request improvement of the old route of the Pacific Highway in Albany (now the Albany-Junction City Highway No. 58), particularly the section from Waverly Lake southerly to the railroad overpass, a distance of approximately one and one-half miles. The following persons were present: Orval Thompson, Raymond Barrett, Clyde Williamson, and W. L. Chadwick, members of Albany Chamber of Commerce; W. L. Fitzpatrick, Mayor; Wm. D. Bollman, City Manager; Glenn Chaffin, Manager of Chamber of

Commerce; Clifford Jenkins and Clifford Nelson, Jr., members of Albany Junior Chamber of Commerce; James McClean, President of the Chamber of Commerce; and Larry Young, "Democrat Herald". Mr. Orval Thompson acted as spokesman and presented to the Commission several pictures depicting the condition of the existing broken and extremely rough pavement. He pointed out that this condition has existed for several years and many out-of-town persons have stopped along the street thinking that the bumping sensation was caused by a flat tire. According to service station operators along this section, at least two or three cars per day stop to examine their vehicles for mechanical difficulties, and many of them are quite sarcastic about the condition of the street. He commented that one automobile dealer in demonstrating a new car over this section had stated he had lost the sale because the customer blamed the automobile for the bumps. This highway, he stated has a detrimental effect on the maintenance of automobiles and truck equipment and on the health of the truck drivers. This matter, he stated, has been discussed with highway engineers who had indicated that the condition could be cured by a resurfacing job. He requested that the project be included in the next highway program approved by the Commission. Chairman McIver stated that consideration would be given to their request.

A group of people representing the Grant County Chamber of Commerce and business interests in Grant County came before the Commission concerning improvements to the John Day Highway and other roads in Central Oregon. The following people were present: Joe Oliver, Chairman of the Grant County Highway Committee, and Hollis Owens, John Day Valley Freight Lines, both from John Day; Homer Damon and Al Reinertson, President and Secretary respectively of the Grant County Chamber of Commerce, both from Mt. Vernon; and John Gardner, Gardner Enterprise Bottling Works, Canyon City. Mr. Joe Oliver, who acted as spokesman, mentioned that the Fields Creek Section of the John Day Highway (US26) is in bad shape and needs improvement. Also a section down river is in need of improvement. He pointed out that the Brogan Hill Section on US26 should be reconstructed, but not ahead of the Fields Creek Section. For the people in Grant County, he also pointed out, Highway US395 is very important to them from the standpoint of their economic health. Mr. Damon stated he felt confident that the Commission would do something in the near future to highways in this area. Mr. Reinertson mentioned that about 80% of the tourists use Highway US395 through Central Oregon and that no major highway project had been undertaken in Grant County during the past eight years. He told of their interest in completion of US395 between Mt. Vernon and Pendleton. Mr. Owens thanked the Commission for improvements that have already been made to the John Day Highway. He mentioned that he operates a daily freight service over these highways and that during the past few years there has been a gravitation of business in this area to Idaho. To counteract it, he urged that better highways be constructed to direct the traffic to Western and Northern Oregon. He mentioned sections badly in need of improvement, between Spray and Dayville Junction and between Mayville and Condon. He also urged improvement to the John Day Highway so that it could be classified as a Group I Highway to allow 65-foot combination of vehicles to travel over it. At the present time special equipment must be used to transport cattle over ORE 19 or merchandise to Fossil, Condon, Spray and Kimberly. Mr. Gardner also mentioned the need for improvement between Fields Creek and Dayville and US395. Mr. Oliver in closing thanked the

Commission for work that has been done in their area and pointed out that highways are particularly important to them because of the lack of railroad facilities.

Mr. William D. Bollman, Albany City Manager, spoke briefly before the Commission in behalf of the Highway 20 Association concerning improvements on the Corvallis-Newport Highway near Little Elk Mountain and on the Santiam Highway east of Lebanon in the vicinity of Sheep Creek.

The Commission considered the awarding of a contract for the design and construction of an Oregon exhibit at the Century 21 Exposition in Seattle, Washington, to be in operation in April and into October, 1962. After carefully considering all of the proposals submitted to the Commission for this work, the Commission unanimously accepted the proposal of Armin Richter and William C. Zieser, of Medford, for construction of an exhibit and certain maintenance items for the sum of $62,563, and authorized the Secretary to sign the agreement in behalf of the Commission.

The Commission signed or authorized the Secretary to sign the following deeds, agreements, and other papers:

"Quitclaim Deed" to the City of Prairie City to property on the John Day-Bridgeport Section of the John Day Highway in Grant County.

"Indenture of Access" to Marion Strunk and Alma E. Strunk property on the Wildcat Creek-Walton Section of the Mapleton-Eugene Highway in Lane County.

"Indenture of Access" to the Perry W. Waterman, Sr., and Lottie Waterman property on the McMullen Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the Roy H. Coleman and Dorothy V. Coleman property on the Grants Pass (Sixth and Seventh Streets) Section of the Pacific Highway in Josephine County.

"Indenture of Access" to the Albert Earl Croghan and Shirley Croghan property on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County.

"Indenture of Access" to the Howard E. Olsen and Hilda J. Olsen property on the Salem-Hayesville School Section of the Pacific Highway East in Marion County.

"Bargain and Sale Deed" to Gordon Pipkin for a parcel of land on the Viento-Hood River Section of the Columbia River Highway in Hood River County.

"Release of Access Restrictions" from Clarence A. Blomgren and Constance E. Blomgren property to N. E. Columbia Boulevard, a Multnomah County Road, acquired for the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

"Release of Access Restrictions" from the Guy Neal and Mabel B. Neal property to N. E. Columbia Boulevard, a Multnomah County Road, acquired for the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

"Agreement" with Southern Pacific Company covering relocation of the Company's tracks necessitated by construction of the Mistletoe Undercrossing of the Pacific Highway in Jackson County.

"Relinquishment of Title" to City of Brookings of excess right of way of the Oregon Coast Highway within the city.

"Supplemental Agreement" with the U. S. Corps of Engineers covering modification of original agreement, dated December 29, 1958, pertaining to work in connection with highway relocation made necessary by the John Day Dam project.

"Agreement" with Union Pacific Company covering foundation explorations for proposed Bridge 8923 in connection with reconstruction of Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

"Supplemental Agreement" with O.W.R.R. and N. and Union Pacific Company relative to construction of Portland International Airport Undercrossing on the Cascade Highway in Multnomah County.

"Bargain and Sale Deed" to Cecile M. Bannon for a parcel of land on the Lake Road-Oregon City Section of the Cascade Highway in Clackamas County.

"Indenture" between the State and Clarice M. Judkins covering property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Relinquishment of Title" to the City of Portland for the right of way of the Kelly Street-Hamilton Street connection on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County.

"Agreement" with Oregon State Department of Planning and Development covering participation in Federal-aid funds for use in the State Non-Urban Parks and Recreation Study.

"Relinquishment of Grant" to U. S. Bureau of Land Management relinquishing a quarry site containing approximately 60 acres on Chandler Park-White River Section of Fremont Highway in Lake County.

"Consent to Street Vacation" by Fred O. and Florence E. Repine to the vacation of a portion of Lincoln Street, Block 4, in Churchmere Addition to West Salem in Polk County.

"Agreement" with Richard F. and Anne Thomas covering assignment of the original lease agreement executed September 5, 1958 by Oregon Gifts, Inc., of the Depoe Bay State Park Building concession.

"Agreement" with City of Oceanlake in which the City grants permission to State to connect the sewer system in Devil's Lake State Park to the City sewage disposal plant.

"Agreement" with East Fork Irrigation District covering moving of the District's pipeline and appurtenant facilities due to construction of the Fikes Corner-Whiskey Creek Section of Mt. Hood Highway, Hood River County.

"Supplemental Agreement" with Malheur County covering overrun in contract amount on construction of Owyhee Reservoir Road.

"Agreement" with City of Brookings transferring to the City the remaining portion of old highway which is located back of the new curb.

"Abandonment Agreement" with Douglas County covering the Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

"Abandonment Agreement" Benton County covering the Bummer Creek Section of the Alsea-Deadwood Highway in Benton County.

"Abandonment Agreement" with Polk County covering the Dolph Corner-Dallas Highway No. 192 in Polk County.

"Throughway Agreement" with Polk County covering the Polk Station-Dallas Section of Kings Valley Highway in Polk County.

"Throughway Agreement" with the City of Dallas in which City agrees to the closure of three streets in connection with the construction of the Polk Station-Dallas Section of Kings Valley Highway in the City of Dallas.

"Cooperative Agreement" with Benton County covering the Starr Creek Road-Fiechter Creek Section of FAS Route 830.

"Cooperative Agreement" with Klamath County covering construction of Washburn Way Overcrossing Section of Washburn Way County Road, FAS 434.

"Cooperative Construction Agreement" with Marion County covering replacement of the Fern Ridge County Road Bridge over Stout Creek at Mehama, Marion County.

There being no further business to consider, Chairman McIver declared the meeting adjourned at 2:15 p.m.

Joseph Cox
State Highway Engineer

M P McIver
Chairman

K N Ridley
Commissioner

Floyd Quenzer
Secretary

Glenn L Jackson
Commissioner

March 2, 196[illegible]

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: OREGON DEPARTMENT OF TRANSPORTATION

Title of Record Series: HIGHWAY COMMISSION MINUTES

Arrangement of Records: BY VOLUME NUMBER AND DATE. INCLUDES PAGE NUMBERS.

Index:

INDEXING: Begins with: VOLUME 42 PART III OCTOBER 1, 1957 PAGE 28983 Ends with: VOLUME 46 MARCH 31, 1962 PAGE 33388

FLASH CARDS: BEGIN EVERY NEW VOLUME.

Remarks:

Reel No. 8 Reduction Ratio 29:1 Project No.

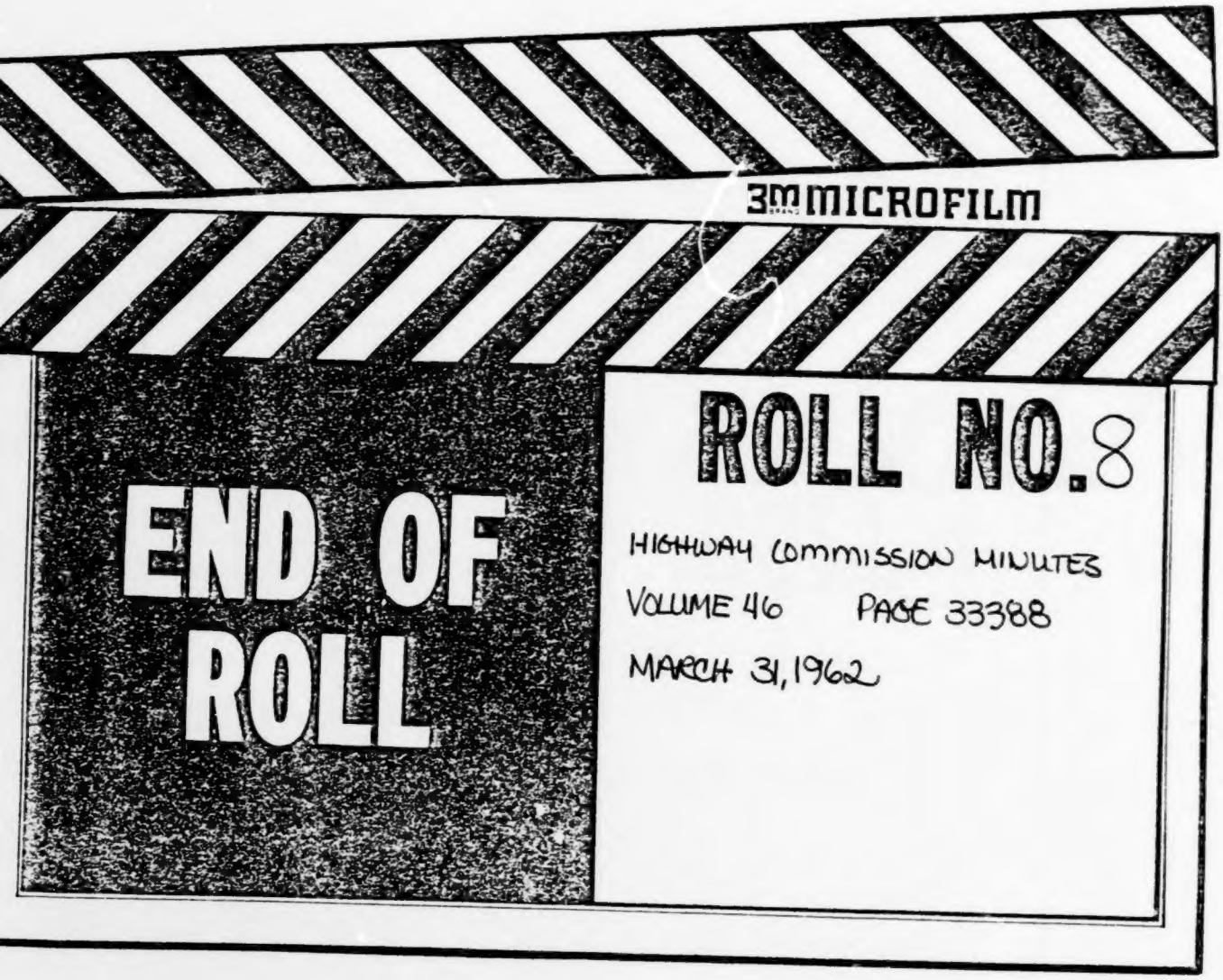
Camera: Name BELL & HOWELL Model FILE MASTER Film MO-5, 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 29 day of NOVEMBER 19 79 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Valerie Fiorni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HIGHWAY COMMISSION MINUTES
VOLUME 46 PAGE 33388
MARCH 31, 1962